

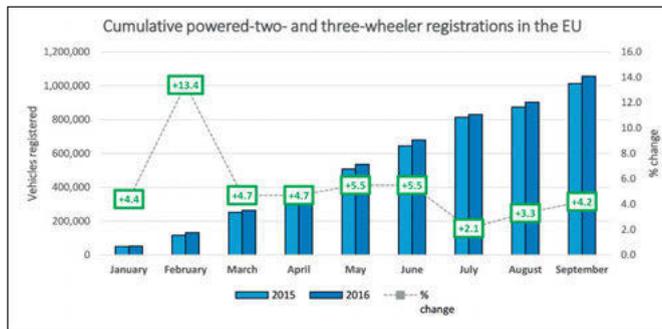
INTERNATIONAL DEALER NEWS

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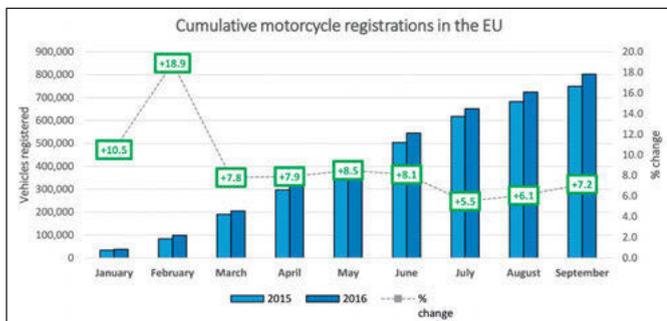
EU motorcycle registrations +7.2 percent for first nine months of 2016

According to the latest data gathered by ACEM, the Brussels based international motorcycle trade association, more than 1 million motorcycles and mopeds were registered in the EU in Q3 2016 (+4.4% year-on-year). France remains the largest market for powered two and powered three-wheelers in Europe. At least 1,051,257 powered two and three-wheelers were registered during the first three quarters of 2016 in the EU (compared to 1,006,684 vehicles registered during the same period of 2015). PTW registrations performed positively in all the key European markets including



Italy (+10.3%, 186,464 units), Spain (+9.6%, 127,717 units), UK (+7.3%, 101,408 units), Germany (+2.5%, 168,418 units) and France (+1.1%, 198,513 units). However, registrations of higher priced,

larger displacement machines continue to out-perform mopeds and lower-price smaller displacement units. Cumulative motorcycle registrations grew by +7.2% during the first three quarters of 2016 on a year-on-year basis. A total of 802,767 motorcycles were registered between January and September 2016, against 749,128 during the same period of 2015. Year-on-year motorcycle registrations increased in all the largest European markets, including Italy (+12%, 160,602 units), Spain (+10.2%, 114,988 units), UK (+8.7%, 94,807 units), Germany (+4.5%, 143,367 units) and France (+2.1%, 129,835 units).



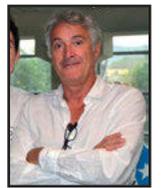
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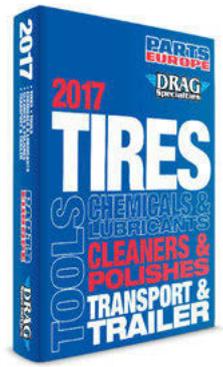
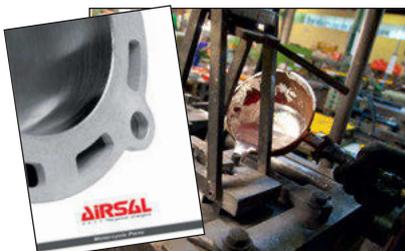


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**GALFER
SCOOPS
KTM
QUALITY
AWARD**



Wunderlich's
'Digimoto'

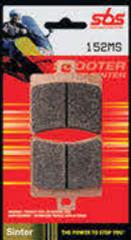


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**PUBLISHER/CO-OWNER
EDITOR-IN-CHIEF**

ROBIN BRADLEY
robin@dealer-world.com

**PUBLISHER/CO-OWNER
INTERNATIONAL EDITOR**

SONJA WALLACE
sonja@dealer-world.com

**MANAGING EDITOR
INFORMATION EDITOR**

SARA VINEY
sara@dealer-world.com

**DESIGN & PRODUCTION
MANAGER**

BEN OAG
ben@dealer-world.com

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

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

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The industry set itself the challenge of innovating its way to its future - tech reigns supreme at the shows as EU motorcycle sales growth trend finally looks robust

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FERODO
Sinter

Technology, technology and more technology

I've never been to the famous Consumer Electronics Show in Las Vegas – famous as the showcase for cutting-edge new tech, and trend pathway to the future of consumer devices and diversions.

But INTERMOT and EICMA this year showcased the ever-closer link between electronics and the motorcycle ownership and riding experience.

We've been accustomed to rider communications systems for several years. Vendors have been enhancing the social experience of motorcycling for a long time, and being able to actually hear your passenger trying to talk to you, or talk to those you are riding with, is something that we are now able to take for granted.

We have lived with the increases in security tech and tracking for some years now too, and device management has become a hot ticket in recent years - with specialist electronics businesses reaching beyond their traditional core battery charging and care competencies to charge our smartphones, iPlayers and tablets, to power our GPS, heated clothing and audio systems.

Now we are seeing a next generation of tech-thinking for riders, including endeavours to make the long dream of heads-up displays (HUD) concept a reality, some by using "augmented reality" (Nolan/Sony for example). In Givi's case, windshields are the "screen of choice", with their Samsung collaboration looking promising.

Then there is the now burgeoning area of airbags (congratulations to In&motion and IXON in particular for taking the step of severing the umbilical cord), and the area that I personally think is of massive importance and potential – the e-call market.

I use the term "market" advisedly, because whereas demand and value still remains unproven with some of the emerging technologies, there can be no doubt whatsoever that the whole area of intelligent systems and emergency calling is going to emerge as a massive market, a major boon to generations of riders moving forward, and one that future generations of motorcycle users will wonder how on earth their predecessors managed without ... it will become something as basic and all pervasive as colour TV screens.

As regular readers of IDN will know, at the end of last year, 2015, we gave our "Product of the Year" award to a German business – Digades – for having the first "aftermarket" /retro-fit e-call system available. They are so far ahead of the game that at this stage there remains a "who to call" deficit in much of Europe, but that won't last long - with such systems becoming mandatory on new cars soon, and the safety spotlight being shone on motorcycles at this time, get ready for it, it is coming, ultimately, to every motorcycle and every rider.

The integration of proprietary systems by OE motorcycle manufacturers will have a huge effect, but it seems to me that the ultimate destiny of such systems is into the realm of the individual, the realm of portability, and into integration with the other devices and communications that future generations (indeed many Millennials) are already finding impossible to imagine life without.

There are obvious dangers of course, those of system and technology platform reliability, of rider distraction, and of operator efficacy. Let's face it – the abilities of all riders and of all tech users are not equal, and system integration and dependency will bring as many new challenges to enjoying the ride as they will bring benefits.

For a start, conditions will be one big challenge, and voice recognition will be another one – that's even before you get your head around the challenges of password and PIN recollection, Iris or finger print recognition, and system security!

With apologies to the businesses and brands I haven't name-checked, and the initiatives and tech opportunities I haven't mentioned (Rapid Bike and others in the tuning market for example), the post analogue world that will be defined by the dawn of digital will be simultaneously a very different and a very familiar one in which people will still want to have fun, ride motorcycles and live long, healthy and wealthy lives.

Those who think change is their enemy should look around them and take a reality check – change is the natural order of things, it is the permanent process of the natural world, so why would or could it not also be so in the artificial world of man-made objects.

After all, our entire system of commerce is entirely dependent on obsolescence and being able to make the sale over and over. Once these new technologies and gizmos have matured, served their time and themselves been superseded, the same underlying dynamic of parting consumers from their hard-earned cash (or credit line) will still beat away at the heart of that which drives all developments, technologies, and "progress" – profit.

In the depths of the recession, systematically scouring the booths, aisles and halls of our industry's primary shows became quite a depressing, but always essential part of our annual routine here at International Dealer News. I remember writing here in this column about the glaringly apparent death of innovation, the apparent collapse in R&D spend and new product capital.

Kudos to our motorcycle manufacturers though, because whether it has been by recycling the past with retro bikes and styling scramblers, so-called "adventure touring" (the modern twist on there being bad or no roads and too many people!), by eschewing the existing cookie-cutter mindset and embracing something called "individuality" (who'd have thought!), or by allowing production technologies, materials science and electronics (see, history can repeat!) to develop product offers fit for "new gen" riders, their success in re-inventing our wheels has laid down a platform of modest

growth that the "independent" sector can also now bank.

As this edition of IDN went to press, we were still a few days away from seeing EU new registration market statistics that included October in a 10-month YTD analysis, but the one sparkling little factoid that had emerged was that the "Big Five" GISFUK markets (Germany, Italy, Spain, France and the UK) were running at +7.5 percent in motorcycle registration terms for the first 10 months of 2016, with Italy and Spain showing year-on-year growth of over 10 percent each.

Quite rightly there has been much caution and concern as to whether the early signs of modest growth that have been emerging in the past three and a half years would prove sustainable, robust and something that can be built on. Well, it looks like the market's growth is indeed robust and steady (for now at least) and, to judge by what was on show at (mostly) busy and vibrant INTERMOT (especially) and to a lesser extent at a rather smaller EICMA, the "aftermarket" is also now poised to start clawing its way back from its own near-death experience and start "taking it to the bank" as well.

“integration of proprietary systems will have huge effect”

Robin Bradley
Publisher
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<<< **Continued from cover**

At least 248,490 mopeds were registered during the first nine months of 2016 in the EU, whilst 257,556 had been registered during the same period of 2015. This represents a decrease of -3.5%. Moped registrations increased in Spain (+5%, 12,729 units) and the Netherlands (+2.8%, 55,363 units). They

remained stable in Austria (-0.2%, 12,366 units) and France (-0.8%, 58,040 units), but declined in Italy (-2.1%, 19,862 units) and Poland (-14.2%, 21,432 units).

ACEM Secretary General Antonio Perlot said: "These third quarter figures clearly show that the powered two and three-wheeler sector continues to recover from the acute economic crisis that started in

2008. We are still far away from the 2.4 million registrations of 2007, but we are optimistic about the future.

"As the European economy continues to emerge from its long slumber, European citizens will increasingly look for convenient solutions that meet both their mobility and leisure needs".

This analysis is based on information available up to 19 October 2016. At

that time motorcycle and moped data for the following countries was not available: Bulgaria, Croatia, Cyprus, Ireland, Malta, Romania and Slovenia. Moped data for Bulgaria, Croatia, Cyprus, Greece, Hungary, Ireland, Malta, Slovakia and Sweden was not available.

www.acem.eu

German motorcycle registrations +7.33 percent for first ten months

The latest statistics released by the IVM, the motorcycle industry trade association in Germany, show new motorcycle registrations up by +37.22 percent in October at 4,760 units for the month – the best October market performance in Germany since before 2008.

Cumulative new motorcycle registrations for the first 10 months of the year are +7.33 percent at 104,733 units so far – also the best first 10-month market performance in Germany since before 2008, when there had been 97,694 registrations for the corresponding period. In total powered two-wheeler terms, the market in Germany was up by +28.76 percent in October (7,637 units) and is +5.49 percent for the year-to-date at 149,975 units. The top selling model in Germany so

far this year is the BMW R 1200 GS (6,615 units), followed by Yamaha's MT-07 (3,224 units), Kawasaki's ER-6n (2,511 units), with the BMW R nineT now up to fourth best seller (2,370 units), ahead of Honda's CRF 1000 'Africa Twin' (2,249 units) and BMW's S 1000 XR sixth (1,827 units).

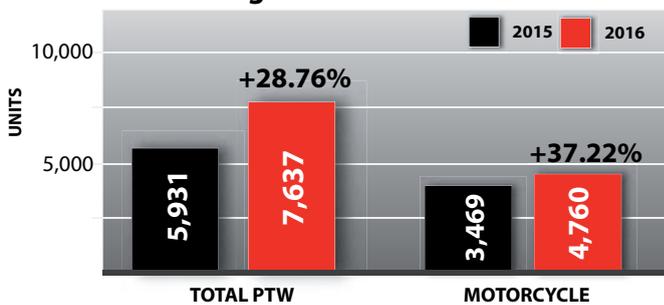
With six models in the top 20 sellers list, it is no surprise that BMW remains motorcycle sales market share leader in its home market for the first 10 months of the year, having sold 22,861 units for a 15.24 percent market share (down a little from the 22,962 units they sold for a 16.15 percent market share in the first 10-months of 2015). Yamaha is second with a 13.30 percent market share (19,954 units sold YTD), Honda third with 12.12 percent of the German market (18,175 units), KTM in fourth place with 9.90

percent (14,843 units) and Harley-Davidson, having overtaken Kawasaki for fifth spot, with 7.16 percent (10,743 units).

Sportsbikes have taken 30.43 percent of the new motorcycle market in Germany so far this year (31,869 units), with Enduro bikes the second largest sector at 24.01 percent of the

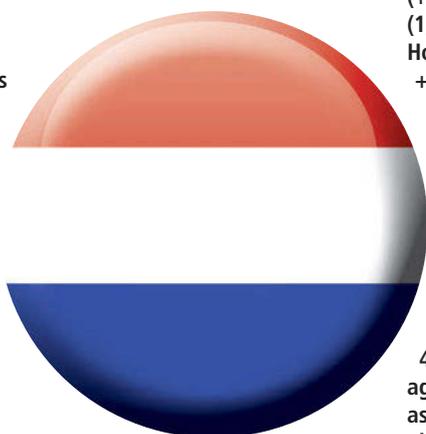
German motorcycle market (25,148 units); so-called "Classically styled" bikes (Naked style models mostly) are the third most popular style of bike in Germany so far in 2016, taking 22.00 percent of the market (23,041 units), followed by "Chopper" style bikes as the fourth most popular sector (12.67 percent, 13,269 units YTD).

German registrations - October 2016



Dutch motorcycle registration at highest level since 2009

The latest data released by BOVAG/RAI/RDC (the Dutch motorcycle industry trade association consortium) shows that motorcycle registrations in the Netherlands were +9.9 percent (11,878 units) for the first 10 months of 2016 – more than 1,000 units up on the same period of 2015. In fact, after 10 months, 2016 has already seen more new motorcycles sold there than was the case for the full year in 2015. By way of comparative reference, in 2009 the number of new motorcycles sold in the Netherlands was 14,790, while the average market total in the 15 years before was almost 17,000 units per year. In 2013, motorcycle sales reached an all-time low of 9,335 units, but since then the market is growing, with an approximately 1,000 units, or 10



percent a year growth rate. This year has seen BMW's traditional grip on the Dutch market challenged – with Yamaha taking over market leadership after the first 10 months with 1,794 units sold, an increase of around 9 percent year-on-year. BMW is second with 1,756 units

(+2.3 percent); Kawasaki third (1,460 units, +18.9 percent); Honda fourth (1,438 units, +29.8 percent) and Suzuki fifth (1,158 units, +2.8 per cent). As at November 1st 2016, the total number of motorcycles registered for road use in the Netherlands (the total "bike park") stood at a record number of 720,889 motorcycles. That is nearly 4,000 units more than a year ago, more than twice as many as 20 years ago (335,000) and almost six times as many as in 1986, when the Netherlands had just 124,000 motorcycles. In the last 30 years it is not just the numbers of motorcycles on the road in the Netherlands that has changed out of all recognition. A very high proportion of the motorcycles on the road there in the 1980s were either small cc machines such as mopeds and scooters

(especially following a 1960s scooter boom there) and, still, restored WL45 unused war surplus Harley-Davidsons ("Liberators") that were "liberated" from the Antwerp docks in Belgium in the summer of 1945 after WWII had ended, before they had seen active service!

Dutch 'Bike Park'	
1976:	68,700
1986:	124,000
1996:	335,000
2006:	616,282
2016:	720,889*
*As at 1-11-16	

Source: BOVAG RAI Mobility in Figures

Italian motorcycle registrations +18.30 percent for the first 10 months of 2016

The latest data released by the Italian motorcycle industry trade association (ANCMA, Milan) shows new motorcycle registrations for the first ten months of 2016 up by +18.3 percent at 69,300 units for the year-to-date. In October, the market was worth 3,859 new motorcycles, +12.7 percent. Total PTW registrations were +11.5 percent (177,084 units) for the first 10 months of 2016; in October total PTWs were +4 percent (11,305 units). Scooter sales were +7.5 percent

for the first 10 months of the year at 107,784 units sold. The largest scooter market is for 125cc machines, which account for 39,897 of all scooter sales in Italy, +12.5 percent over the first 10 months of 2015. Next largest is the 300 – 500 cc sector, at 33,735 units, which is up by +4.8 percent. The high-value 500cc+ maxi scooter market is up by +3.7 percent at 8,028 units. The 150 to 250cc scooter market in Italy was +5.1 percent for the first 10 months of the year (26,124 units).

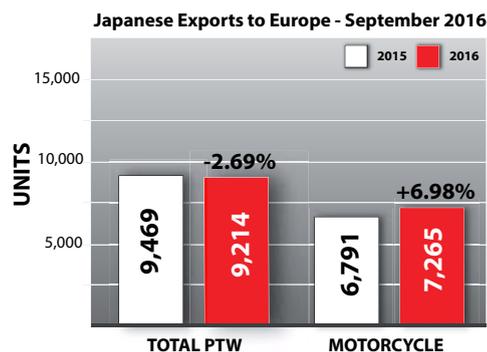


The top selling motorcycles in Italy so far this year are the

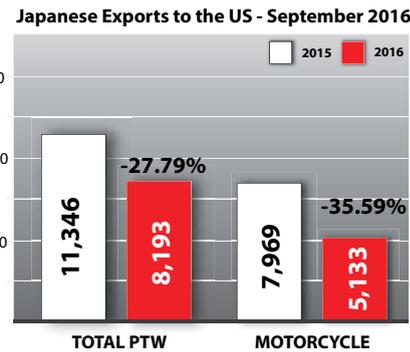
BMW R 1200 GS, the Honda 'Africa Twin', Honda's NC 750 X and Ducati's Scrambler 800. In unit number terms, the largest market sector in Italy in the first ten months of the year was the 'Naked' style bike market, which at 24,573 units was up by +21.1 percent over 2015, followed by the Enduro market (22,863 units, +27.00 percent over 2015). Supermotard models are +37.2 percent on low volumes (2,607 units); tourers are up by +3.3 percent (8,223 units).

Japanese made motorcycle exports to Europe +17.59 percent for first nine 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 up by +6.98 percent in September (7,265 units), having been down by -11.98 percent in June, and up by +17.59 percent for the first nine months of 2016 (125,750 units). This is the best first nine-month performance since 2009. 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 -2.69 percent in September at 19,214 units, having been -12.95 percent in August. They are running at +15.98 percent for the first nine months of 2016 at 139,969 units in total – the best first nine months for Japanese made PTW



exports to Europe since 2010. Motorcycle shipments from Japan to the USA were -35.59 percent in September (5,133 units) and are -33.77 percent for the year-to-date at 50,899 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 -1.10 percent for the first nine months of 2016 at 303,318 units – their lowest in the 21st century, having peaked at 1.641m units in 2000. 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, although 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.

Austrian motorcycle registrations +5.59 percent for first nine months of 2016

The latest data released by the motorcycle trade association in Austria (arge2Rad) shows registrations of new motorcycles of over 125cc up by 15.94 percent in the third quarter of 2016 at 3,266 units, and up by +5.59 percent for the first nine months of the year at 12,176 units – continuing the start of market

recovery in Austria that was first seen in the final quarter of 2015. In total powered two-wheeler terms, registrations were up by +7.55 percent for the second quarter of the year in Austria, at 17,260 units, and are +5.20 percent (37,652 units) for the first nine months of the year. Not surprisingly, KTM is Austrian

market leader (in its home market), having sold 3,308 motorcycles in the first nine months of 2016 (+4.78 percent). Second was Honda (2,867/+0.49 percent); Yamaha third (2,499/+6.57 percent); BMW fourth (1,711 units/+7.41 percent) and Aprilia fifth (1,566 units/+1.89 percent).



www.arge2rad.at

Motorcycle registrations in Spain +10.39 percent January – October 2016

According to the latest data released by the motorcycle industry trade association in Spain (ANESDOR), the motorcycle market there was up by +11.42 percent in October (12,171 units).

The market in Spain is now running at +10.39 percent for the year-to-date at 126,511 units (the highest for the first 10 months of the year since before 2009).

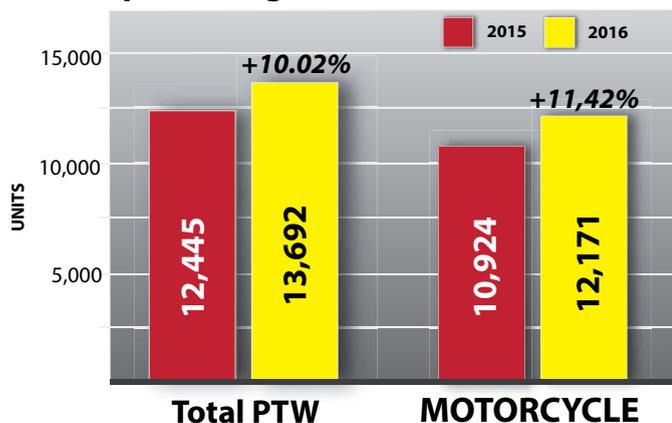
Moped registrations in October were +16.64 percent (1,521 units) and are +6.15 percent for the first eight months of the year at 14,319 units. Total PTW registrations were +10.02 percent in October (13,692 units) and are up for 2016 so far by +9.23 percent for the year-to-date (140,828 units in total).

For the year-to-date Honda remains market share leader in Spain, having sold 21,684 units for a 17.1 percent market share, followed by Yamaha (19,183 units, 15.2 percent share)

and Kymco (16,980 units, 13.4 percent share).

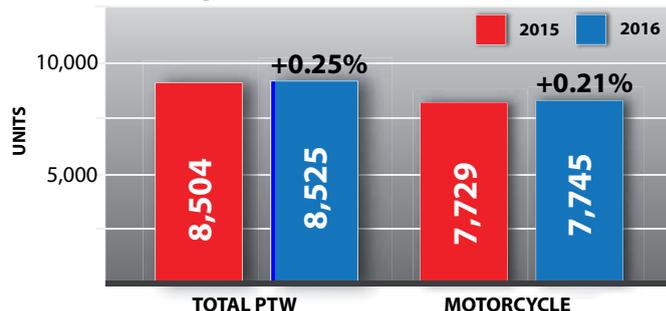
Scooter sales are up by +5.2 percent so far this year and represent some 64 percent of the total PTW market (80,677 units YTD). Road-going motorcycles are +20.2 percent so far in 2016, accounting for 32 percent of the market (40,954 units), and while off-riders are +29.9 percent YTD, they only account for 4 percent of total PTW sales (5,140 units YTD). ANESDOR General Secretary Jose Maria Riano welcomed the continued growth, pointing to this having been the best October since 2009, but warned that with many consumers rushing to get Euro-3 compliant vehicles on the road before the law changes (all new PTWs will have to be Euro-4 compliant for January 1st 2017), it remains to be seen if the growth seen in the second half of the year will sustain into the first months of 2017.

Spanish registrations - October 2016



UK motorcycle registrations +8.09 percent for January – October inclusive

UK registrations - October 2016



The latest data released by the motorcycle industry trade association in the UK (MCIA) shows that new motorcycle registrations for October were essentially level with October 2015 (actually +0.21 percent at 7,745 units).

For the year-to-date registrations are +8.09 percent at 101,832 units - the highest comparable figure since before 2009.

New moped registrations were up by +0.65 percent on low volume in October (780 units), but are down by -8.22 percent for the year-to-date (7,354 units sold so far in 2016).

Total PTW registrations were up by +0.25 percent in October (8,525 units) and are +6.81 percent for the year-to-date (109,186, also the highest first 10-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 +19.8 percent (5,514 units), +14.3 percent (22,860 units), +5.1 percent (8,946 units), +11.8 percent (30,687 units – the largest single market sector in the UK so far in 2016), and +7.1 percent (16,281 units) respectively.

The small displacement scooter market is -9.4 percent for the YTD (6,699 units). The traditionally strong UK Supersports market is -5.2 percent YTD at 11,574 units, with Touring models down by -10.6 percent at just 2,153 units YTD.

Market share leader in October was Honda (1,522 units), followed by Yamaha (1,216 units), Lexmoto (671), Triumph (507) and Kawasaki (421 units).

Swiss motorcycle registrations -3.57 percent for first 10 months

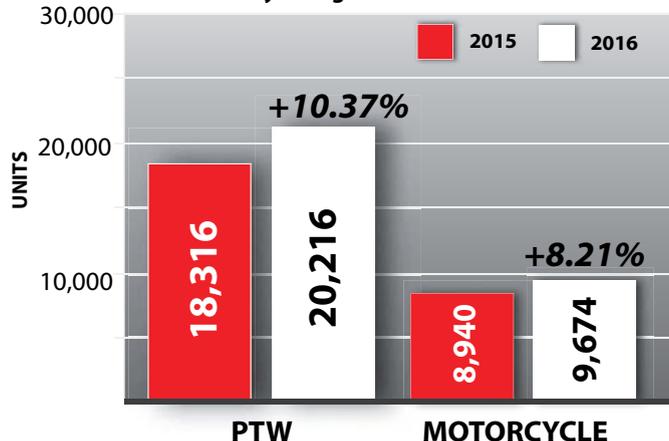
After having been up by over +17 percent in 2015, the latest data from the motorcycle industry trade association in Switzerland (MotoSuisse) shows new motorcycle registrations there down by -3.57 percent YTD at 25,362 units; and down by -8.33 percent in October on very low volumes (869 units). In total PTW terms, the market in Switzerland was down by -6.59 percent at 43,598 units for the first 10 months of 2016. In motorcycle market share terms, Yamaha has top spot, having sold 4,722 units YTD, with BMW second (3,279 units), Harley-Davidson third (2,896 units), Honda fourth (2,709

units) and Kawasaki fifth (2,363 units) year-to-date.

Yamaha's MT-07 is the top seller in Switzerland so far this year

(931 units), with their MT-09 in fourth (523 units) and Tracer in seventh place (442 units). The BMW R 1200 GS is second best seller in Switzerland so far this year (663 units), with Honda's CRF 1000 'Africa Twin' third (629 units), the BMW R 1200 GS fourth, followed by the Kawasaki Z 800 (451 units), the BMW S 1000 XR, the Honda CB 500 F (365 units) and Harley's Softail Slim S (360 units), and the BMW R 1200 GS Adventure is the 10th best selling motorcycle so far in 2016 in Switzerland (352 units).

Swiss motorcycle registrations - Year-to-Date 2016



www.motosuisse.ch

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 October was down by -10.86 percent on low volumes (780 units) after having been up by +5.05 percent in September, and remain down for the year-to-date by -5.52 percent, at 20,129 units.

However, apart from being down some 1,200 units on the first 10 months of 2015, this is the best January to October new motorcycle registrations market performance in Poland since before 2006.

Total new PTW sales were down in October, -14.22 percent (1,810 units), but that followed a good September with registrations up at +10.21 percent (4,027 units). The Polish market has been down continuously each year in total

new PTW terms since before 2009.

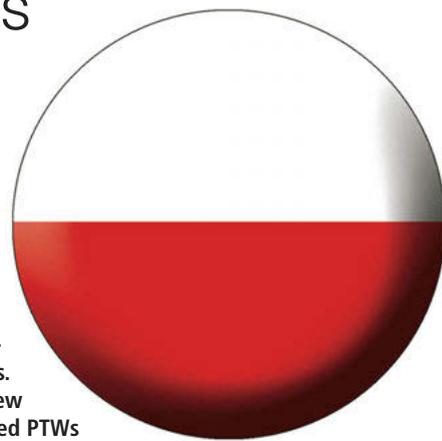
New moped sales were down in October in Poland (-16.60 percent, 1,030 units), but the decline in the Polish market has continued to lessen as the year has gone on, with the moped market being -14.38 percent for the period January to October 2016 (22,444 units).

However, new model registrations are only part of the story where the Polish market is concerned. Poland is an important market for used vehicles – and they provide valuable service, maintenance and PG&A income for Poland's motorcycle shops, authorised and independent.

The number of used motorcycles imported into Poland and registered there for the first time were down in October (-3.04 percent, 2,396 units) and are running at 52,854 units for the year-to-

date (-2.68 percent).

New and used motorcycle registrations combined were -5.08 percent at 3,176 units in October, and are -3.48 percent year-to-date at 72,983 units. The total number of new and used/first registered PTWs of all kinds was down by -8.60 percent in October at 4,679 units (having been +8.08 percent, 9,147 units in September) and are down by -7.67 percent for the year-to-date, but at 104,822 units, that still makes Poland one of Europe's largest and most important markets. Comparisons with Europe's other major markets are difficult, because this is the only large market in Europe where imported used vehicles are recorded in such numbers – but they are mostly higher



value, larger displacement machines, so their importance to the parts, accessory and service items/workshop revenue markets in Poland should not be underestimated. In fact, we can say that Poland is the EU's 9th largest market for new motorcycle registrations so far this year (January – September 2016) and 7th largest total new PTW market, according to ACEM statistics.

www.pzpm.org.pl

Swedish motorcycle sales +8.21 percent for first 10 months

The latest data from McRF, the Swedish motorcycle industry trade association, shows new motorcycle registrations at +30.60 percent for October (on low volumes, 478 units) and +8.21 percent for the first 10 months of the year (9,674 units). In total PTW terms, registrations for

the year-to-date are +10.37 percent at 20,206 units; moped registrations are +12.44 percent (10,542 units) for the first 10 months of 2016. For the full-year 2015, motorcycle sales in Sweden 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, the Swedish motorcycle show, will be in Stockholm from 26 to 29 January 2017.



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Smart Windshield technology

The result of an innovative collaboration with Samsung Electronics, EICMA saw Italian luggage-to-helmets manufacturer GIVI unveil a prototype Smart Windshield – believed to be the first such concept to make it to the prototype stage. Described as a “revolutionary tool for young people who ride scooters daily”, Smart Windshield is a solution designed for urban mobility that can offer “functionality for ensuring a greater level of road safety”.

According to ACVISTAT data, 24% of Millennials use their smartphone while riding, a figure which, combined with the high number using two-wheeled vehicles (8.4% among 14-19 year olds and 4.8% among

those aged 20-29), confirms the importance of investing in solutions for enhancing safety and preventing dangerous distractions.

Smart Windshield allows the rider to access information from his or her smartphone with the help of an App, where calls, SMS and WhatsApp messages, browser, e-mail and other notifications can be displayed directly on the windshield, which will allow the rider to choose whether to stop to answer them or trigger an automatic reply.

GIVI says that Smart Windshield has a special design that brings together “all the necessary technology and will be available in different scales, depending on the type of scooter or Samsung device used, to offer all riders a safe journey, with maximum brightness, even at night, and greater stability on the road”.

www.samsung.com
www.givi.com



Airbag vest to get 1m km consumer testing?



years, we’ve already developed an alpha version of the airbag for motorcycles users. In the meantime, we’ve been working with several experts to endorse the proposed solution.

“However, as with our previous projects, we really want to integrate ideas, comments and suggestions from our future users. The goal is to offer a product conceived for and by bikers by having the 500 selected riders involved”.

The 500 selected riders will receive the In&motion airbag in spring 2017 and will be able to use it for 180 days. Online registration of the interested riders will take place until January 16th.

“Our secret goal is to have the 500 cover more than one million kilometres to give us the best possible sample of use conditions and duration”.

www.airbagrevolution.com

Following the news last month about French designer In&motion’s introduction of what is claimed to be the first autonomous airbag vest and their link-up with French apparel maker IXON, the company says it is now ready to embark on the next stage of product development.

In a bold but creative move the company is giving its airbag vest to a cross-section of 500 riders across Europe, so that real-world usage data and feedback can be used to inform final commercial launch version product specification and manufacturing decisions.

Termed their “Airbag Revolution Campaign”, the ergonomic airbag vest is designed to be worn under any type of jacket and is a totally autonomous system (no cable nor captor on the motorbike needed) and features an integrated, certified back protector.

CEO Rémi Thomas said that “thanks to the experience acquired over the last





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Airsal to launch new advanced-tech off-road cylinder programme

Early 2017 will see Spanish small cc motorcycle, scooter and moped engine, cylinder, piston and engine heads manufacturer Airsal launch a new range of off-road cylinders for leading brands such as KTM, Honda, Yamaha, Suzuki, Kawasaki and Gas Gas. Founded in 1986, Airsal manufacture some 15,000 to 16,000 cylinders a month at the 3,000 sqm Centelles, Barcelona facility they moved to in 1999, and export to more than 30

countries worldwide. Their cylinders are made in aluminium with Scanimet interior coating - an extremely hard, durable and heat resistant, high performance nickel-silicon carbide (carborundum) proprietary technology. IDN met with Airsal's Export Sales Manager Frank Gali on the Mandelli booth at EICMA (their Italian distributor). Frank told us that "the new line will include a huge range of 250cc 4-stroke models and we are already

working on an upgrade to our new 2017 catalogue with options for 450cc models and 2-strokes...we plan to be offering more than 30 different off-road engine cylinder options within the next 2-3 years".

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Airsal's new off-road cylinders (including for KTM 250cc engines as seen here) feature their proprietary Scanimet internal coating – a high performance, durable and heat resistant nickel-silicon carbide (carborundum) technology



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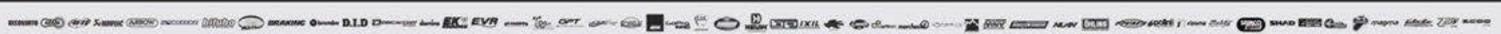


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Dutch dealer wins Dunlop/Parts Europe KTM Duke raffle prize

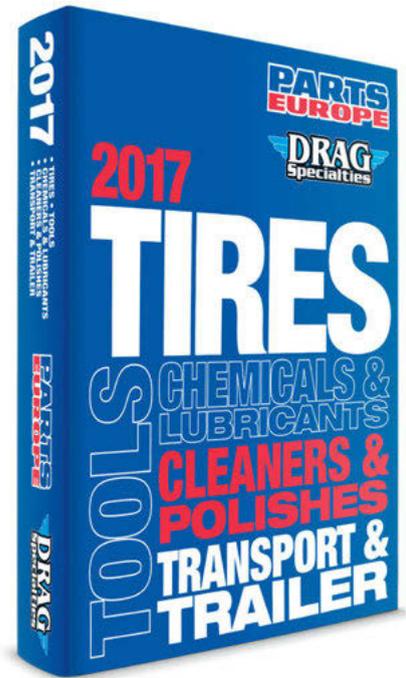
Nils Imhoff from American Bike Store in the Netherlands will soon be finding out just how cool the KTM Duke 390 is, because he is the lucky winner of the Parts Europe and Dunlop raffle.

Parts Europe's German Sales Agent Diana Rausch was Lady Luck and drew their invoice-number out from the many dealers who had purchased 40 Dunlop tyres or more in the period from June 1st 2015 to May 31st 2016, or ordered 10 Dunlop tyres or more in the qualifying period from June 1st until October 30th 2016.

The bike, equipped with Dunlop tyres, and the shipping, was paid for by Dunlop. Nils Imhoff was invited to join Parts Europe at EICMA where Raoul Smits, EMEA Sales Manager Motorcycle & Racing for Goodyear & Dunlop Tires, and Xavier Williard, Sales Manager Europe for Parts Europe, handed over the keys of the Dunlop-Parts Europe Duke to Nils during the show.



From left: Raoul Smits, EMEA Sales Manager Motorcycle & Racing, Goodyear & Dunlop, Nils Imhoff, American Bike Store, Xavier Williard, Sales Manager Europe, Parts Europe



Among Parts Europe's 2017 catalogue releases, their 'Tires, Tools, Lubes and Chemicals' is a specialty guide to the service and maintenance products available to dealers throughout Europe from their 16,500 sq m Wasserliesch/Trier, Germany warehouse

www.partseurope.eu

Galfer scoops prestigious quality award

Spanish brake manufacturer Galfer has been recognized by KTM-Husqvarna for the quality of its products and the service it provides to the Austrian manufacturer.

For more than a decade Industrias Galfer has been supplying brake discs for KTM and Husqvarna motorbikes, for both OEM models and Powerparts spare parts. Galfer

produces Wave and Round brake discs for most KTM and Husqvarna road and off-road bikes.

Year after year KTM acknowledges Galfer as one of their best suppliers with the highest quality levels, and recently awarded the Spanish manufacturer with the KTM Supplier Quality Award 2015. Galfer said they were "honoured and grateful for this special recognition".

Founded in 1952 by Maffio Milesi, the company is still owned and operated by the Milesi family - at a 6,000 sq m facility at Granollers near the

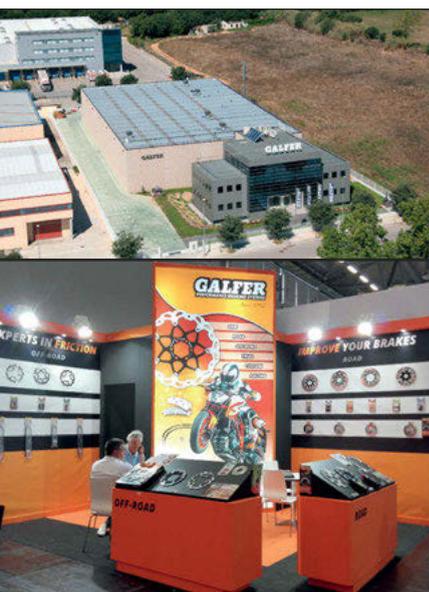
Circuit de Catalunya. Industrias Galfer employs some 50 people altogether at all its locations, and makes more than 500,000 brake discs and in excess of one million brake pad sets a year. Galfer exports to over 50 countries and has two sister companies, Galfer USA and the recently formed IG Italia. Commenting on the accolade from KTM-Husqvarna, present day CEO and founder's son Umberto Milesi said that "all our discs, pads and brake lines are designed and manufactured to the strictest possible quality control standards. The production process begins in the



Umberto Milesi

R&D Department - the materials we use are developed in our own laboratories and subjected to rigorous chemical analysis and physical testing. "Our Methodology Department designs the production processes with the Engineering Department, and finally, the Quality Department certifies the quality and reliability of our products according to ISO standards. We apply the same attention to detail and standards to all our products, OEM fitment and retro-fit. We are continually introducing new technologies, new procedures, new materials and new product designs so we can guarantee that all our customers are receiving the best products on the market".

www.galfer.eu



NEWS BRIEFS

In response to the Brexit triggered exchange rate instability (the GBP has lost considerable value relative to the Euro since the summer), Ducati has announced an average 4.8% price rise on existing models for the UK market effective January 1st 2017.

Pirelli's Diablo Rosso III has been chosen by Ducati as original for the new Monster 1200/S in 120/70 ZR17 M / C (58W) TL (D) front and 190/55 ZR 17 M/C (75W) TL rear (D) sizes for both versions. The Mk III Diablo Rosso is said to feature a twin-compound construction (rear) with high percentages of silica, racing-derived profiles and a tread pattern that is an evolution of the flash symbol already present on the Diablo Supercorsa.

British Cafe Racer style helmet specialist Davida has updated its popular 'Speedster' open-face with a v3 that sees it receiving dual approval markings – meeting ECER22-05 and DOT FMVSS No. 218.

Following its acquisition of a 51 percent stake in Peugeot's scooter business, giant Indian conglomerate Hahindra has acquired ownership of the legendary BSA brand as the major players in the Indian PTM market continue to jockey for strategic and brand positioning.

Omnia Racing of Naples, Italy, offers dealers access to a massive range of branded parts and accessories – among them the high-tech Nitro range of shock absorbers and the legendary British made Hagon suspension programme.

INTERMOT say that their 2016 attendance was up at 220,000 visitors. A big part of the increase is thought to be due to the debut of 'INTERMOT Customized', the new show-within-show concept that plays host to the AMD World Championship of Custom Bike Building, and saw Hall 10 at Koelnmesse emerge as the acclaimed new international headquarters event for the fast-growing custom motorcycle market. Some 70 percent or more of show visitors are reported as visiting 'INTERMOT Customized' – making it the #1 best attended custom bike show in the world.

Wunderlich's 'Digimoto'

"Futuristic, but still traditional, minimalistic, but still extraordinary" is how German BMW parts and accessory specialist Wunderlich describes its latest concept bike.

'Digimoto' is a sneak-peak into one possible version of the future.

Conceived in collaboration with Munich based designer Christian Zanzotti, with concept and virtual reality prototyping by Gray Development, 'Digimoto' may never roll off a production line near you any time soon, but that's not the point.

The point has been to demonstrate one version of a possible riding future where electronics have taken complete control of the two-wheel experience.

Unveiled at 'INTERMOT Customized' in October, 'Digimoto' is a BMW R 1200 R, but not as we know it (Jim!) – we'll let Wunderlich tell you the story themselves. "Completely assembled in a state-of-the-art manufacturing technique, based on a radically scaled frame of the BMW Roadster, plus the Boxer engine. Traditional handcraft techniques, such as



sharpening of raw aluminium, complement the whole production process.

"The sensor panel of the Digimoto-bike is a complete

novelty. The panel exists of various sensors and cameras, which send information in real-time to the visor of the rider. This visualisation of all information relevant to the rider allows a complete elimination of all display elements on the bike, resulting in a unique and simple design of the motorbike. "The sensor panel effectively replaces and eliminates the need for any kind of instrumentation. Made up of sensors and cameras that send real-time information to the helmet visor (heads-up-display technology), the rider is able to assimilate, visualise and respond without engaging with conventional controls - in fact the bike's information, command and control systems will make all the riding decisions itself, responding instantly to the environment, traffic conditions, speed limits, dangers and opportunities.

"Wunderlich was responsible for the technical realisation of this project. The experience of more than three decades of development work allowed the Wunderlich technicians to create a futuristic and rideable motorcycle out of a revolutionary vision".

www.wunderlich.de



MV secures investment

Troubled Italian motorcycle manufacturer MV Agusta Holding (a major investor in MV Agusta Motor SpA) has announced that it has signed a "binding agreement" (November 17th) for "a capital increase" with New York City based asset manager Black Ocean Group.

The recapitalisation is one stage in a restructuring plan that the company says "has the aim of consolidating its leadership in the production of high-end motorcycles under the MV AGUSTA brand. The closing of the transaction is expected to coincide with the homologation of [the] MV AGUSTA restructuring plan".

Black Ocean is part of the Ocean Group, an investment vehicle founded by entrepreneurs Oliver Ripley and Timur Sardarov in 2005. Ocean has interests in a diverse range of sectors including private aviation, agriculture, real estate, corporate finance, banking, services, technology, media and internet, with offices in New York, London, Geneva and Moscow.

The details of the agreement have not been disclosed, with no indication as to how this will affect the 25 percent MV Agusta equity position that AMG Mercedes paid €30m for in 2014. MV CEO Giovanni Castiglioni's stated aim



to disengage from that relationship. In March 2016 it was announced that the company had filed a "Composition" with its creditors – an Italian variation on the theme of what is known in the United States as a Chapter 11 creditor protection filing. The intention was to allow the company some time in which to restructure its finances - in MV Agustas' case that meant dealing with the 40m euro of debt that was reported on its books at that stage. The filing gave MV Agusta to the end of 2016 to renegotiate its finances, granting them an interim 'payment holiday'. It is believed that MV needs to

massively reduce its 15 percent of turnover R&D spend, generate sufficient capital to allow it to service its debt burden, fund ongoing reduced production and put itself in a position to buy out AMG. The company will also need to repay a 15m loan it took from a consortium of Italian banks in late 2014 to top up its cash flow (having burned through the AMG cash and the \$20m dowry Harley-Davidson left it with) in order to be able to do that - the loan was conditional on AMG's shareholding not being reduced below 20 percent without it first being repaid in full.

www.mvagusta.it

SX.100 with high-end features

Portuguese manufacturer NEXX say they are bringing high-end features to a lower price point full-face street helmet with the SX.100.

The ATR shell (Advanced Thermo Alloy Resin) touring and urban riding shell has been extensively wind tunnel tested to arrive at an aerodynamic shape that allows a relatively lightweight helmet with a sporty design to still have optimised stability and soundproofing at high speed.

The 3D formed interiors are fully removable and washable, anti-sweat and anti-allergic and made with X-Mart Dry fabrics. The removable and washable thick neck roll blocks air from entering under the helmet.

The SX.100's wide eye port offers an increased feeling of openness inside the helmet, and the visor is an optical class 1 anti-scratch



prepared for use with a Pinlock fog-free lens; an internal sun visor is operated via a glove-friendly external button and is said to filter out 99% of UV light.

The SX.100 is equipped to accommodate NEXX Helmets' X-COM system, developed in cooperation with the renowned Bluetooth specialist SENA. The helmet is ECE/22.05, DOT and NBR-7471:2001 approved and has two inlet and two exhaust air vents (Air Dynamic System).

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www.nexx-helmets.com



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'Expandable' case

"Innovative and exclusive, the Expandable grows vertically to adapt to the needs of the rider when more space is needed", according to SHAD.

'Expandable' by SHAD with volume adjustable in three positions (L-XL and XXL) and capacity to hold two trail helmets, is "the only case in the aftermarket which is expandable, and with a capacity of up to 58 litres, it is compatible with all Top Master fixing systems by SHAD".

Both in the street version (SH58X) or for trail use (SH59X), luggage will be safe and easily accessible as it is a compact and aerodynamic case with greater capacity achievable in seconds by changing between its different positions. The set



comprises three cases, in one for different needs. Compact mode L offers a volume of 43 litres, in the second level (XL) it reaches 50 litres and in the XXL stage the volume is 58 litres. The SH58X has a carbon look, matching the SH36 side cases, and the cover is available in several colours: white, metal black and new titanium. The SH59X for trail use has an aluminium finish, which is light, durable and environmentally friendly and matches the new SH35 side cases.



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'Hero' Vintage Series line

A vintage look and superior technical qualities are the key features of the new 'Hero' waterproof boot, according to Italian specialist TCX.

The boot is said to "recall the kind of classic heavy-duty boots that are experiencing a fashion comeback. The upper is made of the finest full grain leather with a waterproof lining that guarantees outstanding water resistance. The boot is fastened with laces, but also has a side zip fastening covered by a Velcro band.

"The shaped upper collar and padded ankle frame ensure greater comfort. 'Hero' has reinforcements in the

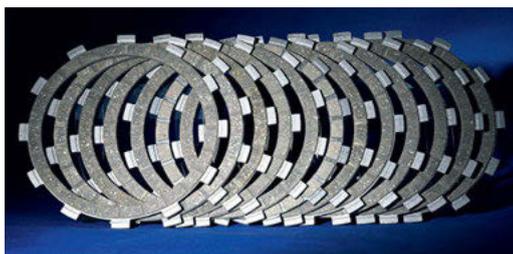


toe, ankle and heel areas and the gear change protection is stylishly stitched tone-on-tone". The sole has a special deep tread that provides good grip on all surfaces. Certified according to new EN 13634:2015 regulations.

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www.tcxboots.com



Clutch disc kit for Panigale 1299



Italian clutch specialist Surfex is now offering an 11-disc OEM replacement clutch kit for the Ducati Panigale 1299.

A leader in clutch friction plates for all kinds of road bikes and off road bikes, Surfex say that their materials and manufacturing quality "make this product ideally suitable for the 1299, improving clutch performance and durability".

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Showa aftermarket suspension technology

Since making their EICMA debut in 2014, Japanese suspension giant Showa continue to develop an aftermarket offer that combines original equipment production values with proprietary damping technology in equal measure.

Last year saw Showa introduce its BFF (Balance Free Front Fork) and BFRC (Balance Free Rear Cushion) –electronically controlled dampers – dampers with built-in stroke sensor, making the suspension “semi-active”.

Tested on race bikes in the All Japan Road Race Championship (JSB1000) in 2015, the system has an electronically controlled valve and can be installed on existing motorcycle dampers to “generate optimal damping force according to the vehicle state”.

Developed specifically for high-end motorcycle applications (rather than using adapted automotive designs), the variable solenoid valve can provide “superior compression and rebound response. The use of a solenoid valve, including the oil pressure valve that operates the needle, made it possible to reduce the total valve size so that it can be installed in conventional dampers without modifying the damper body”.

The built-in-sensor sends information to the semi-active control system, so the suspension alone can provide appropriate damper characteristics through electronic control; by using the information provided by the IMU (Inertial Measurement Unit – increasingly a standard equipment item on larger displacement machines, especially sports models), vehicle dynamics are fed-back to make finer controls than were previously available.

Showa state that their aim is to develop a product that is capable of providing a natural riding feel that is equivalent to, or better than, the conventional dampers with circumstance-specific optimal control over suspension functions.

Under the “Performance Pleasure Progress” exhibit theme, this year’s EICMA Showa booth promised to offer and deliver “ultimate comfortable travelling with fun” to their customers, through their “strong commitment to achieving superior performance when

Rather than a smooth inner surface, Showa’s Dimplush finish reduces friction and improves suspension performance by machining a micro surface texture, creating pockets that retain oil



Showa’s Emerald Coating is said to be the world’s first original thin film-forming technology – the inner tube and rod surfaces are polished and given a multi-layer titanium based coating to reduce friction

developing our technologies”.

Additional products included a premium upgrade kit for the Honda CRF1000L Africa Twin and ‘A-Kit’ for the CRF250R/450R and a BFF/BFRC-lite premium upgrade kit for the Kawasaki ZX10R.

We will be reporting in detail on these in upcoming editions of International Dealer News, but something that caught our attention were two new coating and fork tube finish developments. Showa’s “Emerald Coating” is said to be the world’s first original thin film-forming technology, whereby the inner tube and rod surfaces are polished by a special process to achieve reduced friction and are treated with a multi-layer titanium based emerald colour coating that is superior in hardness and wear resistance.

Said to improve tyre responsiveness on all road conditions due to reduced friction, this new titanium based surface treatment is a multi-layer coating technology that is said to be very different to the surface treatments, surface accuracies, slide materials, slide configurations and lubricants that



have previously been used in the motorcycle suspension industry.

The emerald colour is made possible by adjusting the coating thickness to control the light wavelengths; the outer surface of the inner tube is processed in multiple steps involving chrome plating, special polishing, the titanium based multi-payer coating and then finish polishing.

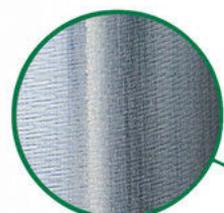
This technology is being used on the new Kawasaki and Honda products mentioned.

Additionally, Showa’s new ‘Dimplush’ is a new surface finish concept for the inner surface of the outer tube. Conventionally, especially on motocross front suspensions, the inner surface of the front fork outer tube is mirror-finished to deliver surfaced flatness and hardness. Showa’s Dimplush retains oil in the numerous small dimples created on the inner surface, which act to increase oil film pressure to reduce friction.

This effect works at any sliding speed, but is a big advantage for long stroke motocross front forks where friction reduction has been measured at between 10 and 20 percent.

The first model suspension to receive this micro-dimple process is Showa’s 2017 Kawasaki KX450F application, and the company says development plans are underway to apply this “versatile dimple process not only to motocrossers, but to street bikes and commuter models as well”.

**SHOWA UK
Aberdare, Mid Glam, UK
Tel: +44 (0)1684 885 800
www.showa1.com**



BFF (Balance Free Front Fork, left) and BFRC (Balance Free Rear Cushion) electronically controlled dampers feature built-in sensors to convert conventional suspensions to “semi-active”



'Identity Racer' winter gloves and 'Portland' jacket

Introduced by Italian specialist apparel brand Hevik at EICMA, these new, long winter gloves have a 100% waterproof membrane and thermal lining. They are water repellent treated, have contrasting leather inserts on the palm and the back of the hand, pleats, high-grade stitching and touchscreen-friendly tips on the fingers.

Also seen here, their 'Portland' wax cotton jacket is a new two-layer urban riding jacket with waterproof treated fabric and thermal lining.

Features include "an elegant look and extreme attention to riding details, such as the positioning of the pockets and waterproof front zips". The external structure is in cotton that has been soaked with a wax-based paraffin; it has an internal fixed waterproof membrane and a removable thermal layer, as well as strap adjusters at the hips and



wrists. Closing is by a gasket-protected zip and buttons. The standard version issue includes CE-approved protectors at the shoulders and elbows with pouch for optional back protector.

HEVIK S.r.l.
Brescia, ITALY
Tel. +39 030 2680374
info@hevik.com
www.hevik.com



Titanium rear sprocket



PBR in Italy is offering this titanium rear sprocket for selected sports and street bike applications – identical to the sprocket supplied to the official Aprilia MotoGP and Superbike Championship racing teams.

Precision-machined from titanium, not surprisingly PBR says "this rear sprocket is as good as it gets – it not only looks great, but it is extremely light, really strong and very durable".

PBR SPROCKETS
Osteria Grande (BO), ITALY
Tel: (+39) 051 946746
E-mail: info@pbr.it
www.pbr.it





Footpegs





License Support



Side panels



Bar ends



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Mitas adds to on and off-road ranges

One year on from their acquisition by Swedish conglomerate Trelleborg (returning to the motorcycle tyre market after a 25-year absence), Czech tyre maker Mitas (itself owner, since 2012, of the now largely retired Slovenian Savatech brand) unveiled extensions to its on and off-road tyre ranges at EICMA.

Two new sizes were added to its adventure tyre range by adding two new sizes to its TERRA FORCE-R and E-10 tread patterns. In addition, TERRA FORCE-R now features their all new Optimum Steel Cord Technology (OSCT), which "ensures optimal contact area between the tyre and the surface in all driving conditions".

Ksenija Bitenc, Director of Motorcycle Tires and Tubes at Mitas, said "our aim is to strengthen Mitas in the adventure segment by offering riders a complete range of tyre sizes. The extension of the TERRA FORCE-R and E-10 tread patterns demonstrates this strategy.

"We have also undertaken many development activities in the off-road and on-road segments. Improved SPORT FORCE+ and three new sizes of MC 50 are available worldwide. In the off-road range, Mitas is offering new sizes for all three versions of C-19 and a new carcass construction of trial racing tyre, ET-01 X-PRO".

The dual-purpose tyre TERRA FORCE-R is designed for maxi enduro and trail motorbikes for use 90% on-road and 10% off-road. The tyre is the ideal choice for commuters as well as adventurers who love longer rides with a passenger and luggage.

Mitas TERRA FORCE-R is currently available in one front size (110/80R19) and two rear sizes (140/80R17 and 150/70R17). Another two sizes,



120/70R19 and 170/60R17, will be available in the second quarter of 2017.

The entirely new Mitas-developed "Optimum Steel Cord Technology" means the tyre is "ideally balanced with optimal contact in all driving conditions, especially at greater lean angles and higher speeds". The E-10 tread pattern is designed to be used 30% on-road and 70% off-road. It is developed as a universal adventure tyre with "excellent self-cleaning properties and superb directional control on soft and hard surfaces. The E-10 aggressive tread pattern is suitable for use on asphalt roads, poorly maintained tracks and light off-road terrain. On bends and corners, the E-10 gives a gentle turn-in and a stable follow-through with optimum directional control".

New sizes 120/70B19 and 170/60B17 of E-10 for big adventure motorbikes were tested during 2016 in various conditions in Europe, USA and South Africa. Based on the results, the optimal construction of carcass and tread compound were prepared. New sizes will be available in February 2017.

The new MC 50 sizes (80/100-17, 100/90-17 and 130/80-17) are classified as high-speed bias ply tyres and are engineered for young riders and motorbikes of low and mid-range capacity – "their tread pattern ends before the edge of the tyre shoulder to facilitate an optimum contact area at maximum lean angles.

"The final goal in developing the compounds for the



Ksenija Bitenc, Director of Motorcycle Tires and Tubes at Mitas, said "our aim is to strengthen Mitas in the adventure segment by offering riders a complete range of tyre sizes"

tyres was to ensure the maximum grip in all weather conditions and give optimum life. They therefore incorporate recently developed raw materials, such as S-SBR elastomers and highly active fillers". All new sizes are currently available worldwide.

Three versions of new 90/100-21 size C-19 tread pattern tyres for larger displacement motocross and enduro motorbikes are also being launched - the new tyres will have the same tread pattern but differ in the weight and compound; the ET-01 X-PRO trial racing tyre features a new construction of carcass and an extra soft tread compound.

Finally, and based on their experiences gained in cooperation with MXGP sponsored teams I fly JK Racing and 62 Motosport Klemen Gercar, Mitas say they have improved the quality of the tread compound used for its motocross competition fitments - the new formula of tread compound has a higher resistance to the softening caused by heating during operation.

Mitas has manufacturing facilities in the Czech Republic, Serbia and the United States and sells through distributors worldwide.

MITAS
Prague, CZECH REPUBLIC
Tel: +420 267 111 522
info-moto@mitas-tyres.com
www.mitas-moto.com



DEI Titanium exhaust wrap in black

Avon Lake, Ohio based thermal barrier and sound control specialist Design Engineering is now offering its best-selling Titanium exhaust wrap with LR (lava rock) technology with a great looking satin black finish. Extremely popular with customisers and performance tuners, Black Titanium is woven from the same high performing VR material as the original Titanium wrap - which is engineered to be stronger than glass fibre wraps for improved thermal performance, durability and reliability. Installation is easy because the material is more pliable and no pre-wetting is needed.

It is temperature resistant to 1,800 degrees F (nearly 1,000 degrees C) and is available in all of Design Engineering's popular roll lengths. Founded in 1995, DEI is a major manufacturer and supplier of high performance automotive aftermarket products selling worldwide to all sectors of the international powersports market. DEI specialises in the development of thermal and acoustic performance products.



DESIGN ENGINEERING INC
Avon Lake, Ohio, USA
Tel: 440 930 7940
sales@designengineering.com
www.deipowersports.com

Cafe Racer range

Kappa have introduced a new range of luggage for Cafe Racer style bikes "that takes inspiration from the glorious past of British bike manufacturers".

The three bags are in tone-on-tone black, made in UV-resistant polyester and Eco



CR602



CR601

leather with an orange lining, sealed seams and metal detailing.

The range includes a 10-l streamlined tank bag (CR600) with internal polypropylene reinforcements that is fixed with four magnets; features include a convenient transparent tablet holder that can be quickly fixed or removed from the bag with strap belts, a shoulder strap, front handle and reflective elements.

The side bags (CR601) are a pair of 23 litre backpacks with internal polypropylene reinforcements, a universal attach/release system that works with the TMT frame to fix



CR600



to the bike's frame and is compatible with different bike models.

The roll bag (CR602) is a classic 20 litre internally reinforced big carry bag for the back saddle or rack. Like the other bags in the range, it does not necessarily look like a motorcycle-specific accessory and Navy style roll-up closing allows compression of soft loads.



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Suomy & KYT – new models and graphics for 2017



SR- Sport Carbon, developed in association with Max Biaggi

In addition to new graphics, highlights of Italian helmet specialist Suomy's 2017 model range updates include a new sports full-face, the 'SR-Sport Carbon' - a lighter weight version racing helmet developed in association with Max Biaggi.

The 'Speedster' is a "new generation" sports and touring full-face in "Tricarboco" fiber, with internal sun visor and technical features and ergonomics for both sport and touring use.

The Suomy 'Rokk' is a high-quality finish, feature-rich urban and custom cross-over design with refined graphics coming from the custom-tattoo and impact paintings world.

In Suomy's KYT family many months of development, testing and feedback from MotoGP riders has resulted in the new 'KR-1' – a fibre composite racing full-face with wide vision, reduced weight and effective aerodynamic performance. A plain version will be available in addition to Aleix Espargarò and Simone Corsi replica graphics.

The 'Thunderflash' is a second KYT brand sporty full-face "with compact shapes, available in geometric and dynamic graphics". A third new KYT brand helmet is the 'NF-R', a full-face in ADT (Advanced Thermoplastic) with sun visor; finally, the

modular 'Convair' completes their Touring range - "a functional and easy to use helmet suitable for all urban and touring situations".

Suomy say that their KYT brand helmets are all equipped with high-grade technical features and aerodynamic efficiency as well as having excellent levels of "daily comfort at an incomparable value price-point with designs suitable for all riders".

SUOMY
Lurago d'Erba (CO), ITALY
Tel. +39 031 696300
info@suomy.com
www.suomy.com



Rokk – urban and custom cross-over



KR-1 – fibre composite racing full face

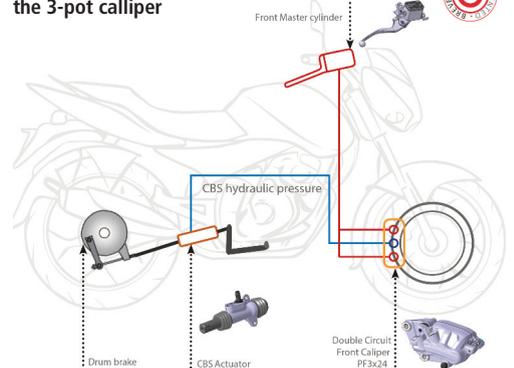


Convair - urban and touring

Disc-drum combined braking system



The CBS actuator is installed along the drum rod producing hydraulic pressure to activate the central piston of the 3-pot calliper



Brembo has responded to the changes in braking system requirements in Europe with development of a combined braking system for small cc motorcycles and scooters with small and medium capacity engines.

Said to reduce the braking distance and front wheel lock risk for even the most inexperienced riders, the system uses a front caliper with three 24mm pistons. Two pistons are operated by the included 12mm front master cylinder and brake lever; the central piston is operated by an actuator that connects the caliper to the rear drum brake. The new actuator, placed along the drum rod, produces hydraulic pressure to actuate the central piston of the front caliper in relation to the pressure exerted on the rear brake pedal. The pressure level is "managed by curves based on the bike's physical characteristics. Both delay and a limiting phase applied to the front brake allow for maximum safety and effectiveness when braking".

A rear disc brake valve based version is expected to be introduced in the next two years or so.

BREMBO SPA
Curno (BG), ITALY
Tel: +39 035 605 1111
highperformance@brembo.it
www.brembo.com



'Thund-R' suit

The new 'Thund-R' suit from Rukka is said to offer "high-tech yet affordable protection", with jacket and trousers being made in sophisticated three-

layer Gore-Tex Pro laminate. The upper has a layer of highly abrasion and tear resistant Cordura fabric and an "absolutely waterproof, extremely breathable Gore-Tex Pro Shell membrane". Elastic inserts on the forearms and the knees, as well as width adjustments at the sleeves, hips and at the trousers' waist closure are said to ensure a perfect fit. Impact protection is provided by Rukka D30 Air joint protectors, tested to the latest CE standards - a technology that is said to multiply energy absorption at the moment of an impact; there's also a pocket for a Rukka D30 Air Allback protector.

Jacket and trousers have removable thermal lining and long ventilation zippers at the jacket's sides. There is a non-slip Keptotec-Antiglide panel on the seat area and an Air Cushion system on the inside to act as a climate buffer, dissipating condensation. Further features include a soft Neoprene collar and four waterproof pockets.



L-FASHION GROUP
Lahti, FINLAND
Tel. +358 (0)3 822111
rukka@rukka.com
www.rukka.com



Trekker 'Dolomiti'

Givi's 'Dolomiti' aluminium side bags range, introduced earlier this year, has now been expanded with two matching top cases, the DLM46A and DLM30A, presented at INTERMOT. Designed for the Sport



plates and offers an internal space that is large enough to take a full-face or modular helmet or two jets. It has a deep-drawn bottom and lid, stainless steel rivets, a security lock with standard dust-cover screw top, with hooks to fix an elastic net under the lid, as well as four nylon belt-strap loops on the lid, allowing extra bags to be attached using the Trekker straps. The maximum load (excluding the case) is 10 kg and the finish is natural aluminium. The 30 litre DLM30A features the same robust construction, materials and ergonomics and can be used both as a top case or a side case, and is large enough to hold a 15-inch computer bag.

Adventure/Crossover segment, the boxes are light, rugged, impact resistant and fully lockable with a contemporary impact energy damage-reducing round edge design. Both equipped with Givi's popular and successful Monokey concept, the larger 46 litre case can be used with all Monokey



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Flero (BS), ITALY
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info@givi.it
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SBS off-road brake pins

Danish disc brake pad manufacturer SBS Friction has introduced a range of brake pins for the most popular makes and models of off-road motorcycles. Made from high quality stainless steel and featuring 8 mm hex heads to enable quick and easy brake pad changes, they do not require any maintenance and



contribute to extended lifetime of brake discs and pads.

"Brake pins are a logical add-on to our brake pad range", says SBS Friction's CSO Christel Munk Pedersen. "By introducing the pin range, we enable additional sales opportunities in the SBS brand for dealers and repair shops. We know what the quality reputation of the SBS brand means to dealers and riders, so therefore we have been very careful in selecting the right product in the best materials for the pins".

The range comprises five complete sets of front and rear together; they are also available as model-specific single pack front or rear and will be sold in well-known SBS skin-packs.

The SBS pin range covers the most common MX and



Enduro bikes on the market from the early 1990s until today.

SBS is one of the leading motorcycle brake pad brands in the global aftermarket and develop and manufacture their products at their own factory in Denmark.

SBS FRICTION
Svendborg, DENMARK
Tel: +45 63 21 15 15
sbs@sbs.dk
www.sbs-friction.dk



Brake Box from LSL

German parts and accessory designer and manufacturer LSL has released an updated version of the popular 'Brake Box' it released seven years ago.

The 'Brake Box II' 38 ml brake fluid container is manufactured like an OE brake reservoir, with sight glass, and comes with the necessary holder for an easy exchange on the most popular current Kawasaki, Suzuki, Triumph and Yamaha models, with further holders available as an accessory for



Honda and KTM models. At 38 ml, the 'Brake Box' is large enough for a double disc brake system, but is also available in 19 ml as a stock clutch side or rear brake system replacement. It is manufactured in high quality aluminium with a black anodised finish.

LSL MOTORRADTECHNIK GmbH
Krefeld, GERMANY
Tel. +49 (0)2151 55590
info@lsl.eu
www.lsl.eu

'Exige' off-road helmet

Part of the 2017 Premier Helmets collection, the 'Exige' is an off-roader with an outer shell moulded in high impact resistant thermoplastic - its shape has been designed to be impact resistant and for use with neck braces.

The inner shell is produced in variable density EPS in two sizes to absorb impact-generated energy. The removable and washable internal padding (in eye-catching camouflage fabric) is hypoallergenic with sanitised treatment - guaranteeing excellent breathability and comfort. The ventilation system consists of an air conveyor positioned on the upper central part of the edge of the shell, two wire mesh protected air intakes below the peak and another air vent on the chin guard.

The comfortable chin strap is equipped with a double D locking ring, and the helmet also has a nose guard fixed to the top of the chin guard. The adjustable peak has been designed to offer no air resistance, even at high speeds. Like all Premier helmets, 'Exige' is approved according to the ECE 22-05 homologation. Sizes range from XS to XL, and the helmet is available in three different graphics with eight versions.



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



Gaerne Gore-Tex G.Prestige

It's now two years since Italian boot specialist Gaerne unveiled the first designs arising from the new Gore-Tex license the company signed in 2014. At that time they unveiled six new men's and women's Gore-Tex equipped touring and dual-purpose boot designs - all made at Gaerne's factory near Treviso, in Italy. One of those was the CE-certified G. Prestige, a hard wearing, 100% waterproof long-distance boot for "hardcore touring riders" that has gone on to



become their top-selling touring boot. Available in sizes 37-48, in black with colour accents, Gaerne say that the G.Prestige delivers "unprecedented dry comfort and durability".

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



Vertex 2017 4-stroke off-road pistons



In addition to their specific 2-stroke pistons range, Italian specialist Vertex has introduced updated high performance 4-stroke pistons for 2017 off-road models.

They are available in a choice of four different application-specific versions: Replica, High

Compression, Big Bore and forged and treated high-resistance aeronautic alloy 'GP-Racers Choice' brand versions.

The 'GP-Racers Choice' range is noted for its top racing technology derived 'T-Bridge' exclusive feature – a racing profile and specially shaped head that allows the maximum compression ratio and great performance without any loss of reliability.

The piston is coated with molybdenum disulphide to ensure flow and wear resistance, and features a nitride ring set, DLC coated pin and moly-coated, anti-rotation external hook clips. The 'GP-Racers



Choice' range is available for Honda CRF 250/450, Kawasaki KX250/450F, Yamaha YZ250/450F, Suzuki RM-Z 250/450, Husqvarna FC 250/350/450 and KTM SXF250/350/450.



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

13" rim winter tyre **niemann+frey**

Have you ever tried to get winter tyres for 13" wheels? Sure, not an everyday requirement for all motorcycle dealers, but it's one of those things that should you ever require them, and require them quickly – best of luck! Unless that is you contact Krefeld, Germany specialist Niemann+Frey, because then you'll be in luck. For models such as the Piaggio Porter and other 13" rims, the pure-race winter Portafour M + S tyre is equipped with the snowflake symbol and is a latest generation winter all-rounder, developed especially for light-truck models such as the Piaggio Porter.



A reliable tyre year-round, the Portafour M + S technology has been tailored to meet the demands of winter road surfaces, with excellent performance on a wet-cold track and high safety during driving on snow. Thanks to 3D lamella technology, improved driving stability is achieved by minimising block movements; reduced rolling resistance and abrasion ensure high efficiency. The radial steel belt carcass delivers the necessary high load carrying capacity, and the aquaplaning characteristics are very good thanks to an optimised footprint that also provides additional stability and better handling on wet and dry surfaces.

Niemann+Frey product manager and tyre mastermind Jens Engelking added that "it was important for us to close this gap in the market and to provide European customers and the trade with a good product, with



good margins, while at the same time meeting the specialist requirements. The Sceed42Tyre Portafour M + S is produced in Europe, thus satisfying the highest quality requirements".

NIEMANN+FREY GmbH
Krefeld, GERMANY
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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, lightweight materials.

Seen here are new model-specific applications, starting with a rear shock and fork kit for Honda's CRF 1000L AfricaTwin. Their multi-adjustable M46K-X rear shock features tuneable compression, rebound, stroke and spring preload using a flex-knob system; their F12R fork kit is complete with a fully adjustable hydraulic cartridge that also allows tuning the compression, rebound and spring preload, meaning that the two upgrades together give the CRF 1000 rider the maximum possible range and combination of suspension management options. Also seen here are options for several of Triumph's



best sellers - the Bonneville T120, the Thruxton 1200 and the Street Twin 900.

Matris offers fully adjustable, model-matched rear shock absorber sets - Twin Series M40D and M40KC, available chromed or black; FKE and FSE fork kit series (spring set and preload adjustment), and their newest, fully adjustable F15K series (compression, rebound, spring preload multi-adjustable hydraulic cartridge) to convert the conventional non-

Triumph options include fully adjustable rear shocks and hydraulic front fork kits for the Bonneville T120, Thruxton 1200 and Street Twin 900

adjustable Bonneville fork into a fully-adjustable set-up with dedicated settings and spring rates, based on the weight of the driver/load.

MATRIS S.r.l.
Camisano Vicentino (VI), ITALY
Tel: +39 0444 411636
info@matrisdampers.com
www.matrisdampers.com



Alberto Turcato (seen here at EICMA) told IDN that "Matris is embarked on a dynamic programme of new product and application introductions"



Fully adjustable rear shocks and hydraulic front fork kits for Honda's CRF 1000 'Africa Twin'

EC-approved FX-76 'Vintage' open-face

With Roadster, Scrambler and open helmets the current hot sellers, Parts Europe is offering an EC-approved open face helmet: the FX-76 Vintage by AFX.



Made of fibreglass, the lightweight, durable shell has a protective clear coat, the chin strap is fitted with a rectangular DD-ring and hypoallergenic and antimicrobial nylon liner and cheek pads. It meets ECE 22.05 and DOT FMVSS-218 safety standards. Despite its slim silhouette, the FX-76 is comfortable, with space for ear speakers. New snap on visors are available in a wide range of safe, practical retro style shapes and colours.

PARTS EUROPE
Wasserliesch/Trier, GERMANY
Tel: +49 (0)6501 9695 0
sales@partseurope.eu
www.partseurope.eu



New LighTech accessories for Yamaha MT-10



During the recent EICMA show, leading Italian manufacturer LighTech unveiled a full line-up of aftermarket accessories for the popular Yamaha MT-10 (FZ-10), one of the best received naked sportsbike launches of recent years.

In line with its usual ultra-high quality product standards, these products were designed to both complement and extend the performance of this new bike model. Aesthetically these new accessories are designed to add class in a way that is sympathetic to the original MT-10 designer's thinking, and are available in five colour choices - black, cobalt blue, red, silver and gold.

Model-specific designs include adjustable rear-sets with LighTech's Track-System technology (available in 3 versions), a license plate holder kit and Ergal screws kits (for fairings, engine and frame).



Available from LighTech's universal fit programme are proven, durable and stylish passenger footpegs, chain adjusters, swingarm spools, aluminium mirrors (for legal street use also), gas caps, reservoir covers, brake and clutch levers in magnesium, carbon parts, frame sliders, aluminium engine covers, handlebar caps and more.

All LighTech aluminium parts are 100 percent CNC-machined from a solid block of high-grade, high-strength, lightweight aluminium.

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Nolan augmented reality Sony collaboration

Italian helmet manufacturer Nolan will celebrate its 45th anniversary next year. Since 1972 the company says it has sold over 30 million helmets, collected 53 world titles and equipped over 1,000 riders in the most important competitions in the world.

These days the company remains one of the few European helmet manufacturers to still undertake most of its manufacturing operations here in Europe (in Italy, where it employs some 350 people at its 35,000 sq m Bergamo facility) and sells its internationally approved Nolan, X-Lite and Grex brands to more than 80 countries worldwide.

In addition to new helmet introductions, EICMA saw Nolan announce a collaboration with Japanese consumer electronics giant Sony to develop its N-Com ARX project – a prototype helmet with augmented reality technology.

Visitors were able to try a simulated augmented reality experience on the Nolan booth at EICMA by getting on a bike and wearing the prototype helmet fitted with the N-Com ARX system.

The company describes the N-Com ARX as a “technologically innovative project that incorporates Sony’s unique holographic waveguide technology provided in the form of an optical module that takes the light created in the optical engine, and projects a virtual image through the holographic optical elements to the eyes of the wearer.

“The interaction between the N-Com communication system integrated into the helmet with Sony’s optical module and the tailor-made Smartphone App allows the projection, via a heads-up display, of a hologram in the rider’s field of vision, thus supplying support information for safety and riding comfort”.

Answering the concerns that have been expressed by some automotive consumer groups in Europe that the increasing use of technology could distract drivers, Nolan say that “the viewing of a range of useful and essential information on a see-through display, combined with audio indications, allows the rider to concentrate on driving.

“Through an open-source platform, N-Com ARX offers possibilities for the development of



applications for the projection of various types of information on a heads-up display. This special prototype helmet is part of a development project for the N-Com brand for the near future. We cannot market this innovation immediately, but it highlights the innovation that distinguishes the N-Com brand”, stated Claudio Corollo, Nolan’s N-Com Division Manager.

Corollo added: “Our prime objective remains the safety of our clients, but this kind of technology also represents the near future for motorcyclists, and we definitely do not want to find ourselves, our distributors, dealers and riders unprepared”.

Hiroshi Mukawa, who leads the development of hologram waveguide technology as General Manager of the SIG business department at Sony Semiconductor Solutions Corporation, said “it has been a pleasure to work with Nolan on building this Technology Demonstrator. At Sony we always aim to exceed market expectations, and we believe our hologram waveguide technology will bring about brand new experiences for motorcyclists”.

NOLAN GROUP
Brembate di Sopra (BG),
ITALY
Tel. +39 035 602111
info@nolan.it
www.nolan



‘Houston’ winter gloves



German glove specialist Orina says that “this winter glove offers an unbeatable combination of high-quality materials. The 100% waterproof and breathable AquaDry membrane, combined with the anti-bacterially treated Thermax lining, is supplemented by Outlast material that absorbs the body heat and releases it only when needed, and an elasticated Neoprene cuff makes this glove the perfect gear for the cold season”.

Gel paddings, stretch panels on the thumb and back, material reinforcement and highly abrasion-resistant SuperFabric not only provide for comfort, but also protect vulnerable areas.

“Tested among 10 winter gloves from other brands by a renowned motorcycle magazine, the ‘Houston’ achieved one of the best results and offers a very good price/performance ratio”, says Orina.

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



Touratech Suspension expands its product range

Adventure touring specialist Touratech first joined forces with Dutch suspension specialist Tractive in 2011. The mission was to develop an exclusive Touratech suspension product line.



Black-T for the urban riding market

Five years on, and a complete 'Travel' product line of shock absorbers, steering dampers, springs and closed cartridges is now available for the Adventure and Touring market. This year saw the partnership result in the 'Long Travel' products programme, initially for models such as the BMW F 800 GS, KTM 1190 R and Honda Africa Twin. Said to "match the robustness of the existing Touratech 'Extreme'



Travel Extreme for BMW R1200GS

products, an increased stroke and specific set-up makes these products ideal for the hard-core Rally or Adventure rider", says Lars Würdemann, the Business Unit Manager for the Touratech suspension programme.

First introduced in 2015, this year also saw further development of the Touratech 'Competition' product line with shock absorbers, steering dampers

and cartridges for a range of racing models such as the BMW S 1000 RR, Yamaha R1 and R6, Suzuki GSX R 1000. The range also includes electronic "Plug & Race" shock absorbers and cartridges based on the Tractive DDA patented technology, which fits with the BMW S 1000 RR original controls and connectors.

EICMA 2016 saw a public debut for something that could become a revolutionary new product that finally deals with one of the apparently unavoidable issues that has affected motorcycle suspensions ever since the first bikes were developed – "Chatter". "Chatter" is the name given to the front wheel movements and vibrations caused by the suspension's natural resonant frequency. Developed by Tractive, patent pending modules featuring a revolutionary new technique called Frequency Selective Active Damping (FSAD) actively diminish wheel movements in their natural frequency. Based on proven concepts (not unlike audio wave cancellation technology), but now applied to motorcycle suspensions for the first time, FSAD technology is claimed not only to improve "tyre to surface" feedback and traction, but also to extend the tyre life of even the softest compounds.

The functionality can be fine-tuned to match track conditions and rider's preference - the FSAD modules are mounted externally to a racing front fork fitted with Touratech suspension cartridges and will be available in 2017. Finally, Tractive and Touratech have already been active in the stereo shocks sector for a number of years, but because of customer demand and feedback, the companies have cooperated to establish a new product line called "Black-T" to serve the urban riding market.

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Group Lloyd add to Nitro helmet range

British apparel specialist Group Lloyd has updated its popular Nitro helmet programme with 17 new models to its range.

They all meet the latest ECE 22.05 standard, and among them are Double Visor System (DVS) equipped full-face designs, a new fibreglass race helmet, a new fibreglass Nitro Rostrum Series (NRS) motocross helmet, and what the company describes as a "luxurious" new vintage cafe racer style open-face.

The N2200 'Analog' and N2300 'Rift' DVS are made from multi poly tech (MPT) constructed shells and feature an integrated, double sun visor (DVS) system with glove-friendly base or side-mounted activation switches.

The N3100 'Rival' is a race-ready, lightweight aerodynamic 'pre-peg' fibreglass composite weave shell in two sizes with channelled EPS for increased internal airflow and quick release, factory prepared Pinlock visor with Nitro Pinlock anti-fog insert.

The NRS-MX 'Lithium' is made in a lightweight aerodynamic fibreglass composite weave constructed shell, with wide eye-port, fully washable and removable liner system, fully adjustable peak with quick adjust clamps, reinforced chinbar with integrated mouthguard/dust filter and side air



'Lithium' – part of the Nitro Rostrum Series (NRS) in lightweight aerodynamic fibreglass composite weave shell, with fully removable and washable liner system with quick-release fit, integrated rear support platform, quad rear exhaust vents and channelled EPS

intakes and twin ventilation intakes, plus vented face aperture to ensure air circulates through the helmet. The X582 'Regal' vintage cafe racer style open-face is made in a custom designed polycarbonate shell with EPS, has an internal drop-down sun visor and anatomic luxury fitted cheekpads and plush, luxurious comfort lining.



'Regal' – custom designed polycarbonate vintage style shell with EPS, internal drop-down sun visor and chrome and rubber aperture trim

GROUP LLOYD
Penrith (Cumbria), UK
Tel. +44 (0)1768 483 784
export@lloydstyle.com
www.grouplloyd.com



'Rift' – integrated double visor system (DVS), multi poly tech (MPT) constructed shell, twin rear exhaust vents, injection moulded long 3D visor with anti-scratch coating and twin integrated air filtration system at brow



'Rival' - race-ready, lightweight, aerodynamic 'pre-peg' fibreglass composite weave shell in two sizes with channelled EPS, triple top ventilation intakes, central rear exhaust, adjustable chin ventilation, customisable cheekpads, crown and liner, and quick release factory prepared Pinlock visor for use with Nitro Pinlock anti-fog insert



'Analog' - multi poly tech (MPT) constructed shell, integrated double visor system (DVS), dual air filtration system at brow with enlarged air ports, integrated rear exhaust vents, pre-moulded removable nose guard/breath deflector and quick release, factory prepared Pinlock visor with anti-fog insert

MIZU lowering kits

German parts and accessory specialist MIZU was one of the pioneers of the concept of the "all-you-need" lowering kit, and is regularly adding model-specific configurations for popular late-models and older makes of bikes.

The latest bikes to get MIZU's raising/lowering kit attention are the BMW

G310 R (seen here) and the KTM 1290 Super Duke GT. The kits allow the height to be increased by up to 35mm and lowered by up to 16.25mm - between 15.25 and 15.30 mm lower in the case of the G310 R and the 1290 Supers - yes, that's right, MIZU "do precision"!

For the 1290 Super Duke GT and Super Adventure, MIZU also now have adjustable brake and clutch kits available. Supplied inclusive of certificate (ABE in preparation) and fitting instructions, they are made from high-quality material in Germany to ISO 9001 and come with a 10-year manufacturer guarantee.



MIZU
Hilzingen, GERMANY
Tel. +49 (0)7731 90670
info@mizu.de
www.mizu.de

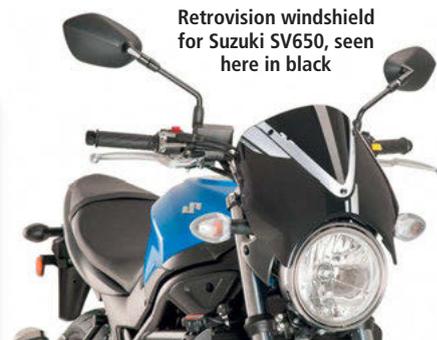


Puig air-flow optimised touring and New Gen late-model naked bike screens



For long distance rides, Spanish manufacturer Puig has introduced an aerodynamically optimised, virtual wind tunnel designed, touring-specific screen series to minimise the windblast against the rider. These screens are said to raise the windblast by several centimetres, allowing the rider to keep in a more comfortable riding position. The touring screen for the Ducati Monster 1200/R 2016 seen here is available in smoke, dark smoke, black, red and

transparent finishes and is made in "resistant and durable" 3 mm "high-impact" acrylic. The design is TUV approved and features a rounded edge 3mm profile that doesn't need a windshield trim to be used. Also shown here, Puig's "Retrovision" windshield, seen here for the 2016 Suzuki SV650, is said to be a unique new generation of model-specific windscreens specially designed for late-model naked bikes. Manufactured in 3 mm "high-impact"



Retrovision windshield for Suzuki SV650, seen here in black

acrylic and available in a selection of colourways, it too has been engineered, tested and specified and is said to offer increased protection against windblast.

PUIG HI-TECH PARTS
 Granollers/Barcelona, SPAIN
 Tel. +34 938 490633
info@puig.tv
www.puig.tv



Touring screen for Ducati Monster, seen here in Dark Smoke

Top Riders Piston's Choice



Gautier Paulin

Team Honda HRC



Romain Febvre

Monster Energy Yamaha Factory MXGP Team



Clement Desalle

Team Kawasaki KRT



Evgeny Bobryshev

Team Honda HRC



Jeremy Van Horebeek

Monster Energy Yamaha Factory MXGP Team



Jordi Tixier

Team Kawasaki KRT



info@vertexpistons.com
www.vertexpistons.com



SW-MOTECH adds EVO accessories



German luggage, touring and adventure bike specialist SW-MOTECH has added to its EVO programme for 2017 with these new EVO fog lights and high beam. Described as 100 percent dust and waterproof, the wear and maintenance-free LEDs consume significantly less power with an input voltage of 12V DC, giving power of 12 W (fog light), 13.5 W (high beam) and estimated output of 275LM (fog light) and 375LM (high beam).

Vibration tested and approved for use on public roads in Germany, the flexible 4-side mount connects directly to the motorcycle battery with no changes to the electrics necessary. The kit includes a weatherproof, illuminated handlebar switch; they are a compact size with an outer diameter of 7.1 cm and come in a black powder-coated aluminium housing.

Also seen here, this easily OEM mount-point installed, pivotable EVO footrest with teathed elements features 36 position options (front, back, top, down, angle). Made in corrosion resistant cast stainless steel, it has a sole-friendly profile with removable rubber grip.

SW-MOTECH GmbH & Co KG
Rauschenberg, GERMANY
 Tel: +49 (0)6425 8168050
info@sw-motech.com
www.sw-motech.com



Andreani DB4 suspension dynamometer

Taking the concept of suspension diagnostics to another level, Italian suspension specialist Andreani's DB4 is a new generation professional dynamometer, optimised for suspension testing of motorcycles, cars and mountain bikes.

Thanks to the powerful 4kW AC-Motor, it allows you to test shock absorbers and forks in a wide range of speed and loads, choosing between several stroke settings.

Its advanced features allow any suspension operator to visualise a real time shock and fork load vs velocity graph, compare different click settings and valving options, measure dynamic suspension parameters and detect any operating anomalies.

The DB4 includes a state-of-the-art, real-time dedicated controller board that ensures a stable and reliable automation and deterministic data acquisition. The software provides an intuitive graphical user interface for data acquisition and simple but powerful tools for suspension analysis. It is compatible with the most common operating systems, and, as it is plug-and-play, does not require a dedicated laptop.

The graphs and numerical outputs of the software and its sophisticated algorithms allows you to fully define and characterise the suspension's state of



tune using peak velocity, load displacement and instantaneous velocity graphs. In addition to the viscous response of the suspension, the suspension dyno also provides gas preload, mean gas-spring rate and static friction outputs.

Custom versions of the software can include hysteresis analysis, dissipated energy and damping coefficient calculations.

ANDREANI GROUP INTERNATIONAL
Pesaro (PU), ITALY
 Tel: +39 (0)721 209021
info@andreanigroup.com
www.andreanigroup.com



New GP Duals

It has been a big year for the LeoVince brand. Now under the ownership of Belgrove Sp. z o.o., LeoVince's "near death" experience is now well behind them.

This past three years saw the company sell over 360,000 exhaust products, with revenues up by 21 percent. In 2016 the company introduced over 100 new products and applications, and now has over 600 active SKUs, 124 employees, a 23,000 sq m facility and sells to 38 countries through some 70 plus distributors.

As Marketing Manager Stefano Patelli said at EICMA, that is "hardly the statistics of a company that has closed down". His remarks follow the well-documented difficulties encountered three years ago by former brand owner Sito Group, but with four completely new lines launched in 2016 and 26 of Europe's 30 top selling bikes covered, the future looks bright for one of the market's favourite brands.

New products for 2017 include their 'GP Duals', initially available as slip-ons or as complete systems for selected BMW (R nineT), Ducati (Scrambler 800), Honda (CB 500 F / CBR 500 R), Kawasaki (Z800/E), Suzuki (SV 650 and GSR750) and Yamaha models (slip-ons for the MT10, complete systems for the MT-07/9 and XSR 700).

Manufactured entirely in AISI 304 stainless steel for durability with a temperature resistant metallic ceramic-based black paint with laser-cut LeoVince logo, these EU-



AISI 304 stainless steel 'GP Duals' in temperature resistant metallic, ceramic-based black finish

approved 'GP Duals' are "easy to install thanks to the laser-cut muffler connection bracket", according to the company. Also seen here, LeoVince's new 'Classic Racer' is designed for modern "urban racer" style models, and is a tribute to the



'Classic Racer' stainless steel EU approved retro style slip-ons

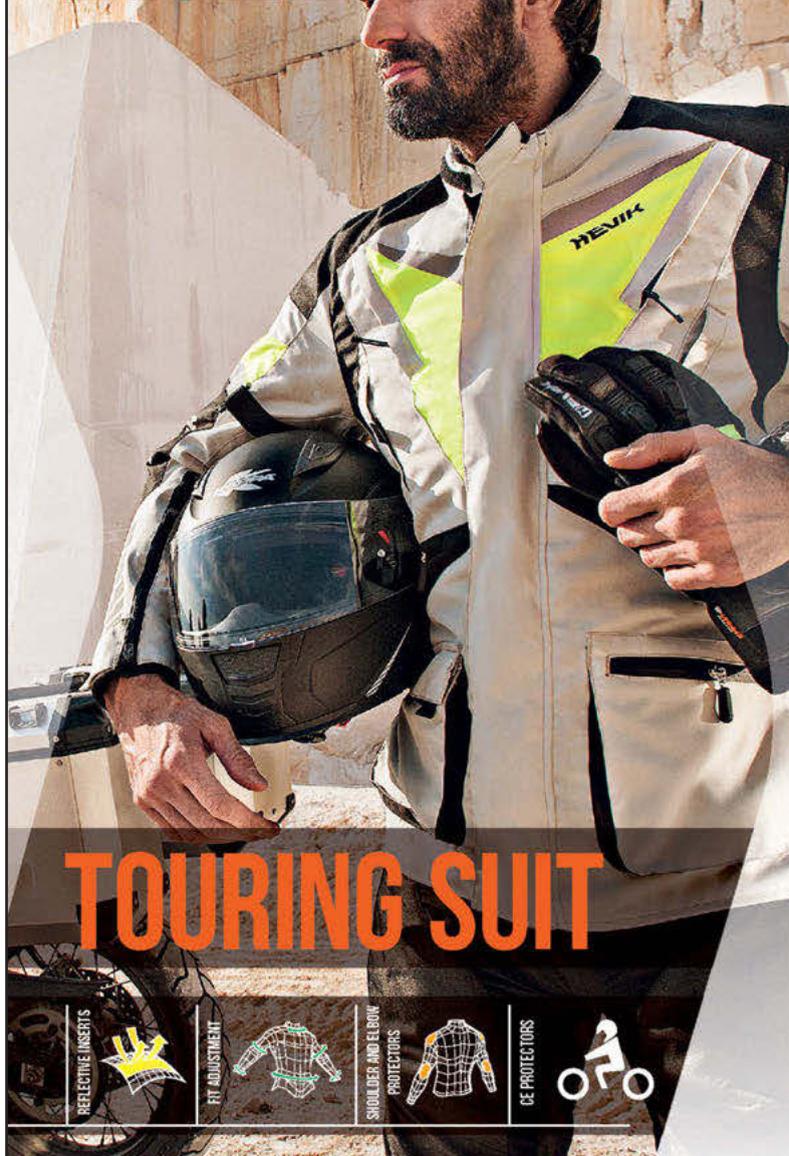
cafe culture with its trumpet-shaped classic style combined with "LeoVince innovative materials and experience to give a unique retro look and unmistakable sound". Manufactured in AISI 304 stainless steel for durability, the new end cap has a brushed finish to add to its "retro vibe". EU approved and easy to install, it is currently available as a slip-on for selected Moto Guzzi, Kawasaki and Triumph models.

LeoVince

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Monticello d'Alba (CN), ITALY
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ADVENTURE INSIDE



TOURING SUIT



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



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Spark – race success and ‘Custom Works’ programme

Italian manufacturer Vecchi Srl has news to celebrate – its Spark Exhaust Technology division has seen considerable MX, Moto 2, WSBK and World Endurance STK 1000 success this year.

Spark is Moto 2 European Champion for 2016 with Team Arginano & Gines, and rider Steven Odendaal wrapping up the series championship with two races to go.

“It is a fantastic result”, says Melania Vecchi, “especially in a category where all the bikes have the same engine, and the choice of exhaust design and technology is the most important performance variable”.

In WSBK Roman Ramos and Team Go Eleven were among the leaders most of the season in just their second year in the World Championship. Equipped with a Spark full titanium system, they are the first private Kawasaki team in WSBK. Spark is 2016

Endurance World Champion with team 3ART Yam’Avenue in the Stock 1000 Yamaha R1 series, and women’s MX Champion with Kiara Fontanesi. At EICMA Spark launched a new Off-Road catalogue that features fitments for most popular makes and models and Enduro systems for 2017 KTM, Husqvarna, Yamaha and Honda models. Features on their MX and Enduro ranges include stainless steel collectors and silencers in titanium or dark style (electro coloured stainless steel).

In an expansion of a project started last year, Spark has expanded its “style meets technology” ‘Custom Works’ programme with full systems and slip-ons for Triumph Classic, Moto Guzzi V7, Ducati Scrambler and BMW R100 and R nineT models; a “capsule collection” dedicated to Triumph’s Bonneville Classic (including slip-ons and a high-mount 2:2 full system), universal slip-ons and full systems and “modular concept” slip-ons for the new Street Twin and T120.

Spark has unveiled a new Off-Road and Enduro catalogue with applications for most 2017 models



As favoured by South Garage of Milan, Italy, these 2-into-2 were produced by Spark as part of their ‘Custom Works’ programme



Spark style and performance for the R1

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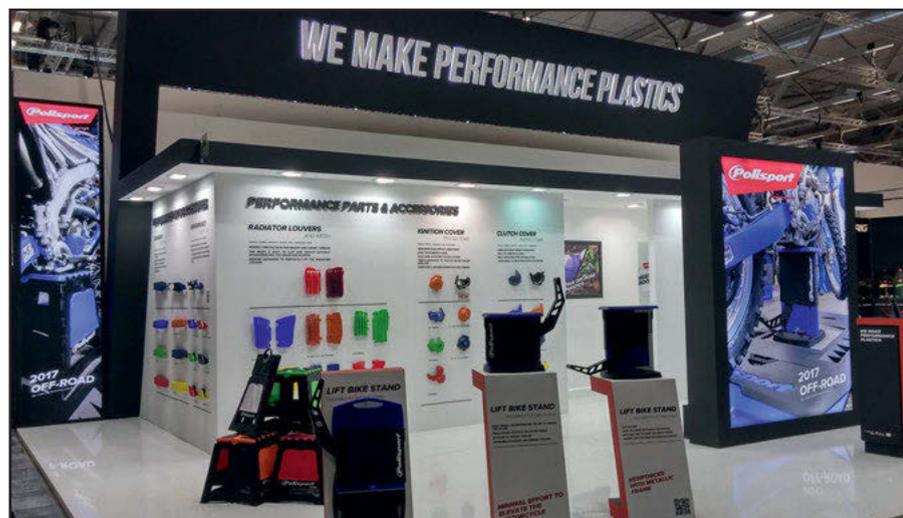
Ignition cover protectors

Portuguese off-road plastics specialist Polisport has new ignition cover protectors available for Yamaha and Honda models, with KTM, Husqvarna and Kawasaki coming soon.

Manufactured with a built-in rubber O-ring, this exclusive new design will “excel in rocky terrains and protect the ignition cover from impacts and scratches”, according to the company.

They are made in hard, strong and durable polyamide, supplied with mounting hardware and available in black and brand colours.

POLISPORT
Carregosa, PORTUGAL
Tel: +351 256 410 230
polisport@polisport.com
www.polisport.com



Italian Rizoma detailing for Germany's R nineT Scrambler

Italian parts and accessory manufacturer Rizoma is always quick to cast its eye over new models, and the 2016 BMW R nineT Scrambler was a natural for their eye for detail to be able to scope out opportunities for customers to individualise their bike.

At the front is a Rizoma headlight fairing with billet aluminium adapter and a cross-bar for the OEM handlebar fork stabiliser, matching up with a rear fender for the undertail to achieve the Enduro look.

For long range street and off-road riding, LED fog auxiliary lights with aluminium covers and supports for back and side bags make the Scrambler long-distance ready.

The headlight protection and engine protection bars are essentials, while 'Rally' rider pegs with replaceable steel teeth, an adjustable shift lever, adjustable '3D'

brake and clutch levers and grips (available for all R nineT models thanks to the specifically designed adapter) help deliver grip and control for all conditions. Additional detailing can be added with a selection of head covers, engine covers and intake tips; brake and clutch fluid tank caps; exhaust tips for OEM exhaust and four different license plate support styles all deliver the kind of large visual impact and smaller, subtle detail refinements that define the concept of "personalisation".

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High-strength, lightweight Tri-comp 'Freeride'

Italian helmet specialist Caberg reports "great interest from all around Europe" at EICMA in their stylish dual-shell size 'Freeride' Jet helmets – and especially in their new "urban contemporary" vintage and custom cross-over 'Iron' and 'Rusty' styles. Manufactured in carbon, Kevlar and fiberglass, the small-sized shell dimensions have allowed Caberg to get the weight down to slightly above 800 gr. (with an even lighter 100 percent carbon version also available), so that it can easily fit under narrow seats. Homologated to ECE 22.05, the small size still houses an impressive package of ergonomic rider comforts and refined Italian designed and made

features such as the five rivets on the rim, the steel air intakes on the neck device, leather details, and the goggle holder with serigraphy (silk screen printing). 'Freeride' can be used either with the easy to install anti-scratch treated long, clear visor that is included in the box, or with Caberg's separately available vintage goggles. The removable and washable lining is made with breathable fabrics and leather details; the speaker space integrated under the liner means 'Freeride' can be 'Bluetooth Just Speak S' equipped. 'Freeride' helmets are made in Italy.



CABERG Spa
Azzano San Paolo (BG), ITALY
Tel +39 035 420 3665
info@caberg.it
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Freeride 'Iron'



Freeride 'Rusty'



Freeride 'Carbon'

JT rubber cushioned front sprockets

Our thanks to Jim Irwin of well-known British component and accessory specialist Bike Alert for details about a new replacement rubber cushioned front sprocket. The company says that "designs like this have been widely used by the major Japanese motorcycle manufacturers since the early 1990s. They are used to dampen the chain impact on the teeth of the front sprocket. "JT Sprockets has now released these same sprockets to the aftermarket. The quality, design and OEM proven technology are the same as that used for manufacturing the front sprockets supplied to the motorcycle manufacturers as original equipment fitment, and sold by them to their dealers and consumers as genuine replacement parts".

JT manufactures in the region of 20 million sprockets a year, accounting for nearly two-thirds of all aftermarket sprocket sales worldwide. It is the only sprocket manufacturer to use high-carbon C49 steel, heat-treated right the way through (not just surface hardened) and offering in the region of 2,500 individual sprocket fitments and applications, selling worldwide in over 60 countries. JT's new "RB" rubber cushioned sprockets

are ready for market now, with 58 different sprockets already produced and many more fitments to follow soon. JT Sprockets are produced to match or exceed all OEM specifications.

BIKE ALERT
Crayford, Kent, UK
Tel: +44 (0)1322 526 236
sales@bikealert.com
www.bikealert.com]



‘Extenda Fenda’ and hugger for the Africa Twin



British parts, accessory and styling specialist Pyramid Plastics offer dealers worldwide access to one of the largest ranges of replacement and custom options on the market - from huggers and frame infill panels to fairing lower kits and belly pans.

However, they are perhaps best known for their unique ‘Extenda Fenda’ concept, an easy and inexpensive solution to protecting the front and back of the bike from road debris, making it easier to keep the bike clean and maintain after riding on wet and muddy terrain.

Seen here for Honda’s popular CRF 1000L, the Extenda Fenda is designed and manufactured specifically for this bike in strong, lightweight and durable ABS plastic, just like the hugger, which is hand-laid in fibreglass.

Available in black, white, red or carbon, all Pyramid designs are bespoke, precision-fit, model-specific solutions engineered to suit each individual motorcycle - the company has over 350 models of ‘Extenda Fenda’ and more than 15,000 items across the full Pyramid range available from inventory at any time. Celebrating their 30th anniversary this year, the company ships worldwide to over 50 countries.

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K466NT - URBAN Tech



Kellermann bullet light upgrades

Award-winning German lighting specialist Kellermann, originators of the bar-end indicator and bullet light concepts, are now offering the Bullet 1000 PL – a front indicator with integral position light from the very successful Bullet 1000 series – now also available with white light rings.

The Bullet 1000 PL, with yellow position light and a distinctly and classically American character, is already a big success in the Harley scene. But many motorcycle riders also expressed interest in a version with white light rings. This more European style position light complements the conventional white light of the main headlight.

Inventor Guido Kellermann says "lights are always a question of personal taste, and we are happy to respond to customer demand with the introduction of the Bullet 1000 PL white version".

The Bullet 1000 with position light offers yellow or white park/marker lights in different materials and colours/finishes. Additionally, the Bullet PL white has the European ECE approval R6/R7 and therefore can be mounted on motorcycles and other vehicles, for example classic and custom cars, roadsters and hot rods.

The Bullet 1000 PL white is an indicator with an integrated position light in the shape of a continuous

white light ring.

One unique and uniquely useful feature of the Bullet 1000 PL is that when the indicator is activated, the position light is temporarily switched off to allow greater indicator visibility. Shortly after the indicator stops, the position light is activated again with the same fast response time built-in to Kellermann's Bullet 1000 Extreme.

The position lights can be mounted either on the original park/marker light base or connected to the dashboard light of the motorcycle.

Kellermann launched the unique LED indicator series Bullet 1000 two years ago. Guided by the motto 'Classic meets Hightech', an indicator in the classic bullet shape, equipped with modern LED technology and many additional functions, was an award-winning concept at the time and "still represents the Gold Standard in terms of lighting power, durability, style and functionality", according to Guido Kellermann.

Kellermann's newly developed HPT (Homogenous Projection Technology) emits an intense, ultra-quick response homogeneous, ring-shaped light combined with a smooth reaction of the internal reflector, resulting in a "harmonic turn signal pulse". The restrained design shape of the quality black, chrome or matt chrome finish metal housing blends well into most bike designs.

The Bullet 1000 is now available in four options - indicator only (Bullet 1000 Extreme), indicator with yellow position light (Bullet 1000 PL), indicator with white position light (Bullet 1000 PL white) and indicator with break and rear light (Bullet 1000 DF).



Guided by the motto 'Classic meets Hightech', an indicator in the classic bullet shape, equipped with modern LED technology and many additional functions, was an award-winning concept at the time and "still represents the Gold Standard in terms of lighting power, durability, style and functionality", according to Guido Kellermann.

KELLERMANN
Aachen, GERMANY
Tel: +49 (0)241 938 080
From the US Tel: 01149 241 938 080
info@kellermann-online.com
www.kellermann-online.com



UFO Plast – Italian made 40th anniversary special designs



Leading Italian off-road specialist UFO Plast has added to its 'Element' and 'Revolt' 2017 riding apparel offerings with special edition 40th anniversary designs.

Fully produced in Italy, five jersey and pants colourway combinations are available. The jersey is made from 100% polyester with optimised comfort and ventilation thanks to the extensive use of Ainet fabric.

The pants, also made in polyester, are ventilated and feature spandex material that enhances mobility and fit with reinforcements at the high-stress zones. The jerseys are available from S to 4XL sizes and the pants from 44 to 58 sizes, the colours and their combinations are turquoise, fluorescent yellow/red, red/blue, white/blue/yellow and white/blue. In addition to these, the Blaze and Revolt gloves line is also available.

UFO PLAST S.r.l.
Bientina (PI), ITALY
Tel: +39 0587 488012
info@UFOplast.it
www.UFOplast.it



Torquing hydraulics with Venhill Engineering



As a leading hydraulic system specialist, Venhill's quick-release brake coupling allows braided lines to be disconnected and reconnected without mess or air contamination, and is ideal for use with the popular Powerhose Plus system

British specialist manufacturer Venhill Engineering offers one of the largest ranges of specialty motorcycle tools and high performance hydraulic hoses and control cables on the market. Seen here is a new professional grade fractional torque spanner set that is ideal for maintenance of older bikes.

Versatile 'crow-foot' spanner attachments fit into hard to reach places that conventional sockets can't manage - the torque spanners comes in sizes 1/4", 5/16", 3/8", 7/16", 1/2", 9/16", 5/8" and 3/4". Operators can select a torque set range from 5-25 Nm (3.69-18.44 ft-lb). A 1/4" square ratchet adaptor, for use with sockets, is also included.

Among the specialty hydraulic system parts and accessories that Venhill manufactures is this quick-release female brake coupling that allows braided brake lines to be removed and reconnected in seconds - without tools or the risk of brake fluid leaking out or air getting into the system.

Particularly useful for racing, when calipers and/or master cylinders need to be replaced quickly and easily, the new

quick-release coupling holds the hydraulic hose together safely and securely with a bayonet fixing, yet can be disconnected in seconds by hand without having to bleed the system.

The male 1/8th BSP thread on the coupling fits directly onto the swivel nuts on Venhill's Powerhose Plus hydraulic brake and clutch lines, while the female side connects to any Powerhose Plus fitting. That means the coupling can be attached to the master cylinder, out of harm's way, rather than separating the hydraulic hose with an inline coupling.

Powerhose Plus lines are available in a variety of lengths, and can also be made-to-measure, so converting to the quick-release set-up is straightforward. Both the coupling and the compatible Powerhose Plus lines are suitable for use with DOT 4, DOT 5.1 and DOT 5 fluid.

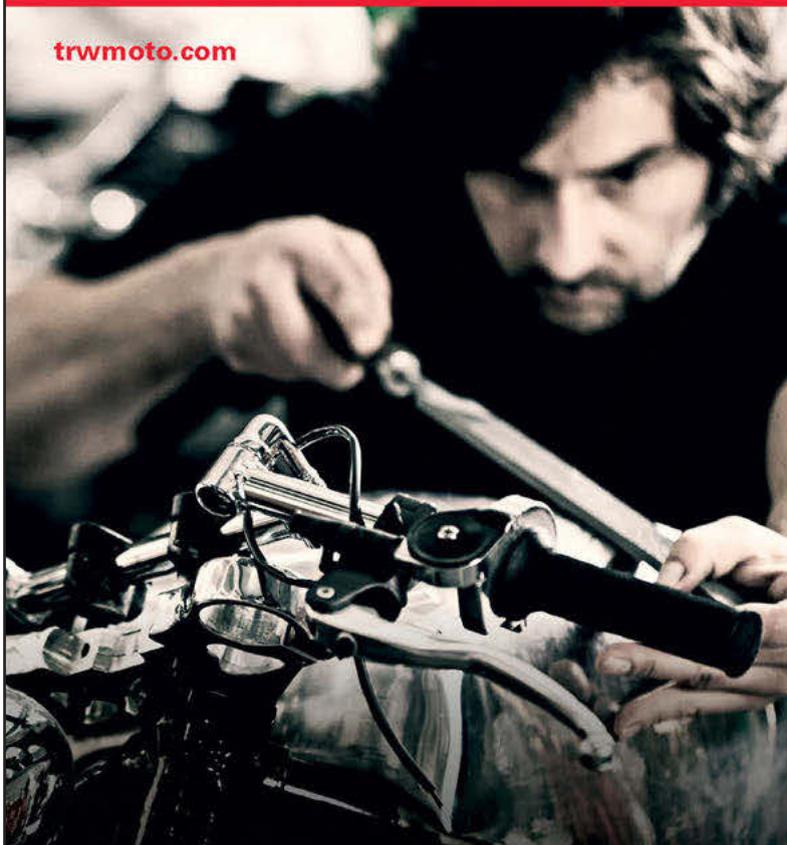
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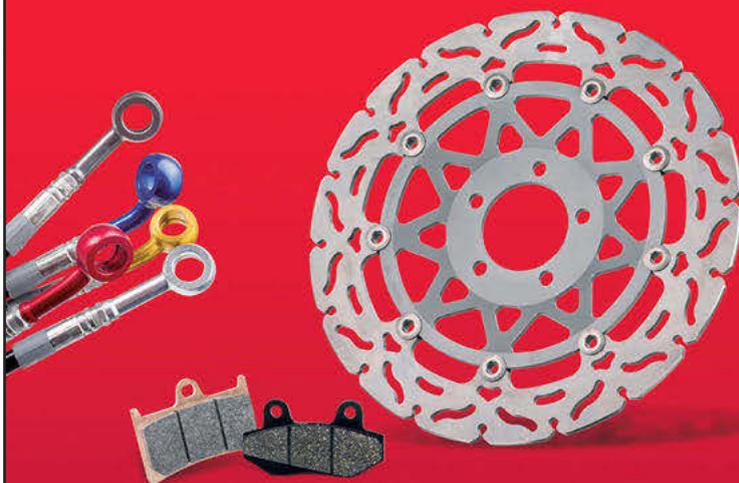
Venhill's specialty tools programme includes this torque wrench kit with 'crows foot' style spanners, making it ideal for working on older bikes



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VStream windscreens for Africa Twin



Maywood, Illinois based manufacturer National Cycle has just released its VStream windscreens in three sizes and tints for the popular Honda CRF1000L Africa Twin.

VStream gets its name from its unique patented shape. The advanced 'V' profile and dimensional contours are designed to push the wind vortex out and away from the rider's helmet – "resulting in a quieter and safer, less turbulent riding environment".

Made from tough hard coated polycarbonate in National Cycle's state-of-the-art manufacturing facility, polycarbonate is widely acknowledged as offering superior strength, protection and durability with a level of optical clarity and scratch resistance that is said to be "unmatched by any windscreen maker worldwide".

Indeed, National Cycle say their hard coated VStream windscreens are 30 times more scratch resistant and have 20 times greater crack and



impact resistance than "other aftermarket windscreens on the market made from commonly used acrylic or "aircraft plastic". All polycarbonate windscreens from National Cycle are protected by a 3-year warranty against breakage.

NATIONAL CYCLE INC.
Maywood, Illinois, USA
Tel: +1 708 343 0400
sales@nationalcycle.com
www.nationalcycle.com



REV modular helmet

REV is a flip front thermoplastic helmet for the tourism/road segment, with a weight of 1,650g, that can be worn either as a full or open face due to a patented rotation of the protective chin guard.

"Equipped with a newly designed and patented chin guard and visor rotation system, features include a special "ACVS" - Airoh Combined Ventilation System – that guarantees maximum comfort, even on long journeys and in the most extreme conditions.

Italian specialist Locatelli, the manufacturer of the Airoh brand, say that "this revolutionary new design concept has allowed us to take touring to a new level of comfort and versatility". REV is available in sizes from XS to XXL and in various colourways in gloss and matt finishes, has a compact and

aerodynamic profile with a wide field of view, and a sun visor that is supplied with an anti-fog treatment.

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Portable jump starter and powerbank

New in Italian manufacturer Forlettronica's BC Battery Controller brand range is this K1200 portable jump starter and powerbank for motorcycles, scooters, ATVs and small/medium capacity cars.

For 12V battery voltages, and peak current of 400 AMP and powerbank of 12000 MAH, the company says it is "safe and easy to use, portable and with USB output (5V, 2.5A) to supply smartphones, tablets, GPS navigators and other devices", and it also has 12V 10A output to power any 12V device (tyre inflators, air compressors, refrigerators etc), and 19V, 3.5A output to charge notebooks and laptops. Features include LED flashlight with SOS



and strobe mode. The operating temperature is from -20 degrees C up to +60 degrees C, and it measures 16 x 7.5 x 2.8 cm, with a weight of 0.38 kg. Alternatively, there is the K1200 AIR with a size of 13.5 x 7.6 x 1.4 cm and a weight of just 0.23 kg with a battery voltage of 12V, peak current 400 AMP and powerbank of 7500 MAH.

Also available is a patent-pending bike booster cable, a high temperature resistant cable for fast connection of a jump starter to a motorcycle battery, a connector with waterproof protective cap for fast jump start, strips for board installation and eyelets. It is rated to protection class IP 68 and has an integral electronic safety system.

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'Iron' ankle boots

Calzaturificio Antis, established in Montebelluna, Italy, in 1970 by Antonio Binotto, still draws on its design inspiration from the founder's creative vision in their Stylmartin brand.

Previewed at EICMA, the 'Iron' boot is the latest member of their Sneaker/Urban range, made of full grain calf leather, with a water-repellent graffiti finish and artisan style features such as the eyelets, hand-waxed laces and the fire-branded Stylmartin logo. PU ankle protectors are concealed inside the padded and stitched cuffs, with a double leather overlay protecting the toe cap and gear shift contact area. There is an anatomical, removable,



breathable and micro-perforated footbed and the sole is of two-colour finish moulded rubber construction with black anti-slip grip.

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OptiMate 3 now available as a multi-bank

OptiMATE

The OptiMate 3 charger from TecMate was originally designed in 1994, but a process of continual updating has meant that it still retains all the features that made it so popular over 20 years ago, but with all the modern features that have become available since.

Now available as a multi-bank charger, those original features include the unique maintenance mode that works on sealed AGM and GEL as well as flooded batteries and allows 24-7-365 maintenance.

Tested by Honda Motor Company, they concluded that TecMate's inter-active charge method of 30 minutes maintenance charging alternating with 30



minutes 'rest' (during which time the battery continues to be monitored) is ideal for all their lead-acid batteries.

The original self-discharge test remains, checking if that battery can hold more than 50% charge; warning the rider if not. Recognizing that it could well be the vehicle itself drawing the battery down, OptiMate continues to provide charge to the battery, to prevent it from being drained completely!

The unique professional level ability to recover a sulphated battery that won't accept and hold charge remains a key OptiMate feature, doing so automatically without any user intervention. At the same time 'smart circuits' are built in to prevent this feature kicking-in if vehicle wiring is detected - completely discharged batteries have the best

chance of recovery if taken off the vehicle.

For dealers who want to prepare and keep batteries fresh for sale at the counter, or for customers with multiple vehicles, the Dual bank and Quad bank models offer great features and value for money, according to TecMate. Each bank works like an independent OptiMate 3 - you can even charge series-connected batteries as the banks are electrically isolated from each other.

OptiMate 3 features are trusted by many OEMs, including the companies that globally co-brand this model, such as Honda, Triumph, Moose Utility Division and Drag Specialties.

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New Ferodo brake pad compounds



Ferodo's new ECO-Friction brake pad compound has eliminated most of the 'heavy metals' used in conventional formulations for an environmentally better product

In new product terms, 2016 was a big year for Italian brake pad manufacturer Ferodo. The company introduced a new Eco-Friction line, with the emphasis on "innovation, high performance and a low environmental impact". The Eco-Friction compound is low in heavy metals, and is the result of a five year R&D fingerprinting process, which analysed the raw materials contained in a wide range of standard brake pads. In fact, the company says it analysed over 1,500 different raw materials to find suitable substitutes for the heavy metals to arrive at a formulation that is said to "guarantee the same life and performance characteristics as conventional high quality pad formulations containing high percentages of heavy metals".



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

Also new in 2016, Ferodo sintered metal brake pads for Maxi scooters are available for most popular models of the new generation of high-performance larger displacement scooters. Disc-friendly and long lasting, they are said to have been specifically engineered "to satisfy the Maxi scooter rider's needs, and guarantee shorter braking distances with outstanding brake control, even in wet weather conditions".

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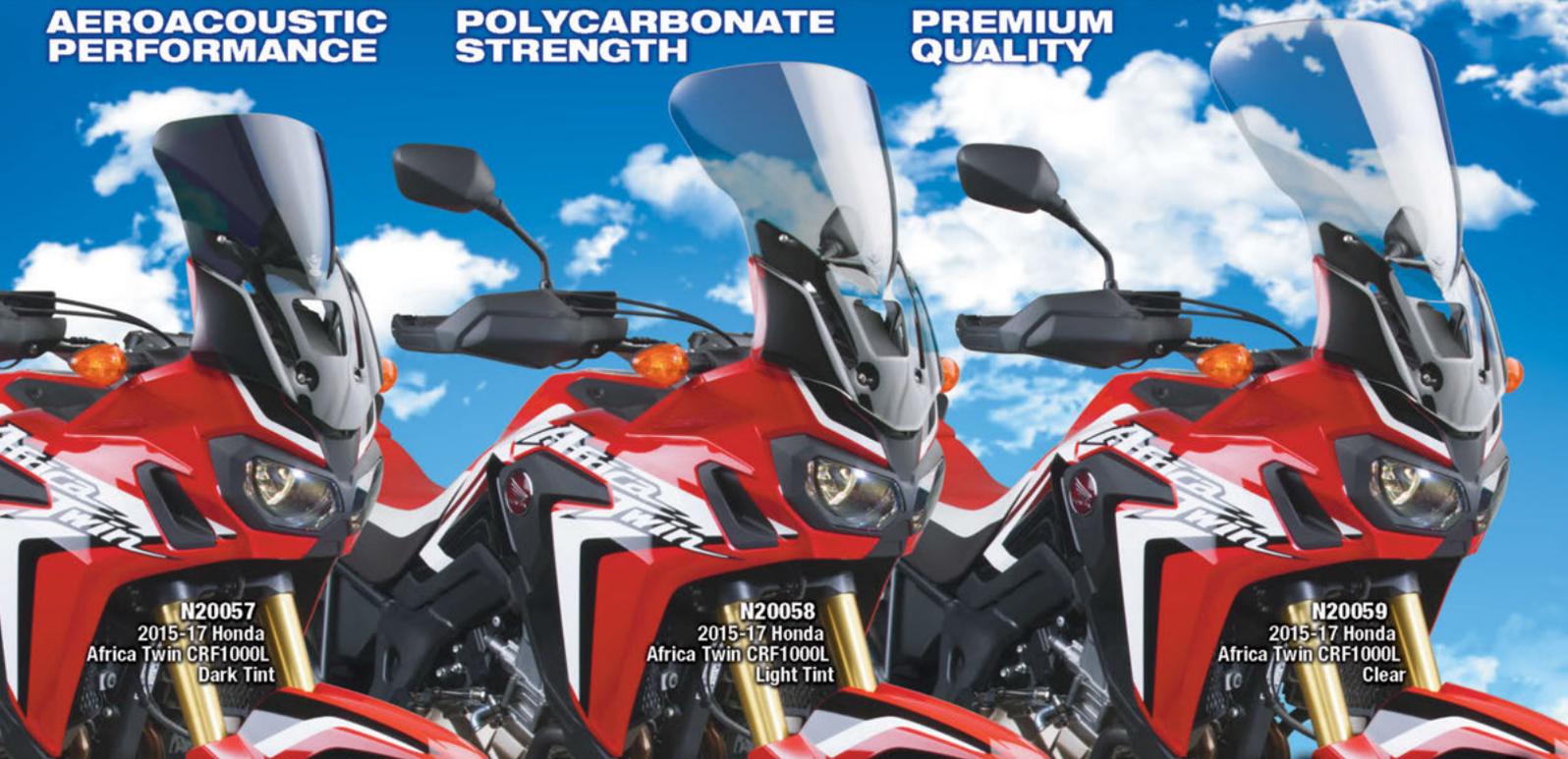
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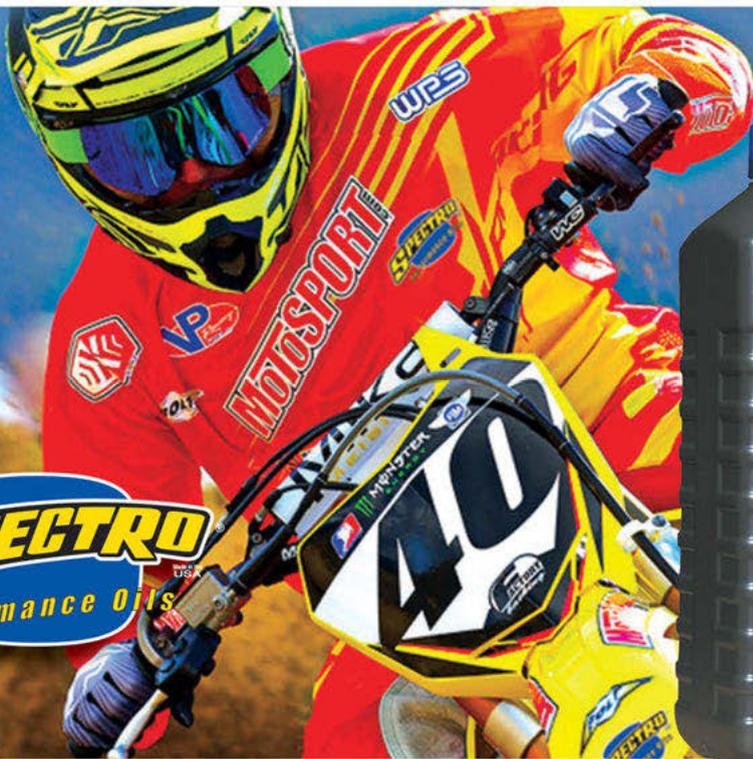
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UK Dealer Expo, Stockholm, Zurich, Dublin and Madrid headline a busy new year show schedule

The 'majors' may be over for another year (two years in the case of INTERMOT), but with the debut of 'INTERMOT Customized' showing that there is vibrancy on the biggest of stages.

However, the next three or four months now see a number of the smaller European markets and specialty events take their moment in the spotlight as we head into 2017. The new year kicks-off with the popular **UK Dealer Expo at Stoneleigh**, near Coventry in England, opening its doors for the 22nd time for three days from



The UK Dealer Expo is Europe's largest Dealer specific show. It averages 3,800 visitors, representing some 1,800 businesses, 89 percent of who are said to be buying "decision makers"; at the time of going to press IDN was told that exhibit space is already sold out for 2017, with 6 weeks to go until the show opens on January 15th, 2017

Sunday January 15 to Tuesday 17. With new motorcycle registrations growing quickly in the UK, the past

four years are said to have seen an average of 3,800 visitors representing some 1,800 UK motorcycle industry businesses. With research showing that 89 percent of all show visitors are decision makers, with 80 percent of them going there to do business, it is no wonder that a massive 91 percent of 2016 exhibitors said they planned to return in 2017.

The Expo is some 30 minutes away from Birmingham International Airport and at the heart of the UK motorway network

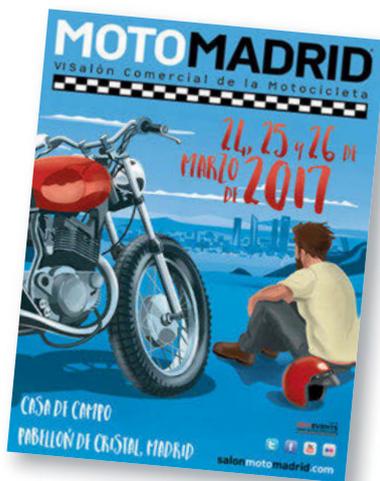
www.motorcycle-expo.com
A week later **Moto Bike Expo (MBE)** will fill four halls at the Verona Expo Centre in northern Italy from Friday January 20 to Sunday 22. A combined custom and 'mainstream' consumer expo, "Verona" has seen attendance grow ever since its move from Padua in 2009. www.motorbikeexpo.it

At the end of January, Sweden's annual show, **MC-Massan**, returns to the capital Stockholm (26 to 29 January 2017) in its biennial rotation with Gothenburg. www.mcmassan.se
Meanwhile, in the United States, the annual specialty **V-Twin Expo** will take place at its usual downtown exhibition centre venue in Cincinnati, Ohio (Saturday January 28 and Sunday 29. www.vtwin-expo.com



Billed as "The Only Show of its Kind", which it is - as the only independently owned and operated dealer show for the Harley-Davidson aftermarket and custom v-twin parts and accessory industry - it is nonetheless a crowded few weeks for motorcycle dealers of all kinds in the United States with the market's two major parts and accessory distributors holding their own dealer shows in February: **Tucker Rocky/Bikers Choice** are playing host to their dealers in Texas on Wednesday 8 and Thursday 9 of February, and just 10 days later **Parts Unlimited/Drag Specialties** set up shop at the RCA Dome, Indianapolis, Saturday 18 and Sunday 19 February. In fact, that weekend are at least three motorcycle industry events in play that we know of, with the annual **MCN Show** (as it is known) taking place at the Excel Expo Centre in East London from January 17 to 19 www.mcnmotorcycleshow.com and the excellent Swiss Moto being staged at Zurich from January 16 to 19 www.swiss-moto.ch; the following weekend it is the chance for Dutch riders to join in the fun with Motorbeurs, the largest motorcycle show in The Netherlands, taking place from 23 to 25 January at Utrecht www.motorbeursutrecht.nl
Highlights in March and April include (but are not limited to!) the biennial **Carole Nash Irish Motorbike &**

Scooter Show, taking place at Dublin, Ireland, from March 3 to 5 www.irishmotorbikeshow.com; **MotoSalon**, Prague, March 2 to 5 www.pvv.cz; **Moto Days**, Rome, March 9 to 12 www.motodays.it; **Daytona Bike Week**, Florida, USA, March 10 to 19 www.officialbikeweek.com; **MotoMadrid** from March 24 to 26



www.salonmotomadrid.com; **Tokyo Motorcycle Show**, March 24 to 26 www.motorcycleshow.org; **InaBike**, Jakarta, Indonesia, March 29 to April 1 www.inabike.net; **Motorcycle Taiwan**, 20 to 23 April www.motorcycltaiwan.com.tw



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