

INTERNATIONAL DEALER NEWS

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DEC '18/JAN '19
ISSUE #146

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ACEM - motorcycle registrations in the EU up by 8.2% during the first nine months of 2018

The latest quarterly EU new registrations data released by the Association des Constructeurs Européens de Motocycles (ACEM), the Brussels based international motorcycle industry trade association, put EU new motorcycle registrations at 830,694 units for the first 9 months of the year, a +8.2 percent increase. With 186,487 units (a +5.1% increase on a year-on-year basis) Italy remains the largest European motorcycle market, followed by France (146,276 motorcycles, +10%), Germany (140,628 motorcycles, +11.1%), Spain (113,650 motorcycles, +8.0%) and the UK (83,155 motorcycles, +3.7%). Motorcycle registrations increased in all EU countries, with the exception of Poland, where they went down by -2.3%. The European moped market reached 209,562 units during the first 9 months of 2018. This represents a decrease of around -26.1% compared to the registration levels of the first nine months of 2017 (283,399 units). The largest markets for mopeds in Europe were:

France (51,498 units), Netherlands (47,260 units), Germany (20,133 units), Italy (16,118 units) and Belgium (15,992 units). The moped market saw transition from Euro 3 to Euro 4 engine emissions compliance take effect on January 1st, 2018 - 12 months later than for motorcycles. Combined registrations of electric mopeds, motorcycles and quadricycles

'Italy is largest market'

reached 36,270 units during the first nine months of 2018. This represents a substantial increase of +52.8% compared to the registration levels of the same period of 2017 (23,722 units). Most of the electric L-category vehicles registered in 2018 are mopeds (26,210 units), followed by motorcycles (7,652 units) and a much smaller number of quadricycles (about 2,408 units). Commenting on the latest figures, Antonio Perlot, Secretary General of

ACEM, said: "During the first nine months of 2018, motorcycle registrations increased in 27 out of the 28 EU Member States, with double digit growth figures for the three largest European markets: Italy, France and Germany.

"Although current sales volumes in Europe are still below 2007 levels (when 1.5 million units were sold), the motorcycle sector has accumulated four consecutive years of growth since 2013. If current trends persist, 2018 may become a fifth consecutive year of market growth.

However, there is growing industry thinking that, in fact, the apparently robust growth in new motorcycle registrations is in fact flattening out when the 2016 Euro 3 pre-registered inventory is taken into account. That inventory was ultimately sold in 2017, but the numbers were mostly recorded in the registration statistics for the final quarter of 2016 - meaning that 2017 registrations were in fact higher than formerly recorded and distorting the year-on-year comparison.

See also Comment, page 4.

FREE WITH THIS ISSUE



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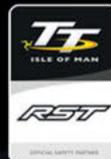


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PRINT BY WARNER'S MIDLANDS
BOURNE, LINCOLNSHIRE, GB

ISSN 1354-4047

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Comment 4

Not all statistics are equal! Robin Bradley loves statistics but hates it when he sees them abused or misunderstood. He thinks there is more to the major show attendance figures and current crop of registration data than is superficially apparent ...



INTERMOT 2018 19-29

A record equalling crowd of highly motivated, high spending, high mileage riders and an AMD World Championship of Custom Bike Building that had the fans drooling in admiration



EICMA 2018 51-59

With manufacturers "incentivised" to launch new models at Milan rather than Cologne, the "Show Wars" rivalry that has been rumbling on for nearly two decades looks set to reach a crescendo soon. Meanwhile the interests of the aftermarket are being marginalised.

PROGUIDE 30-49



Not all statistics are equal

Our industry is heavily dependent on statistics. From show attendances, inventory and margins to displacements, performance calibrations and registrations - we float in a sea of statistical dependency.

But, to channel American author Mark Twain (who credited 19th century British Prime Minister Benjamin Disraeli for the "Lies, Damn Lies and Statistics" quote), for sure not all statistics are of equal validity.

In this era of so-called "fake news", the famous (infamous?) epithet still highlights how statistics can be bent, shaped and moulded to support any argument, any agenda, any interpretation of any (apparent) facts some 150 years after it was first coined.

In the case of our current market, there are two statistical issues that are vexing those who seek clarity - visitor statistics at the market's two major industry shows (INTERMOT and EICMA) and the true new motorcycle sales trend that appears to be hidden underneath the Euro 3/Euro 4 transition impacted registration data for 2016, 2017 and, increasingly apparently, for 2018.

In the past three or four years there has been much debate about the comparative merits and demerits of INTERMOT and EICMA - much of it revolving around the attendance numbers and how even the OE manufacturers, including those with an effective ownership stake in INTERMOT, appear to be voting with their own feet by staging ever more new model launches at Milan rather than Cologne, even in the even numbered INTERMOT years.

Well, that has way more to do with the exhibit discounts that EICMA is "persuading" the manufacturers with (to launch at EICMA and specifically NOT do so at INTERMOT) than the attendance numbers, because they understand the reality of the attendance number claims (they see the real figures) and "get it" where the comparative value per visitor comparison between the shows is concerned.

EICMA persists in making unsubstantiated visitor number claims. Again, after this year's show, their press release talks about percentage increases without actually naming a number - I think it is some years since ANCMA, the trade association that owns EICMA, have cited an actual hard figure - which makes one think they are trying to roll back on the notoriously inflated claims being made as the motorcycle market endured the "dark decade" following the 2007 financial crisis.

Conversely, however, Koelnmesse, which stages INTERMOT, is a member of a domestic German expo centre trade association that insists that all member expo numbers are independently audited - so although they are always citing an apparently lower figure than EICMA, we know it is a true number at some 220,000. INTERMOT 2018 matched the 2016 record number the show has attracted since moving from Munich.

Then there is the issue of how many EICMA visitors are of riding age, and what kind of mileage and ownership profile (and therefore aftermarket value) they actually have. At both INTERMOT and EICMA I spent 30 minutes sat in the central 'causeway' watching the visitors (in both cases on the Thursday - a public day), and the contrast couldn't have been starker. At INTERMOT the vast majority were clearly riders - you could tell by what they were wearing or carrying. At EICMA? Not so much.

Honestly, in 30 minutes I didn't see one single person wearing or carrying riding gear,

not one. Those who looked like they might ride (at best between a quarter and a third of the traffic watched) were in the minority and were clearly low mileage, mostly urban scooter riders.

Sure, an important and growing sector, but not riders who underpin the industry balance sheet with the kind of mileage and spending needed to sustain the investments that multiple 'big ticket' shows like INTERMOT, EICMA and others suck from budgets. Meanwhile, what of the registration statistics? Well, this month we lead with the latest quarterly statistics from ACEM on the front cover and have some three pages of statistical reports from 10 different countries on three continents.

Not for one minute is there a suggestion that the figures themselves are in any sense dubious, in strict terms they are not. They are accurate and, for what they are, entirely reliable and coming from impeccable sources and compiled diligently by hard working people whose job is simply to "do the math" - and for that everyone should be grateful. It isn't easy work and does take a certain talent and mindset.

No, the problem lies with the interpretation and context - and again, this is really nobody's fault as such, but as I said in the last edition, I think it behoves everybody just to be aware that all may not entirely be as it seems.

I met a few people at the shows who had read my October Comment and thought that it made sense, and in fact made particular sense in the context of the "real world" feeling they had for just how well the market is really doing at present.

The issue isn't with the headline figure. Selling (or rather, registering) 830,694 in total motorcycles in the nine months to September is a perfectly good number,

especially in the context of the 2013 nadir.

It is the 2017 comparison of +8.2 percent that is likely to be misleading a lot of people in the aftermarket (the trade association and OEM professionals 'get it') into thinking that growth is flowing like milk and honey again. It isn't!

As we here at IDN have pointed out on multiple occasions this year (and will do so again next year when the final 2018 numbers are available), it is the "official" 2017 figure that is tainting the comparison.

The 50,000 to 80,000 "units" that were pre-registered in 2016 (especially in the final quarter) in advance of the Euro 4 compliance deadline at the end of that year were (mostly) sold by dealers in the early months of 2017, even at some often quite deep discounts, favourable terms and with generous accessory and G&A bundles as incentives.

After the return to growth seen in the second half of 2014, the market has had two very good years in 2015 and 2016, but then the registrations picture had started to level off by this time last year and has continued to plateau in 2018.

'the problem is interpretation and context'

Robin Bradley
Publisher

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UK: motorcycles +3.54 percent to October

The latest data from the MCIA (the Motorcycle Industry Association) shows motorcycle registrations in the UK at +0.93 percent (6,748 units) for October, having been +3.97 percent for September (11,724 units) and running at +3.54 percent YTD (89,347 units) as the UK market continues to grow slowly.

The small UK moped market continues to decline by -21.91 percent YTD (4,609 units), with total PTW registrations running at +1.91 percent YTD (93,956 units).

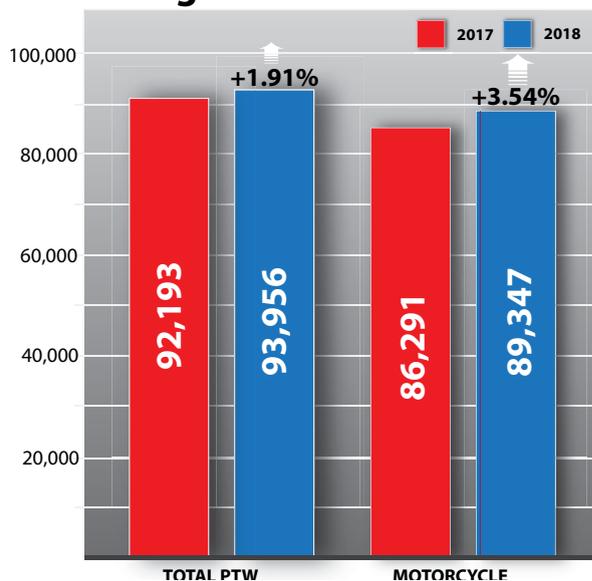
The top-selling motorcycle in October 2018 was the Honda CRF 1000 (279 units), with Honda's PCX 125 leading the scooter market (210 units). Honda was market leader in October with

1,554 units sold in total; followed by Yamaha (884 units), KTM (591), BMW, Lexmoto, Triumph, Kawasaki and Harley-Davidson.

As is being seen elsewhere in Europe and beyond, the fastest growing sector in percentage terms is the 126-650 cc market in the UK, where sales are +17.7 percent YTD (17,705 units); the largest single motorcycle sector by displacement is the 651-1000 cc market, which is down by -7.01 percent YTD at 23,004 units. Motorcycles over 1000 cc are -0.9 percent YTD at 19,298 units.

The MCIA is reporting that the total number of motorcycles registered for road use in 2017 was 1.26 million units.

UK registrations Jan-Oct 2018



Australia: Q3 road bikes -7.5 percent

Australia's motorcycle and All-Terrain Vehicle (ATV)/Side-By-Side Vehicle (SSV) market declined by -6.2 percent in Q3.

National sales data released by the Federal Chamber of Automotive Industries (FCAI) showed YTD registrations down at 68,494 units compared to 73,058 for the first nine months of 2017.

The 2018 market remained relatively steady in terms of its composition, with road bikes remaining the most popular category at 40 per cent of the market. Off-road bikes took a 34 per cent share, ATV/SSVs accounted for 21.5 per cent of total sales, and scooters recorded a slight increase to 4.5 percent of the overall market.

Among the individual brands, across the market Honda came in at number one with 16,051 sales (23.4 percent market share), Yamaha is in second place with 14,393 sales (21 percent share), Kawasaki in third with 6,857 sales (10 percent share), followed by KTM with 5,792 sales (8.5 percent share) and Suzuki with 5,278 sales (7.7 percent share). Road bike sales nationally reduced by -7.5 per cent on the 2017 result. Honda came in as

segment leader, ahead of Harley-Davidson and Yamaha third. Yamaha, Suzuki, Husqvarna and Indian all saw increased sales to the end of the 3rd quarter in 2018 compared with 2017.

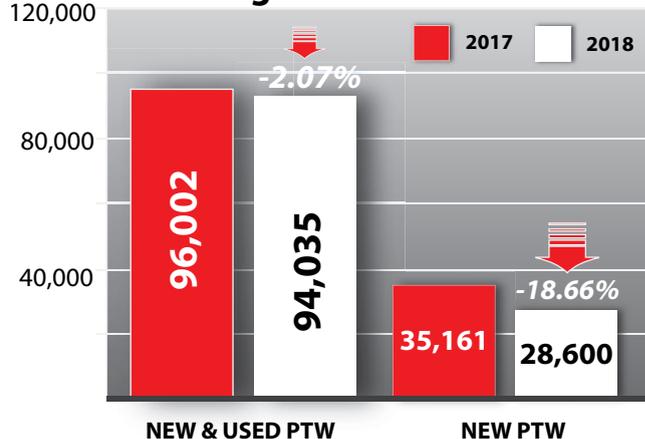
In the off-road bike segment, Yamaha again came in on top, followed by Honda and KTM. Overall, the off-road bike segment suffered a -3.3 percent fall on its 2017 result, with KTM and Honda as the only volume brands to record an increase in sales to the end of the third quarter.

The ATV/SSV segment has suffered the biggest reduction in sales (compared to 2017), with overall numbers being down by -11.2 percent. Polaris was the overall leader, with Honda in second place and Yamaha third. Disappointingly, all brands have suffered a reduction in sales for the year so far.

In the smallest segment (Scooters,) which only accounts for 4.5 percent of total sales, Honda was the leader, followed by Piaggio and Vespa in third, with most brands seeing an increase in sales in this segment (a +11.8 percent increase in overall scooter sales compared to Q3 2017) last year.

Poland: new motorcycle registrations -0.85 percent to October

Polish registrations Jan-Oct 2018



The latest data from the motorcycle industry trade association in Poland (PZPM) shows the second quarter and summer recovery in sales of new motorcycles continuing, with sales on low volumes at +30.39 percent (841 units) in October, having been +21.92 percent in September (1,040 units); they were running at -0.85 percent (13,294 units) through October 2018. New mopeds are -29.64 percent YTD (15,306 units), with total new PTW registrations for the ten months to October at -18.66 percent (28,600 units).

However, new model registrations are only ever part of the story where the Polish market is concerned. Poland is an important market for pre-owned vehicles (from elsewhere in Europe)

that are receiving their first domestic Polish registration; these machines provide valuable service, maintenance and PG&A income for Poland's franchised and independent motorcycle shops and the vendors they buy from.

When the used motorcycles receiving their first registration in Poland are factored in, the total number of new and used motorcycles sold was +19.36 percent in October (4,180 units), having been +14.82 percent (5,051 units) for September and were running at +6.71 percent (70,316 units) for the YTD.

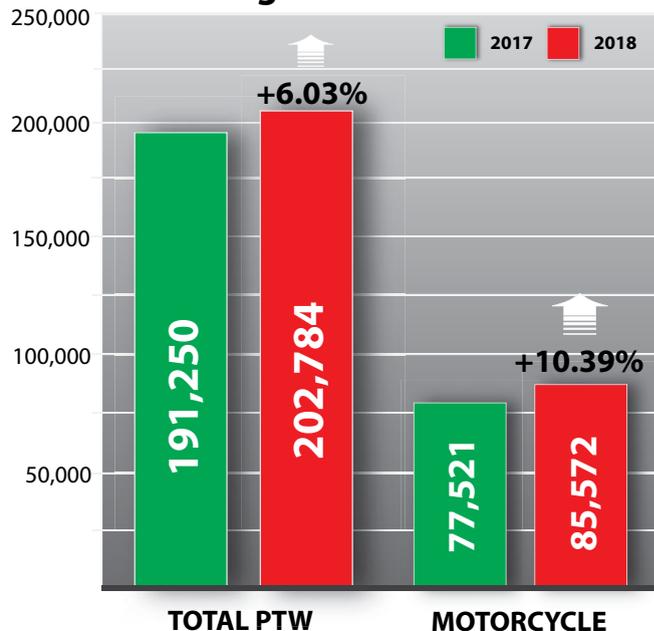
New and used mopeds were -21.26 percent YTD (23,719 units) and total new and used PTW registrations were -2.07 percent YTD at 94,035 units sold.

Italy: motorcycles +10.39% to October

The latest data released by ANCM, the motorcycle industry trade association in Italy, shows the Italian market continuing to grow. Having been broadly 'flat' in June (-0.70 percent, 10,752 units), new motorcycle registrations were +12.45 percent in July (10,196 units), +5.15 percent in August (4,510 units), +8.44 percent in September (6,383 units) and +19.73 percent (6,225 units) in October. At +10.39 percent for the YTD (85,572 units), this has been the strongest market performance in Italy for the first 10 months of the year since before 2013. In total PTW terms, the Italian market was +17.93 percent in October (16,459 units) and is running at +6.03 percent (202,784 units) YTD - the best first 10 months in Italy since 2011. Scooter registrations were

+3.06 percent for the YTD at 117,212 units; the top sellers being Honda's SH 150/300/125 range selling 26,902 units between them YTD, followed by Piaggio's Beverly 300 ABS (7,812 units). The top selling motorcycle YTD in Italy continues to be the BMW R 1200 GS (3,549 units sold), followed by Honda's 'Africa Twin' (3,223 YTD), the Yamaha 'Tracer' 900 (2,544 units), the R 1200 GS Adventure (2,174 units) and the Benelli TRK 502/X (2,101 units). As in some other markets around Europe and further afield, the biggest motorcycle growth sector by volume in Italy has been the 251-500 cc market where unit sales were +12.70 percent (50,839 units); motorcycles of over 750 cc are also up by over 5 percent (42,472 units YTD).

Italian registrations Jan-Oct 2018



Austria: motorcycles +7.12 percent through September



The latest data released by the motorcycle trade association in Austria (Arge2Rad) shows registrations of new motorcycles down by -2.74 percent for Q3 at 3,088 units, having been +22.69 percent (7,342 units) in Q2. The Austrian motorcycle market was +7.12

percent for the first nine months of 2018 (13,047 units). PTW sales were down by -5.45 percent for Q3 (11,615 units) and are -4.32 percent for the YTD (35,032 units). In its home market, KTM is motorcycle market share leader, having sold 3,009 units for a

23.06 percent market share. BMW is second (1,539 units sold, 11.80 percent share), Honda third (1,468 units/11.25 percent share), followed by Yamaha (1,455 units) and Harley-Davidson (1,043 units); Kawasaki, Husqvarna, Suzuki, Ducati and Triumph complete

the top ten. In 2017, new motorcycle, scooter and moped registrations totalled 40,744 units, which was -6.60 percent down on 2016 (43,621 units); 2016 saw the highest number of new registrations in Austria since 2012 (46,047 units).

Japanese made motorcycle exports to Europe -10.02 percent for first nine months of 2018

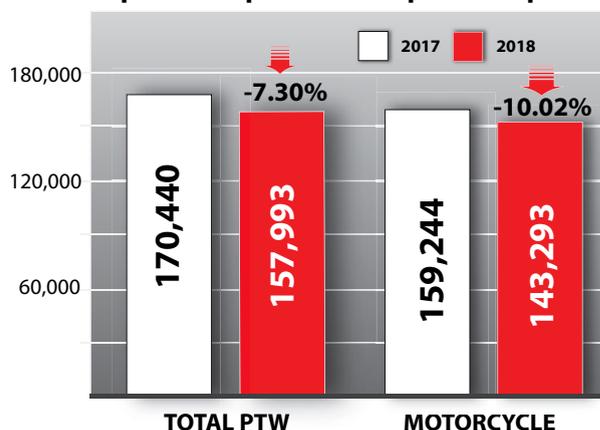
The latest data released by JAMA (the automotive trade association in Japan, which includes representation of motorcycle manufacturers among its membership) shows exports of Japanese made motorcycles to Europe down by -24.82 percent in September (9,010 units), having been +2.10 percent in August (9,034 units) and running at -10.02 percent for the first nine months of 2018 (143,293 units). Exports of Japanese made motorcycles to USA for September were +8.18 percent (6,019 units) and are running at +6.99 percent YTD (55,301 units). Total Japanese manufactured motorcycle exports worldwide are -5.62 percent YTD at 256,801 units. PTW exports to Europe (motorcycles, scooters and mopeds combined) were -20.46 percent for September (10,352 units) and are 7.30 percent for the first

nine months of 2018 (157,993 units); they are +6.91 percent YTD for USA (84,817 units) and were -3.83 percent worldwide (333,173 units). The increasing number of units being made by Japanese manufacturers elsewhere in Asia, the US and South/Central America goes some way to providing historical context for the data, though the majority of higher value larger displacement Japanese brand machines, especially those being sold in Europe, are still made in Japan. Their overseas factories are primarily engaged in making and selling scooters and smaller capacity units in 'emerging' markets (where import tariffs are high) and in making ATV/UTV units - especially in the United States where demand for such machines is strongest.

Japanese made motorcycle and moped (all PTW) exports fell off a cliff in 2009 to 583,879 from over 1m in 2008 and

have continued to decline most years since then (463,123 units in 2017); they peaked at 1,641m units in 2000.

Japanese exports to Europe Jan-Sep 2018



Spain: motorcycle registrations +16.37 percent to October

The latest data from ANESDOR, the motorcycle industry trade association in Spain, shows motorcycle registrations +15.15 percent for October (14,354 units), having been +19.48 percent (14,998 units) for September. For the YTD the market is Spain was +16.37 percent at 138,008 units.

The moped market in Spain remains soft (-24.15 percent/12,501 units YTD) with total PTW registrations +15.64 percent in October (16,490 units), having been +16.91 percent in September (16,903 units) and are running at +15.61 percent YTD (156,166 units).

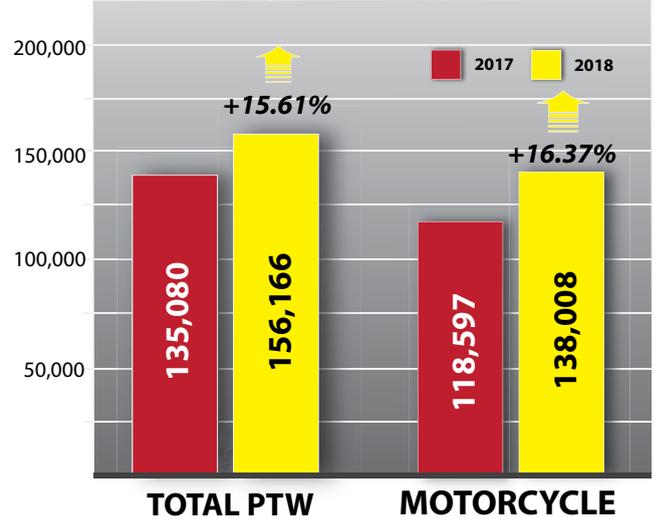
Jose Maria Riano, Secretary General of ANESDOR, says that "October was in line with the +13 percent to +20 percent growth in registrations in Spain

seen for most of 2018 so far. The growth is partly down to economic recovery, but also due to more citizens turning to two-wheel transportation, especially in urban areas, because of its positive effect on congestion and the environmental advantages".

ANESDOR says that some 49 companies sell 117 PTW brands in Spain. On small volumes (362 units) the previously growing rental channel declined by -5.5 percent in October compared to October 2017.

Honda is market share leader in Spain, taking an increased 20.20 percent of the market YTD (27,810 units); Yamaha is second with 15.8 percent (21,828 units), with Kymco third (10.3 percent, 14,223 units), followed by BMW and Piaggio.

Spanish registrations Jan-Oct 2018

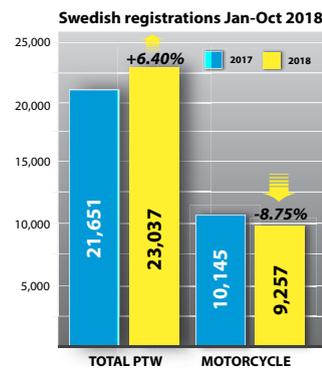


Sweden: motorcycles -8.75 percent to October

The latest data available from the motorcycle industry trade association in Sweden (McRF) shows new motorcycle registrations being down on low volumes by -12.16 percent in October (578 units), having been theoretically +4.92 percent (834 units) in September and running at -8.75 percent (9,257 units) for the YTD.

Moped sales are said to be +19.76 percent YTD (13,780 units); in total PTW terms, the market was +34.86 percent in October (2,561 units), having been +19.87 percent in

September (2,032 units) and running at +6.40 percent (923,037 units) for the YTD.



Switzerland: motorcycles -8.77 percent to October

The latest new registrations data released by Swiss industry association MotoSuisse shows total new PTW registrations up by +3.07 percent in October (2,182 units), having been -12.36 percent in September (2,885 units) and running at -7.43 percent (40,103 units) so far in 2018.

In motorcycle terms, October was +3.61 percent (1,005 units) after being -18.59 percent in September (1,371 units) and running at -8.77 percent for the YTD (23,571 units).

In motorcycle terms, Yamaha continues as market leader for the first 10 months of 2018, selling 4,220 units, ahead of BMW (3,051) and

Honda (2,925 units), followed by Harley-Davidson, Kawasaki, KTM, Triumph, Ducati, Suzuki and Indian. Yamaha's MT-07 was top seller through October, followed by the BMW R 1200 GS, the Kawasaki Z900 and then the Z650, with Honda's CRF 1000 'Africa Twin' fifth, followed by the Yamaha MT-09 Tracer.

For the full year 2017, motorcycle registrations were up by +2.08 percent at 26,942 units (-3.4 percent/26,391 units in 2016 after being +17 percent in 2015), with total PTW registrations broadly flat (-0.89 percent) at 45,487 units in total (-6.21 percent/45,896 units in 2016).

Germany: motorcycle registrations +7.67 percent to October

The latest data from the IVM, the motorcycle industry trade association in Germany, shows motorcycle registrations in October at +16.33 percent (4,752 units), having been +2.14 percent (6,576 units) in September. Registrations for the year to October were +7.67 percent (103,730 units).

In total PTW terms, October was +22.17 percent (7,809 units), having been +3.12 percent (10,338 units) in September. For the year to date, new PTW registrations were +11.54 percent (147,607 units) - the second best first 10-month performance for the German market since 2008.

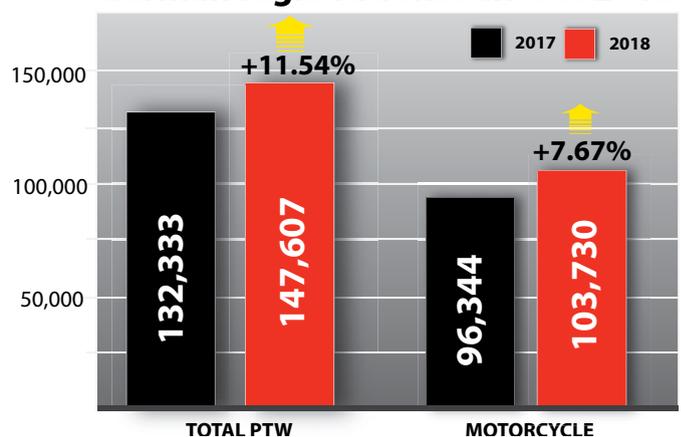
The top-selling model has continued to be the BMW R 1200 GS (7,187 units

YTD), followed by the Yamaha MT-07 (3,105), Kawasaki Z900 (3,026), Z 650 (2,787) and Honda CRF 1000 'Africa Twin' (2,306).

With five models in the top 20, BMW remains motorcycle market leader, though with a reduced share (-7.20%) of 21.22 percent (22,007 units). Kawasaki is second with a +25.15 percent increase in share to 12.16 percent (12,615 units YTD); Honda third (11.79%/12,227 units), KTM is fourth with a 26.74 percent increase in market share (11.02%/11,429 units) and Yamaha fifth (10.36%/10,745 units).

In percentage terms, the biggest market sector in Germany is the sportsbike market (28.85 percent of all sales/29,929 units YTD) and the fastest

German registrations Jan-Oct 2018



growing sectors, in percentage growth terms, are the Supersports (+18.60 percent at 4.49 percent of all sales/4,662 units) and the custom market ("chopper"), which is up by +17.99 percent YTD (10.57 of all sales/10,960 units).

All sectors of the German market are up except for the small Tourer and Luxury Tourer market; sportsbikes are top with 29.06% of the market (26,852 units YTD), followed by Naked Style bikes with 28.12% of the market (25,986 units).

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FRANCE	+10.02	146,276
GERMANY	+11.09	140,628
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GREECE	+25.18	27,058
AUSTRIA	+4.10	24,329
PORTUGAL	+14.52	23,121
BELGIUM	+11.00	21,096
POLAND	-2.27	12,470
CZECH REPUBLIC	+9.38	12,251
NETHERLANDS	+4.27	12,195
SWEDEN	+6.51	9,326
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DENMARK	+20.49	3,005
FINLAND	+10.40	2,888
SLOVENIA	+0.28	2,128
LUXEMBOURG	+5.83	1,780
ROMANIA	+29.31	1,222
IRELAND	+3.33	1,209
LATVIA	+26.17	728
ESTONIA	+12.70	550
LITHUANIA	+9.88	378
TOTAL	+8.17	830,694

Cardo to join forces with JBL for high-end communication system audio

Cardo Systems continues its evolution as the leading wireless communication systems manufacturer for motorcyclists with a link-up with JBL - a division of the Harman Group and one of the most respected names in the top-end audio industry. With embedded audio software technology developed by JBL specifically for Cardo at their Los Angeles audio labs, Sound by JBL now gives riders the highest standard of audio quality in Cardo's latest generation of Packtalk communication systems, including the Freecom 4+, "establishing a new standard of audio quality for motorcyclists. Our collaboration with JBL will deliver a superior audio experience," says Dr. Abraham Glezerman, Cardo's founder and CEO.

"We have been relentlessly committed to enhancing our users' joy of riding ever since pioneering the Motorcycle Bluetooth category back in 2004. This partnership is yet another powerful example of the innovation behind that ongoing commitment. JBL and its world-class audio solutions will allow us to bring our customers a new standard of sound for the best riding experience possible." After interviewing thousands of riders over the course of 15 years, Cardo Systems says it discovered that, collectively, the three things riders are most concerned about when looking for a communication device are performance, ease-of-use and sound quality. Cardo can justifiably claim to have reinvented performance by introducing the next generation Dynamic Mesh Communication platform, improved ease-of-use with industry-first one-step natural voice commands and are now bringing premium audio to one of the most difficult sound quality environments imaginable. Natural voice command operation allows riders to simply say "Hey Cardo" without

having to press any buttons, and the always-on device reacts instantaneously. The big safety benefit: hands always remain on the handlebar, including activation of Apple's Siri and "OK Google" by voice command. The all-new Freecom 4+ combines JBL driven sound quality with Bluetooth based natural voice command operation and a razor-thin control wheel, available at a mid-range price point. The Dynamic Mesh technology that underpins the Cardo



Packtalk concept allows up to 15 riders to join and leave communications and conversations with fellow riders over a distance of up to 5 miles without the network crashing and the riders needing to re-establish communications because it doesn't use the conventional "cascade connection chain" technique. Instead it is, quite literally, a "dynamic mesh" that allows any rider to join and leave at any time. It also features natural voice activation and JBL audio grade sound quality in a glove-friendly, ergonomic and aerodynamic package together with state-of-the-art four-way rider-to-rider, rider-to-passenger and single-rider intercom.

"We are excited to offer top-end technology at an affordable price point for the consumer," says Glezerman. "With its best-in-class sound, truly natural voice operation and the innovative razor-thin wheel, Freecom 4+ underscores again our ongoing and firm commitment to developing the industry's best solutions and providing consumers with communication systems that perform extremely well for virtually any riding style." Glezerman concluded by saying that "the Freecom 4+ is the best equipped and best performing Bluetooth communication system anywhere" - and it is hard to argue with that claim. www.cardosystems.com

Rockstar Energy Husqvarna Factory Racing extend FMF partnership

Husqvarna has confirmed extension of their highly successful partnership with exhaust specialist FMF Racing - the new agreement will see the majority of the global Rockstar Energy Husqvarna Factory Racing team benefit from the American manufacturer's high-performance systems through to the end of the 2021 season. Established in 1973, FMF Racing

has been synonymous with dirt bike racing success. Enjoying a long-term, resilient working relationship with the global Rockstar Energy Husqvarna Factory Racing team, the California based manufacturer uses top-level competition to test and further develop high-quality aftermarket exhaust systems that help dirt bike enthusiasts get the most out of



A customised YZ250F, compliments of Parts Europe and Michelin

International distributor Parts Europe again staged a promotion with Michelin this year, with one lucky dealer winning a one-of-a-kind Yamaha YZ250F prepared by Lutz Motorsport of Konz, Germany. The promotion ran from April to October, and all dealers had to do was to order four Michelin off-road or enduro tyres to have an automatic entry in the draw, with each additional purchase of four tyres also earning an entry. Dealers who had bought 30 or more of the listed tyres in 2017 were also automatically entered in the draw. This year's winner was Julien Mazuel, owner of MX-FACTORY Team at Firminy near Lyon in France. Julien also received a flight and accommodation inclusive VIP trip to be Parts Europe's guest at the EICMA/Milan Show in November, where he received the keys to his prize at the company's booth. The bike was fitted with a lot of parts and accessories from a number of



Parts Europe's partners such as the Michelin Starcross 5 medium tyres, of course, fitted on Kite Elite wheels with Moto Master brake rotors. It is also equipped with a Neken triple clamp and handlebar and well as a GET ECU, an FMF exhaust and many more parts from Moose Racing, DT1-Filters, UFO Plast, Hurly, Selle dalla Valle, Boyesen, KSX, ProGrip, Cycra, Blackbird Racing, Vertex, ProX, Athena, Woessner, Polisport and Regina Chain – which is just a selection of products from the 600 plus brands that PE has in inventory at its German headquarters warehouse.

www.partseurope.eu

every riding experience. Husqvarna says that "the extension of this technical partnership with FMF ensures that Rockstar Energy Husqvarna Factory Racing in the US and global motocross, supercross, off-road and Enduro racing teams will continue to make use of the US manufacturer's latest 2-stroke and 4-stroke high-performance exhaust systems. Don Emler Jr., Marketing Director for FMF Racing, said: "Following a significant year in our timeline, we are proud to continue working with the Rockstar Energy Husqvarna

squad through to the end of the 2021 season. Together with our 45th year anniversary, 2018 has marked another championship-winning year with Jason Anderson and Zach Osborne, both securing SX championships. We have built such an outstanding relationship with Husqvarna, their riders, team managers and personnel that it really feels like the FMF brand is part of the global Husqvarna family." FMF Racing exhausts are distributed to dealers throughout Europe by Parts Europe in Germany.



Left to right: winner Julien Mazuel; Thomas Ochsenreiter, Michelin; Xavier Williard, Sales Manager Europe; Olivier Albert, Sales Agent

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NEWS BRIEFS

EU motorcycle registrations by month for 2018 Q3 were 108,874 units in July (100,029 in 2017), 77,488 units in August (68,086 in 2017) and 82,897 units in September (76,611 in 2017).

Yamaha is to collaborate with major Indian bicycle manufacturer Hero Cycles and Mitsui & Co. to evaluate the business opportunities available for electrically power-assisted bicycles in India. Yamaha Motor will supply Hero Cycles with drive units (E-kits).

The BMW Group and Daimler AG are to headquarter the proposed global mobility joint venture company they announced (March 2018) in Berlin. The business is to "offer customers a single source for sustainable urban mobility services", offering their customers "a holistic ecosystem of intelligent, seamlessly connected mobility services, available at the tap of a finger", expanding their existing on-demand mobility offering in the areas of CarSharing, Ride-Hailing, Parking, Charging and "Multimodality". Each will hold a 50 percent stake, but will remain competitors in their respective core businesses.

For the first 9 months of 2018, Brembo announced revenue up +8.0% to €1,999.7 m; EBITDA at €380.0 m (19% margin); EBIT of €266.8 m (13.3% margin) and net financial debt down by €22.4 m to €240.7 m. Net profit was €197.2 million (+0.4%). Net investments amounted to €184.1 m.

New clutch kit options from SBS

Danish brakes specialist SBS Friction has leveraged its expertise in friction management to develop a series of new and updated clutch kits for a wide range of models from the 1970s and up - the programme covers all kinds of bikes from sport, street and touring to off-road and MX.

SBS Product Manager Claus Rønnemoss says: "It has been extremely important for us to make a simple programme, where it is easy to choose the right clutches. Therefore, we have made an easy item structure, an easy to use catalogue, and from January 2019 it will be easy to find the right clutches for almost any bike online at sbs.dk."

CSO Christel Munk Pedersen went on to say: "SBS is well known for its high-quality brake pad programme and, of course, the clutch kits have been developed with the same care and expertise to ensure high performance, long lifetime and quality operation. From being a brake pad manufacturer,



we now see ourselves as a complete brake system supplier as we not only offer brake pads, but brake discs, brake shoes, brake pins and now also clutches."

The programme consists of standard and upgrade clutch friction plates, steel plates and standard and upgrade single plates for dry clutches. The standard version is always an OE replacement, whereas the upgrade version is made from materials that offer improved performance.

The standard clutch friction plates are made of organic friction materials and are resistant to stress and overheating, whereas the upgraded version is made from carbon/paper materials, making them very reliable on race tracks and



street performance applications. The standard single plates for dry clutches are made from organic friction materials and the upgrade version from para-aramid synthetic fibres, thereby ensuring a higher friction coefficient and no damage from overheating or if covered in oil. All steel plates are made from special wear and deformation resistant steel and have the same dimensions and thickness as the OE product.

www.sbs.dk



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Supersprox Steel-EDGE

Supersprox is well known for the dual material sprockets that it pioneered back in the 1990s. Now an industry standard for long life motorcycle sprockets, the Supersprox team has continued to innovate throughout the past 20 years. Recent market trends have led the company to focus on street motorcycles below 400 cc. A vibrant and growing sector, and vital as transitional models to a lifetime of riding and brand affinity, Supersprox General Director DJ Maughfling says that "this is something new for Supersprox. It is a market sector where we don't sell our 'Stealth' brand sprockets, and like everyone, we have seen that there is a strong trend towards the development of smaller and more affordable motorcycles. "With the Indian and Chinese motorcycle manufacturers offering more capable and higher quality vehicles, in the chain sector we have identified an absence of affordable quality upgrade parts for these bikes. "While it is not easy to offer something that is both affordable and innovative, with a

real performance improvement for the rider, our ability to work economically with relatively small volumes per item in a wide range means we can leverage our flexible production systems and achieve the right balance between innovation and price-point.

"Contrary to the perception that many in the industry have had so far, in our opinion some of the riders in this category are looking to tune their bikes. Although the percentage sell-through will be significantly smaller than our traditional market, we are able to make the sector economically viable for dealers and the distributors they buy from." Supersprox Steel-EDGE sprockets consist of two parts, with the Supersprox steel rear sprocket as the base. The steel sprocket is modified to reduce weight and a larger 1.5 mm recess was added in the centre. The removed steel is replaced with aluminium and the sprocket retains its original technical specification. This is important for fixing on the



motorcycle, so the screws tighten up correctly. Compared to the original steel sprockets, the Supersprox version can reduce sprocket weight up to 30%. "Lower rotational mass is the reason to buy the sprocket and the upsell is the great visual enhancement for the bike. The most difficult part of the production process has been the precise fitment of the two parts. Although the sprocket retails for about 50% of the Supersprox Stealth price, the expectation for quality and precision remains. "These sprockets will not be offered for larger engine motorcycles of off-road motorcycles, because they have different dynamics - this is exclusively for the smaller bikes." www.supersprox.com

NEWS BRIEFS

Metisse Motorcycles owner Gerry Lisi is to build a new 1,850 sq m factory and museum at his present Oxfordshire headquarters in the UK. Industry icons Don and Derek Rickman broke ground on the new facility at a ceremony in November. The plan is for the licensed McQueen replicas to be handbuilt alongside the recently announced MK5 framed 1000 cc parallel twin.

Motorcycle Live in the UK in November saw Norton unveil two prototypes of its planned Norton Atlas - the Nomad and the Ranger naked style Roadsters. The 84 hp twins are using the 1200 cc from the long-planned Norton V4, cut in half, and is targeting production of 2000 Atlas units a year from 2019.

U.S. distribution giant Tucker Powersports has announced the hiring of industry veteran Greg Blackwell to the new position of Senior Vice President of Sales and Marketing. Blackwell's 30-year industry Tour of Duty includes KTM North America, Lemans Corporation (Parts Unlimited), Metzeler Motorcycle Tire North America, and, most recently, as president of MTA Distributing. Tucker Powersports is a division of the Motorsports Aftermarket Group (MAG).

Motorex has again been honoured by KTM as an A+ supplier in their prestigious "KTM Supplier Quality Excellence Award". The Swiss oil brand (blended by Bucher AG) is 'First Fill' oil for new KTM models and a major player in KTM's factory race team endeavours.



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NEWS BRIEFS

Windscreen specialist National Cycle (Maywood, Illinois) has received ECE R43 L-Class Certification for Quantum Hardcoated Polycarbonate with UV protective coating for use on powersports vehicles with windscreen wipers. Thermoformed or injection moulded, Quantum Hardcoated Polycarbonate is said to be 56% lighter than glass and is widely acknowledged as the most impact resistant material currently in use for motorcycle windscreens. The test involved wiper testing the material to over one million cycles!

The MV Agusta Brutale 1000 Serie Oro was chosen by some 35% of 16,000 plus EICMA voters as "The most beautiful motorcycle of the show". The competition, organised by the largest Italian monthly motorcycle magazine, Motociclismo, saw the Ducati Hypermotard SP come second, followed by the Aprilia RSV4 1100 Factory.

Brembo will be the exclusive 'Official Brake Supplier' for all the Energica bikes in the inaugural MotoE Championship. The fully electric single brand competition will be staged at five European circuits for the 2019 World Championship, together with MotoGP, Moto2 and Moto3.

The FIM has added its support to the European Training Quality Label - a voluntary certification scheme launched in 2015 by ACEM and the DVR - a leading German road safety NGO, to help motorcyclists clearly and easily identify high-quality post-license training programmes in Europe.

Italian boot brand TCX has a new CEO - Andrea Nalesso joins from the Equipment and Footwear division of Oberalp Group, where he was GM, prior to which he spent five years at Dainese as Director of Sales and Marketing. Based near Treviso, TCX was founded in 1999 and acquired by London based equity investor Keyhaven Capital Partners in May 2017.

Suzuki is nearing completion of its new combination engineering, development, engine production and vehicle assembly facility at Hamamatsu, Japan, where parent company Suzuki Motor Corp. (SMC) is headquartered. Announced in 2014, the 70,000 sq m facility (on a 16 Ha. Site) will consolidate operations, including engine production from Takatsuka and final assembly from its Toyokawa factory.

Ferodo and Champion win on the track and the dirt in 2018



Team Costa Ligure Beta Boano Racing Sport, Enduro GP: Brad Freeman won the E1 class, Matteo Cavallo the EJ class in technical partnership with Ferodo and Champion



Photo: Robert Murdoch

Kallio Racing Team, World Supersport Champion: Sandro Cortese won the World Supersport Championship in technical partnership with Ferodo and Champion



Pata Yamaha Official WSBK Team: Michael Van der Mark finished 3rd overall, sponsored by Ferodo

It has been another good year on the track and in Enduro racing for Ferodo and Champion. In World Supersport, Ferodo and Champion are Kallio Racing Team technical partners, and 2018 saw Kallio's Sandro Cortese win the World Supersport Championship. On the dirt, Enduro racing gets bigger and more popular every year, and Enduro GP Team Costa Ligure Beta Boano Racing Sport delivered on Ferodo and Champion's investments as technical partners, with Brad Freeman winning the E1 class and Matteo Cavallo the EJ class. Back on the track in the World Superbike series, Ferodo sponsors the Pata Yamaha Official WSBK Team, with Michael Van der Mark finishing 3rd overall.

www.ferodoracing.com
www.championpowersports.eu



The first glassless rear-view mirror for motorcycles?

Berlin, Germany based company motogadget has released what it says is the world's first glassless mirror series for motorcycles.

Called 'm.view', the patented mirror surface is milled directly into the metal of the body. The aluminium itself is the mirror surface, meaning a frame or edge is no longer necessary and 100 percent of the mirror surface is used for a "minimum size with maximum mirror area".

"Without glass and frame, an elegant and weightless design is achieved. The mirror body itself is very thin and light. Shattered or fallen out glasses are simply impossible with this mirror".

The convex mirror surface is produced in a complex fly-cutting process using diamond tools on ultra-precision machines directly on the aluminium body. It is then made resistant to oxidation, corrosion and scratches by a high-tech plasma coating in a vacuum.

The mirrors and mirror arms are made of billet aluminium, CNC-machined and anodised in black. All parts such as screws or ball heads are made of stainless steel. Motogadget offers four different mirror designs with conventional mirror stem as well as three



handlebar end mirrors, all with ECE marking. The range also includes two tiny handlebar end mirrors without ECE marking.

www.motogadget.com



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NEWS BRIEFS

Piaggio sold 312,200 two-wheelers worldwide through September 2018, an improvement of +4.3%, generating net sales of €72.3 m. Worldwide Vespa shipments were +14%, claiming a market leading 25.4% share of the European scooter market. Aprilia shipments were +13.2%. Sales volumes were +27.1% in India, +7.5% in Asia Pacific.

The MIC owned AIMExpo (October, Las Vegas) is said to have been visited by "a record number of trade attendees" - more than 7,000 dealers, media members, industry personnel and exhibitor attendees, resulting in an impressive 12% increase over the 2017 Columbus, Ohio event. More than 2,500 dealers made the trip to Las Vegas, with representation from all 50 states and more than 50 different countries; the organisers say the show had 505 exhibiting companies. The show returns to Columbus in 2019 (September 26-29).

Yamaha is to exhibit five new models, including four new concepts (among them the Tritown Leaning Multi Wheeler/LMW) at CES 2019 at Las Vegas in January, the world's largest consumer electronics show. The Niken LMW will also been seen, along with their Public Personal Mobility (PPM) concept – a people service system based on low-speed autonomous driving.

Hertz Ride, expert in motorcycle rentals and tours, has announced an exclusive partnership with Cardo Systems, the "global market leader in wireless communication systems" for motorcyclists, making Cardo its official communication system. The partnership will debut at select Hertz Ride locations throughout Europe and presents two-wheel renters "with an incredible opportunity for a greater connection to their riding group, mobile device, GPS and music".

“Sixty Six” mm of radical capacity ‘performance jewellery’ for PX/LML 125/150 cc Vespas

Italian Scooter parts specialist Parmakit has added two new 195-205 cc 66 mm 'Big Bore' cylinder kits to its performance "Sixty Six" line available for PX/LML 125/150 cc Vespa engine conversions.

Both feature a bridged exhaust port, integral head (with side spark plug hole as appropriate) and come with a Vertex piston with two steel piston rings and gasket sets for variable timing (with added Viton O-ring for the LC 195 cc kit).

Core business for Parmakit is the design and manufacture of alloy cylinders - the company was one of the first to experiment with and develop new technologies, manufacturing techniques and materials for alloy cylinders.

Over the years the company has created a thorough and highly specialised processing cycle, such as gravity-fed foundry, CNC machining, durable nickel-silicon lining on the cylinder bore and more. With cast iron OE replacements and upgrades as well as its bench-tested alloy 'Thermic Units' performance upgrades (such as its "Sixty Six" programme), the company has created more than 50 brands on the market, with over 5,000 products in its range.

Parmakit's "Sixty Six" 195-205 cc 66 mm Big Bore conversion kit for PX-LML 125/150 cc engines "is a thing of beauty as well as being powerful"



For both ranges Parmakit also offers components such as crankshafts, fuel pump units, electronic ignitions, clutch baskets and more. The company is also a major player in off-road and scooter racing.

Bridging the gap between the small and large block/large frame Vespa PX models, the radical 66 mm bore of the 'Sixty Six' cylinder brings them up to the same capacity of the original Vespa PX 200. When the 60 mm stroke version is combined with the separately available, complementary crankshaft, a total cubic capacity of 205 cc can be realised. The port layout remains "traditional" - five transfer ports and a single 'bridged' exhaust with struts chamfered from behind to improve gas flow. On the

opposite side of the cylinder the exhaust outlet is provided with a bolt-on flange, fully compatible with the original Piaggio exhaust mounting. The Vertex piston weighs 190 g, with its two 1.2 mm thick steel piston rings and the 16 mm gudgeon pin with clips, the total weight is 245 g; a 110 mm standard PX length crankshaft is needed. The combustion chamber has a 45 mm diameter and a variety of gaskets with differing thicknesses are included in order to adjust the transfer port timing and squish band clearance. Parmakit recommends a squish band clearance of between 1.3 mm and 1.4 mm.

Some engine case modifications are needed, but in addition to being powerful, the Parmakit 'Sixty Six' is a thing of beauty. The 'beehive' styling and precision machining of the cylinder head is a work of art, with a black anodised surface finish and contrasting silver fin edges (that protrude 2.5 mm into the bore of the cylinder) for the kind of 'contrast cut' look that is popular throughout the custom world currently - close up it looks like a piece of performance jewellery and is tactile and architectural in equal measure.

Seen here for LC 195 cc applications, both the kits have a 'bridged' exhaust port with chamfered struts to improve gas flow, integral head, Vertex piston with 1.2 mm rings and gasket set options/Viton O-ring as appropriate



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OptiMate 7 Select - the technician's friend

Batteries used to have a simple job - provide cranking amps to the starter motor and power to the ignition, and at the press of a button the rider could fire up that engine. Worst case scenario, if the battery was flat, the rider could bump-start the vehicle and then the charging system took over.

No more! With powersport engine and electrical system management increasingly controlled by a powerful central processor, which in turn utilises a two-wire communication system (e.g. CAN-bus) to link up with the fuel and ignition system, wireless throttle and even all the lights, the battery's job has been upgraded to an essential component that has to deliver power before the engine runs and provide stable power at idle or low speed running. The problem is batteries keep on getting downsized in

capacity, so when it comes to engine diagnostics and ECU software updates, the battery cannot keep up. It needs help so that the motorcycle service technician can troubleshoot or confirm if a new software update is working right. That is where the OptiMate 7 Select comes in, a diagnostic battery saving charger and power supply.

As a power supply it provides a 13.6V 8 Amp power supply mode that is ideal for service and custom bike shops; the power supply mode guarantees the battery voltage remains in range during updating of software or adjustment of fuel/ignition map settings, and there's plenty of time to troubleshoot electrical problems without killing the battery. Then there is the new breed of vehicle show room, where music



tecMATE

and lights attract attention and there is always that showroom rider who wants to turn everything on and blast the stereo system at full volume. The OptiMate 7 is the showroom as well as workshop friend, ready to support and quickly recharge that battery. When it comes to charging, there's no need to worry what type or size of 12V lead-acid battery is in the vehicle. OptiMate's unique AmpMatic processor delivers temperature compensated charge voltage and adjusts charge current to match the connected battery's size and condition. Simply connect the charger and let it do its job. If the powersport vehicle is fitted with an after-market high performance AGM battery (e.g. Odyssey's PC range or Yuasa's GYZ range), a higher 14.7V charge voltage can be selected. If the battery is dead flat, OptiMate's proven desulphation programme saves 'dead' batteries from as low as 0.5 volts, then tests the battery to indicate how well it recovered.

www.tecmate.com
www.optimate1.com

NEWS BRIEFS

Company President Ruggeromassimo Jannuzzelli's holding company Autjann Srl has sold 100% of the share capital in Italian motorcycle brand Moto Morini to the Zhongneng Vehicle Group. The Jannuzzelli family took over ownership in 2015 and moved Moto Morini from Bologna Trivolzio, south of Milan, to a 3,500 sq m facility. Each Morini is assembled by hand, starting with its engine - each model is built on request. Zhongneng is based in South West China and produces some 500,000 small cc scooters annually and makes engines for other manufacturers and its own Zhen Motor brand. Founder and President Chen Huanneng says he has "great plans" for the brand and that "it will remain on Italian soil".

The new Michelin 'Anakee Adventure' has been type-approved for the R 1250 GS and will be on sale in January as an addition to Michelin's 'Trail' range. Said to have exceptional grip on wet roads, which is due to a new generation silica-enhanced compound, it is also claimed to combine "outstanding performance in dry weather with stability and resistance to wear" as a result of Michelin's Dual Compound 2CT/2CT+ technologies.

Kymco has announced its official entry into India with its "game-changing" Ionex electric scooter total solution. In partnership with Twenty Two Motors, an Indian company that focuses on developing advanced connected electric vehicles, Kymco says it is "set to revolutionise the two-wheeler sector in India by bringing the new era of electric scooters and building the open energy platforms long awaited by Indian customers". India is the largest two-wheeler market in the world. The Indian government is actively promoting the use of electric vehicles and the establishment of EV infrastructure.

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This year's INTERMOT Expo at Cologne, Germany, drew a record equalling 220,000 visitors from nearly 100 countries worldwide to see what 1,041 suppliers from 40 countries had to offer. With a significant increase in "younger" visitors and international attendance, the organisers say that the event has again reinforced its status as one of the motorcycle industry's most important trade fairs. An estimated 70 percent of visitors (around 150,000 people) visited Hall 10 - home to INTERMOT Customized - the 'show-within-show' concept where IDN sister magazine AMD again staged its World Championship of Custom Bike Building ...



Robin Bradley
Publisher
 robin@dealer-world.com

Pictures by **Ben Oag**
 ben@dealer-world.com



Avon Tyres: The big news this year has been the launch of the Cobra Chrome tyre for customs, cruisers and touring - an endeavour proudly supported by the AMD World Championship of Custom Bike Building, with the Freestyle Class and World Champion sponsored by the British manufacturer; www.avonmotorcycle.com



Detlev Louis: For the first time this year, the AMD World Championship of Custom Bike Building featured a 'Public Choice' prize for Hall 10 visitors, and our partner for the vote was the leading Hamburg, Germany headquartered motorcycle parts, accessory and gear retailer Detlev Louis. Tracing its roots back more than 80 years, and these days under the ownership of Warren Buffett's Omaha, Nebraska based Berkshire Hathaway, Louis has over 80 retail stores in Germany, Austria and Switzerland and a thriving online mail order business, having been one of the originators of the mail order catalogue concept in the motorcycle industry in Europe in the 1960s; www.louis.de



The competitors themselves chose Dmitry Golubchikov of Zillers Garage in Russia as their 2018 Avon Tyres World Champion for his superb SR 400 based dragster styled masterpiece

AMD World Championship of Custom Bike Building - the highlight of the hugely popular INTERMOT Customized show-within-show concept that filled Hall 10 at Koelnmesse, this was the 13th 'AMD' and the third to be staged at INTERMOT, attracting an extraordinarily high standard of 98 customs, more than half of which were built exclusively to make their global debut at INTERMOT - a record equalling attendance total of 220,000 high-mileage, high-value visitors crammed the aisles on the five public days



There were 85 different competitors from 30 different countries (13 different countries represented in the Top 20 of the prestigious AVON Freestyle Class alone) who showed an eclectic selection of styles and platforms, demonstrating just how far custom motorcycle design and engineering has advanced in the years since the Chopper was king - the Avon Freestyle Class saw a variety of different engine platforms feature in the Top 30, including at least three completely handbuilt engines



Kellermann: The German custom lights specialist continues to get bigger - in the shape of its recently released 'ATTO' LEDs, probably the smallest custom lights ever designed and manufactured. Fully compliant, they feature 'uber-bright' 3-in-1 combination turn signal, brake light and running light functionality and the latest advanced circuitry for safe, reliable low-draw installation in an almost infinite range of possibilities and configurations. Additional recent new designs also include the Micro S DF Dark and updated bullet light BL 1000; www.kellermann-online.de



TecMate: The market-leading OptiMate range of battery testers, conditioners and chargers is as broad as it is deep, as versatile as it is reliable and as high-tech as it is ergonomic. The company's USB accessories and charge into the Li-ion battery care sector have set them apart from their rivals in recent years, and with products such as their Solar Charger programme, the company's technology and grasp of the fundamentals of what dealers and riders need will continue to set them apart in the future too; www.tecmate.com

Langenscheidt: The internationally connected Datteln, Germany based distributor offers dealers access to a wide range of parts, accessories, service and performance components including leading brands such as SBS pads, Putoline oil, Yuasa batteries, Italian Rapid Bike tuning tools, D.I.D. chain, Optimate battery chargers, maintenance and diagnostic products, Supersprox sprockets and K&N filters; www.langenscheidt-gmbh.de



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Reservoir Cover # 0610-2052

Saddlemen



Heated Seat # 0810-1822

Hyperpro



Shocks # 1310-1047

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Rear Drive Plug # 1303-0303

Samco Sport



Radiator Hose Kit # 1902-0813

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Clutch-/Brake Lever # 1623-0500

Moose Racing



Footpegs # 1620-0785

Magura



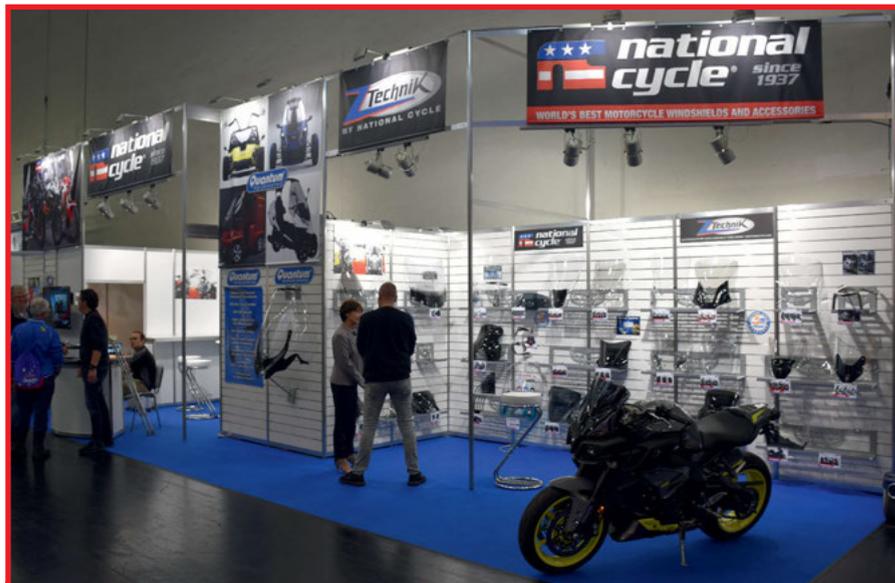
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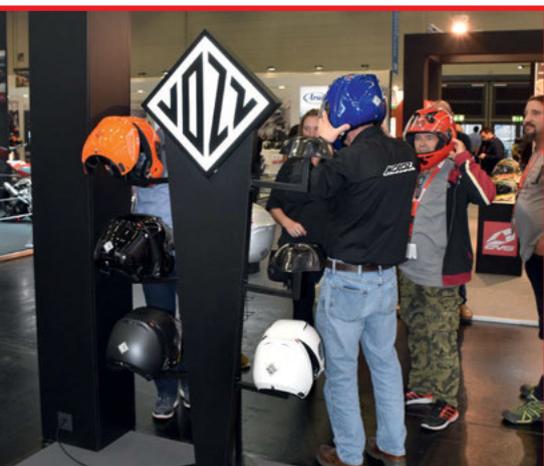
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Bos Exhausts: Founded in the Netherlands by Ron Bos, the company has a well-earned reputation for innovation and quality with every new muffler dyno tested for performance and quality control. With systems for street bikes, cruisers, custom built bikes, off-roaders, scooters and racing, in 2008 Ron Bos followed up the popular 'SlingShot' line with his 'Desert Fox' - a programme that has been a top-seller ever since, with the design being kept current with regulatory requirements and ergonomics to match contemporary model designs. Euro 4 applications available for selected BMW, KTM, Suzuki, Kawasaki, Honda and Triumph models; www.bosauspuff.de



National Cycle: Recent new windshield designs from the market-leading Maywood, Illinois based manufacturer include a choice of VStream windshield upgrades for popular late models, including the MT-10. Taking its name from its unique patented shape, the advanced "V" profile and dimensional contours of VStream windshields that push the wind vortex out and away from the rider's helmet result in a quieter and less turbulent riding environment. Made from tough, high quality 4.5 mm Quantum hardcoated polycarbonate, using National Cycle's state-of-the-art manufacturing techniques, the company says that they "provide outstanding clarity, impact strength and scratch resistance - unmatched by any windscreen maker worldwide." Quantum hardcoated polycarbonate is the material of choice for serious motorcycle riders - it is 10 times more abrasion resistant than FMR hardcoated polycarbonate and 30 times more than windscreens made from commonly used acrylic or "aircraft plastic"; www.nationalcycle.com



VOZZ: The revolutionary rear opening helmet is described as "the most advanced motorcycle helmet in the marketplace". Unlike regular pull-on/pull-off helmets, the VOZZ is a full-face rear access, dual-locking helmet incorporating the Voztec system. The glove-friendly helmet is the only commercially available full-faced helmet without a chin strap - instead having a fully adjustable chin cup. It comes in three shell sizes with six fractional fittings from XS to XXL and in eight solid colours. A primary feature is the Safety Release System (SRS), developed to help medical staff in emergencies. The RS 1.0 also offers increased peripheral vision, is fitted with an anti-fog visor and equipped with a dual locking security system. The design is said to give riders a "superior range of head movement" compared to conventional helmet designs, with buffeting dramatically reduced and directional visor stability; www.vozzhelmets.com



HS-Motorradteile: Awarded a Best Brand award by German trade journal Bike & Business in 2017, the Mannheim based vendor's inventory includes service items such as brake pads, oils, filters, batteries and chargers, chain and care products, and parts and accessories such as exhausts, mirrors, sprockets, grips, digital instruments and a huge selection of lights options; www.hs-motoparts.com



Magura: One of the oldest parts and accessory manufacturers in the industry in Europe (tracing its roots back as far as 1893), in motorcycle terms, its best known products are its radial master cylinders and ergonomic HYMEC hydraulic clutch systems; www.magura.com



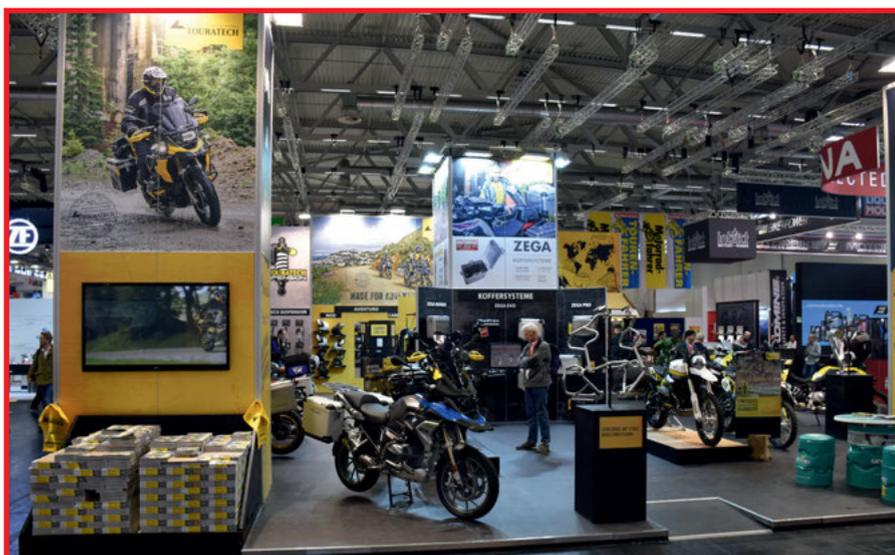
Keis Heated Apparel: The fast growing Motohaus owned British apparel brand has been "advancing the evolution of heated motorcycle clothing for over 10 years". Now it is starting to make its range of designs available to distributors and their dealers in continental Europe - last year saw a test introduction in France, Italy, Germany, the Czech Republic and Denmark. Designed in the UK, specifically for European riding conditions, the Keis apparel programme includes a range of heated jackets, vests, ladies' bodywarmers, CE-approved gloves (armoured and inner gloves), heated trousers and boot insoles. Keis uses "micro carbon fibre technology" and the very latest heat generating technology to deliver Far Infra-Red Radiation - the kind that bright sunlight transmits, even on cold days; www.keisapparel.co.uk



Motorsport Aftermarket Group: One of the world's leading and largest manufacturers of aftermarket products of all kinds. From Vance & Hines exhausts, Kuryakyn accessories and Progressive Suspension shocks, the diverse offer also includes Performance Machine brakes and wheels, RSD accessories and apparel, Mustang Seats and the fast growing Burley Brand; www.maggroup.com



Central Wheel Components: For students of vendor longevity, raise a glass for Central Wheel Components of Birmingham, England. Founded in 1897, the company has celebrated 120 years of continuous operation. The company stocks more than 15,000 motorcycle wheel rims and 500,000 spokes and nipples at any one time, most manufactured in-house. Its SM Pro Platinum rim is widely recognized as the world's strongest and lightest aftermarket MX/off-road rim. These days the company is based at Coleshill, England, near the UK's National Motorcycle Museum; www.central-wheel.co.uk



Touratech: Initially only being sold in Germany and Switzerland, the German Adventure Touring specialist is offering a complete motorcycle for the very first time - the Touratech World Travel Edition, a fully touring equipped BMW R 1200 GS. The bike is given the Touratech Desierto V fairing trim kit (a decal set developed by Rubber Dust) with yellow powder-coated components and powerful side-mounted auxiliary lights to emphasize its dual-purpose credentials. The original fork legs are replaced by expedition-compatible components from Touratech Suspension. All functions of the electronic suspension are fully retained, but the suspension package is said to greatly improve off-road and long distance on-road handling. The selection of vehicle-specific components is "designed to guarantee maximum functionality and practicality with an attention to detail that comes from our years of experience - such as shifting the gimbal vent to increase the wading depth or the little protectors at the throttle valves all prove our long-distance travel expertise"; www.touratech.com



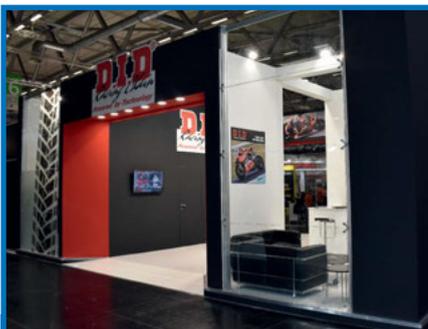
Paaschburg & Wunderlich: The distributor and parts and accessory designer made the headlines earlier this year when it announced its acquisition of German parts maker and bike builder LSL Motorradtechnik GmbH from founder and former Harley dealer Jochen Schmitz-Linkweiler. Noted for top-end parts and expansive series production 'Clubman' and special bike building programmes, LSL warehousing and sales activities have been relocated to the P&W facility at Glinde, near Hamburg. The LSL development department, design and engineering teams have stayed at the existing LSL facility at Krefeld under the continuing leadership of Schmitz-Linkweiler. P&W existing own brands include HIGHSIDER, Shin Yo, Takkoni and Moto Professional; www.pwonline.com; www.lsl.eu



Barkbusters: The Australian handguards specialist has announced the release of its new state-of-the-art, aerodynamically designed AERO-GP lever guards - "conceived with safety in mind, but created to be beautiful when fitted to your machine," says Robert Veljanoski, Barkbusters General Manager. "The innovative design will complement the look of today's street bike aesthetics while providing the essential protection needed to prevent accidental activation of the brake or clutch lever during close quarters racing on the track, with street riders protected when riding in large groups, tight spaces and during lane filtering on congested urban roads. The adjustable reach means a perfect fit and they are sold with an additional aerofoil included." The sleek, functional aerofoil can be fitted for increased wind protection or removed in seconds for a compact sporty style; www.barkbusters.net



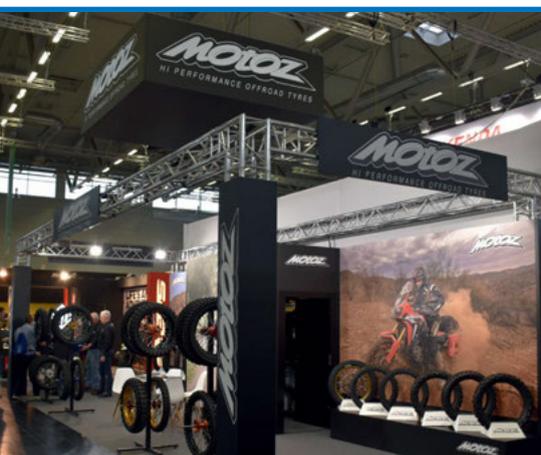
Sol Motors: The Stuttgart, Germany based designer says the 2018 German Design Award-winning 'Pocket Rocket' is not an E-bike, as it goes too fast (though it is battery powered), nor a moped, as it has no pedals, but instead is a 'NoPed' - "defining a new category of electric two-wheelers", saying that it is the "perfect urban commuter vehicle"; www.sol-motors.com



D.I.D. Europe: The chain of choice for chain drive conversions, recent new technology from the Japanese specialist has included next generation "Anti-Shock Performance" chain that reduces the process of "Plastic Elongation" caused by the momentary excessive tension that causes the chain pin holes to deform over time - resistance to such deformation is said to be increased by up to 25 percent; www.dideu.it



TDR: Founded in 2000 and headed up in Europe by former Hyperpro executive Jan Belder, TDR Industries is a leading Asian motorcycle and component business with facilities spread across multiple Asian countries such as Indonesia, Thailand, Vietnam, China and Taiwan. The company is seeking new distribution and dealer partners, initially for a range of components for the Yamaha NMAX, XMAX and HONDA PCX models. The TDR product line is focused on R&D, manufacturing and distribution of tuning, handling, style and maintenance products such as various sizes of ceramic cylinders, twin iridium spark plugs, camshafts, continuously variable transmissions (CVT), springs and clutch sets, roller weights, pulley sets, stainless steel air filters, gear ratios, brake pads, discs and hoses, handgrips and more. "TDR has a proven record and an exceptional reputation", says Belder. "They deliver high quality and high performance motorcycle components in the South East Asian market, and we are pleased to announce that we are now starting to take our journey further into the European market in the coming months and years"; www.tdr-racing.com



Motoz: By reputation, the Australian tyre manufacturer offers some of the best dual-sport, Enduro or MX tyres money can buy. Listen to the "paddock chat" about their obvious quality and get some seriously top-end knobbies from the company's new German warehouse inventory; www.motoz.com.au

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AFAM: Powersports Distribution Group (PDG - owned by Dutch equity investor TorqX) acquired Dutch distribution businesses Hoco Parts and Motoria in 2017 and bought the Nazareth, Belgium based sprockets, chain and batteries specialist DC AFAM from German owner KettenWulf six months ago. AFAM was established in France in 1978 and Dynachains a year later in Belgium as two entirely separate, independent businesses. German manufacturer KettenWulf acquired Dynachains in 1992 and AFAM in 2002, combining the two businesses as DC AFAM in 2003. DC AFAM also sells oil filters under the ISON brand and entered the highly competitive Lithium ion battery market with Shido in 2011. Earlier this year they launched the Shido Connect LiFePO4, describing it as the "first smart battery ever", a Bluetooth enabled battery that can be monitored in real time via an Android or Apple smartphone; www.afam.com



MACNA: Designed and distributed by Dutch apparel specialist Splash Design, the award-winning MACNA riding apparel range is a feature-rich, high-tech programme with some notable firsts to its name - not least the innovative 'Night Eye' technology - a patented approach to night riding visibility that sees a normal, grey motorcycle jacket light up in the headlights without the use of conventional high-visibility materials or vests. Instead, microscopic glass beads in the Night Eye fabric work like small mirrors and reflect the light right back where it came from - lighting the rider up from a long distance; www.macna.com



Fehling: The well-known German accessories manufacturer offers dealers access to one of the largest handlebar, engine guard, protection parts, luggage rack and related parts ranges in the industry. The company specialises in anything that involves tube bending and designs and makes all its own products in-house at its factory near Dortmund in Germany. Founded in 1945 as a specialist metal-forming and processing engineer, the company specialises in motorcycle parts, currently employs around 25 people and is still in the founder's family ownership; www.fehling.de



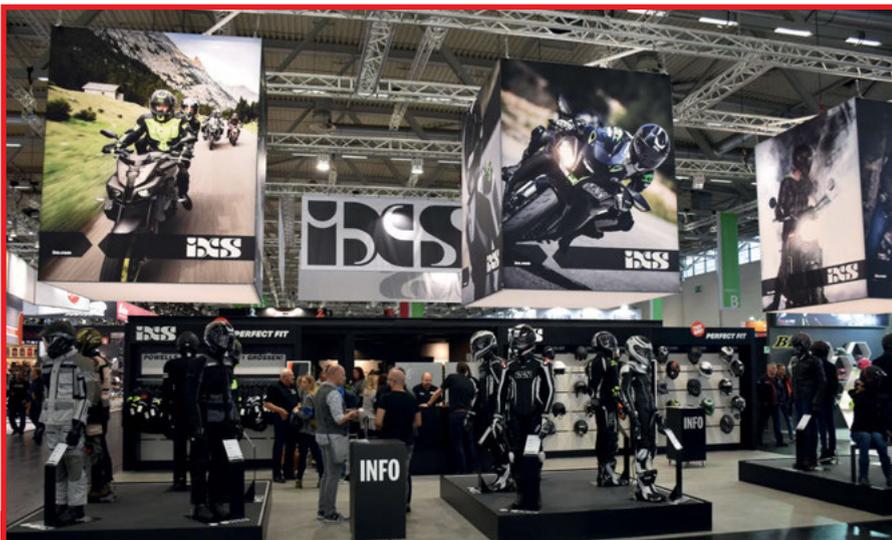
DP Brakes: The UK based manufacturer was the originator of sintered brake pad technology, still the foundation of what is said to be the best braking compound formulation available; www.dp-brakes.com



Rusty Pistons: Owned by the company behind the Biker's Crown retail network and Tribolite riding jeans brand in the Czech Republic, the Rusty Pistons apparel programme is as authentically retro, Rock-n-Roll and righteous as they come; www.rustypistons.eu



Cardo Systems: The most exciting new rider communications system in years, Cardo followed up the big leap forward represented by its user-friendly ergonomics of its PACKTALK line by knocking the ball out of the park with next generation Voice Command Operated PACKTALK Bold - featuring voice command activation, coupled with multi-rider Dynamic Mesh Communication technology. The latest news is of its exclusive relationship with noted audio specialist JBL; www.cardosystems.com



iXS: Swiss apparel to bikes (Yamaha), tyres and parts manufacturer, brand owner and distributor Hostettler AG announced Anselm Zessler (53) as the new Managing Director of its iXS own brand apparel and Motochic third party distribution divisions at the start of the year, having previously served as Head of Research & Development for iXS, overseeing the launch of several innovative new programmes. New products this year have included an entirely new, CE-certified collection of motorcycle apparel featuring the Montevideo Touring & Adventure collection, which received the internationally recognised "Red Dot Award" in the category "Travel". Also new was its RS-1000 sports line, featuring interchangeable coloured slider elements for motorcycle outfits; www.ixs.com



Hornig: Recent new products from the German BMW parts and accessory specialist include a vibration isolating GPS mount for the F750GS, aluminium oil filler plugs for F750GS and F850GS models, and a range of products for the K1600B, G310R/GS; www.motorcycleparts-hornig.com



Marolo Test: The workshop lift of choice for authorised Harley dealers, the French manufacturer traces its origins back to 1958 - the workshop specialist celebrated its 60th anniversary this year, welcoming its worldwide distributors, partners and press to its Cholet headquarters near Nantes in July. Started by Paul Marrolaud, the company was established to design, produce and sell what is believed to have been one of the first dynamometers specifically for the PTW market; www.marolotest.com



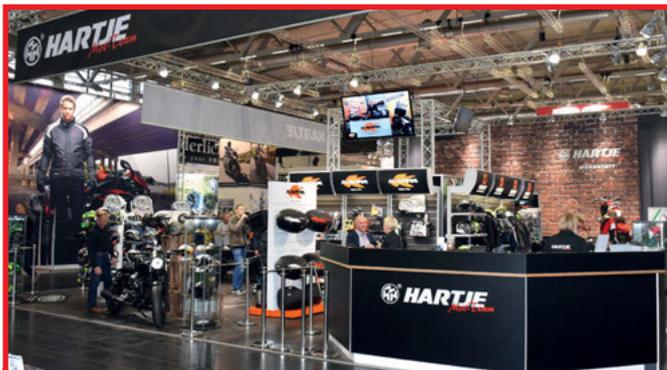
DOT4 Distribution: Offering dealers access to a huge range of contemporary apparel and riding gear options, the British distributor's programme includes 'Resurgence' riding jeans and French made, customisable 'Qwart' helmets. Selling Europe-wide, DOT4 offers a range of exclusive brands of contemporary designs for emerging new generations of consumers; www.dot4distribution.com



Brixton Motorcycles: Owned by the Austrian based KSR Group (formerly known as Generic and owned by Christian and Michael Kirschenhofer, KSR is owner or distributor of several motorcycle once-famous and increasingly well-known motorcycle and E-bike brands, including Lambretta). Brixton is a contemporary/retro range of (currently) five 125 and two 250 cc motorcycles powered by 4-stroke air-cooled singles. Described as offering "throwback style" with "streetwise edge" and sitting right in the sweet spot of lightweight value and convincing, youth rider styling and price-points, features include CBS and EFI on the 125 range with EFI and ABS on the 250s; www.brixton-motorcycles.com



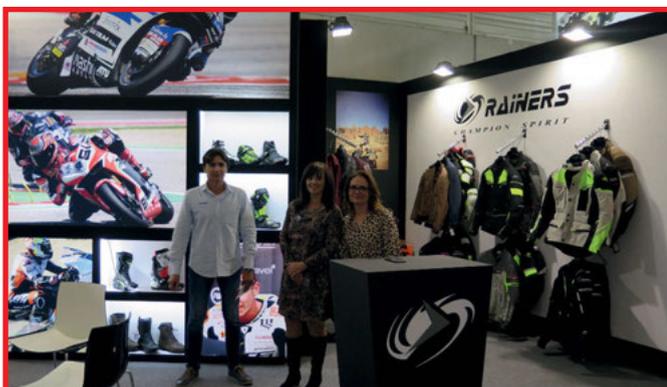
Rev'it!: 2019 will see the Dutch apparel specialist moving to a new 3,600 sq m facility at Oss. Managing Director Ivan Voss says: "Since 2000, we have grown enormously, so this is a logical step that also fits our vision and current position in the market. At the moment, about 90 employees work at Rev'it!, 80 of which are at the existing Oss head office. In 2017, we added 22 employees to our team and we expect to expand further in the coming years. The new building will be a reflection of our core values - design, performance and innovation. Central to this is the enormous responsibility we feel for the safety and well-being of the motorcyclist"; www.revit.eu



Hartje: One of the oldest businesses still active in the motorcycle industry and well known to dealers in Germany, wholesaler Hermann Hartje KG is looking to expand its international wholesale business with new dealer partners. Headquartered at Hoya in Lower Saxony (between Hannover and Bremen), the company has depots throughout Germany and in the Netherlands, Denmark, Austria and Italy - its own fleet of Hartje branded vans are a familiar sight in Germany and its fast, personal delivery service is a hallmark of Hartje's reputation. Indelibly associated with the bicycle industry, where it is known for its complete bikes and wheel/rims programmes, Hartje is also a major player in the automotive industry and other sports and outdoor activity markets. It's dedicated 'MOT' motorcycle and scooter department has broadened from its historic workshop equipment and service component and item specialty, offering wholesalers and dealers access to spare parts and accessories, helmets and apparel, care and cleaning products, oils, lubricants and tyres, workshop equipment and tools; www.hartje.de



Parts Europe: The Germany based distributor hosted some 20 or so vendors at its huge booth, including ICON apparel, Moose and Thor - this year has seen Drag Specialties and Thor celebrating their 50th anniversaries; www.dragspecialties.eu



Rainers: Founded in 1988, recent new products from the specialist Spanish manufacturer include its short H-94 racing boot. Made from high quality micro fibre, with TPU reinforcements and an adjustment buckle at the instep area, the dual material slider and carbon reinforcements near the outside area of the heel ensure optimal protection. The company also offers apparel and gloves such as its SPV-6 cow's leather racing glove with TPU protectors at the knuckles, fingers and palms with some areas also featuring Superfabric material and a new protector in the cuff area. The lining is made from polyester in the palm area and the upper has a 165 g Kevlar layer - Coolmax offers good protection and optimal breathability; www.rainers-sports.com



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50.6 'Stoccarda' full-face helmet

This new full-face helmet from Italian accessory specialist Givi has "an easy fit and stunning visuals" and is said to represent the top-of-the-range of full-face helmets made with a technopolymer shell with improved sensitivity. Featuring a hypoallergenic interior, compatible with intercom systems, it is Pinlock-ready, with the MAX VISION lens optimising peripheral vision. Other features include a sun visor equipped with a feature enabling intermediate adjustment and a high efficiency aeration system. 'Stoccarda' is available in three graphic designs ('Splinter', 'Glade' and 'Perseus') with a total of 10 colour combinations



available, a female version ('Mendhi') and three solid colours.

The weight is 1,390 g and closure is by quick-release strap with micrometric adjustment. The ventilation system consists of three frontal air intakes: two on the front, one on the chin guard and two rear extractors. It is available in two sizes.

GIVI S.P.A.
Flero (BS), ITALY
Tel: +39 030 358 1253
info@givi.it
www.givimoto.com



Barnett billet clutch covers

Specifically for Ducati 6-speed dry clutch models, these three clutch cover options from leading Californian manufacturer Barnett Tool & Engineering are designed to show off and protect the clutch at the same time.

The three designs are the "Half", "Propeller" and the "Open Face" cover. These covers are precision CNC-machined from aerospace quality billet aluminium, then polished and anodised in a choice of clear (natural), black or hard anodised, and the ideal finishing touch to any Barnett Ducati clutch package of basket, pressure plate and spring kit.

Noted for their durability and improved performance, Barnett clutches are among the strongest and most reliable, made with decades of experience going into each and every component. Finished off with the 'Half', the 'Propeller' or the 'Open Face' cover, these Barnett upgrades for Ducati 6-speed and many other leading late models and best-selling manufacturer clutches, they deliver "the ultimate in looks and performance".

BARNETT CLUTCHES & CABLES
Ventura, California, USA
Tel: 805 642 9435
info@barnettcables.com
www.barnettcables.com



'Jack' crossover ankle boot

At EICMA, Italian specialist Stylmartin unveiled this new this "stylish and versatile ankle boot". Crafted in full grain leather, it is 100% waterproof and is CE certified.

The boot features a water repellent outer, internal malleolus PU protectors at both sides of the ankles, an insert in matching leather in the gear shift areas, waterproof and breathable lining, superior padding, double closure with laces and zip plus an anatomic anti-bacterial and exchangeable footbed.

A leather badge on the side, with metal rivets, is embossed with 1979 (the year the company was established). Available in black in sizes 39 to 47, 'Jack' has EN 13634:2017 certification.

Stylmartin

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Zard 'Africa Twin' performance exhaust options

Italian exhaust manufacturer Zard has this new conical 2-into-1 available for the 2016 and up Honda CRF 1000 'Africa Twin'.

Manufactured in AISI 304 stainless steel, and sold with a removable dB killer, the company says it is lighter than the factory exhaust it replaces and delivers improved hp and torque in all rpm ranges. Options include full titanium silencer with steel header. All Zard exhausts are hand TIG and MIG/MAG welded and fully Euro 4 homologated. Also seen here for the 'Africa Twin' is a fully homologated hp and torque boosting steel and carbon silencer with removable dB killer – also available in homologated and race titanium-carbon versions.

Zard says that every exhaust is tested on a Fuchs bench, individually assembled and subjected to detailed quality control procedures.



Steel and carbon silencer with removable dB killer

ZARD
Baldichieri d'Asti (AT), ITALY
Tel: +39 0141 659239
info@zardexhaust.com
www.zardexhaust.com



Conical 2-into-1

'Legacy' urban boot

The 'Legacy' boot is "one of the most important new entries in the 2019 Forma Urban collection", according to the Italian boot manufacturer.

The full-grain vintage leather upper and gear change protection make the boot durable and comfortable. Other features include a cafe racer/urban rubber sole,

a rear pull loop and padded collar, and zip, lace and Velcro closure. There is a reflective insert at the back of the boot.

The boot is equipped with Forma Drytex tubular lining, injection moulded TPU ankle protection and soft polymer padding with memory foam. The use of the Lifestyle Fit last offers a specific fit for the everyday cafe/urban user and also has a PP Mid Dual Flex midsole (covered with EVA anti-shock material) and replaceable anti-bacterial insoles with A.P.S. (Air Pump System).

Available in dark vintage brown, 'Legacy' is CE approved, designed and developed in Italy and made in the EC.



FORMA BOOTS
Altivole (TV), ITALY
Tel: +39 0423 915335
info@formaboos.com
www.formaboos.com

'Alpha' soft bags



The new 7-piece 'Alpha' range of soft bags by Kappa are "practical, light and functional, aimed at increasing comfort and safety during both short and long haul trips". Lightweight yet strong, they can be matched or used individually, and are easily attached to handlebars, fuel tanks, saddles, side frames (in pairs), luggage rack, engine guard or the rider.

The brand's new entry-level collection complements the top-of-the-range Racer bags. Made from UV-resistant polyester, the bags are classic "all black" that will match any colour or style of motorcycle.

Features include reflective inserts, waterproof covers, rubber non-slip bases along with a secure mounting kit which prevents the bag from moving, various compartments and spacious pockets with a transparent map holder are included with the three tanklock bags, as well as zips, shoulder straps, carrying handles and attachment straps.

The 'Alpha' range includes a 14-24 litre expandable tank bag, a 30-40 litre double tank bag, a pair of 16-25 litre expandable side bags, a 5-7 litre expandable rear saddle/engine guard pouch, a 2.8 litre handlebar pouch, a 2-litre capacity leg pouch and a 9 litre tanklock bag.

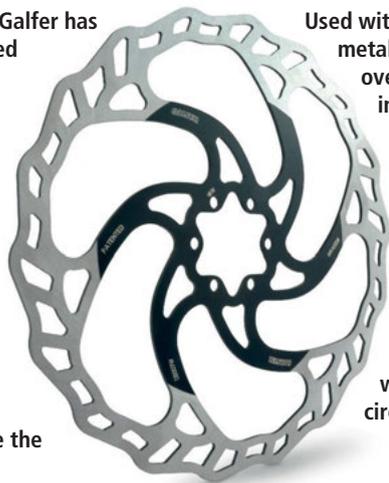
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Flero (BS), ITALY
Tel: +39 030 268 6976
info@kappamoto.com
www.kappamoto.com



Galfer Bike oversized Disc Wave for e-bikes and 29" DH bikes

Spanish brakes specialist Galfer has introduced a new oversized Wave fixed brake disc for electric bikes and 29 inch wheels that need increased stopping power.

Bigger, with a 223 mm outer diameter and thicker at 2 mm, it is said to provide between 15 and 20 percent increased braking power compared to standard 203/1.8 mm discs. Galfer says it will improve the brake cooling and



Used with Galfer Bike semi-metallic brake pads, the oversized disc is also said to improve braking efficiency and overcome some of the technological challenges posed by electric bicycles.

For DH bicycles, the new DB007W is designed for bikes with bigger wheels (29"), which reach greater speeds, as well as for use in steep circuits or with extreme heat. The disc can also be used in 27.5" and 26" wheels.

For safety reasons, Galfer Bike only recommends using the new oversized 223 mm discs on radial mounts (PM, Postmount) and not on axial mounts (IS, International Standard), and in frames capable of withstanding the extra stress caused by these kinds of oversized discs. The new disc can be mounted in original sized forks and frames without 180 mm or 203 mm adapters by using new brackets that Galfer Bike will include in its 2019 catalogue.

Also seen here, Galfer Bike is introducing a new semi-metallic brake pad compound for electric bikes. The new G1652 compound, violet coloured, stands out for its resistance to high temperatures, braking power, durability and quiet braking.



performance on most electric bikes – notoriously poorly equipped when it comes to brakes, one of several basic oversights made by most e-bike manufacturers looking for a lowest possible on-sale price. Increasing the outer diameter and thickness allows the brake system to absorb the increased weight of an e-bike (which ironically are 10-15 kg heavier than an equivalent conventional motorcycle) as well as the increasing speed and inertia caused by the electric traction motor.

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New generation smart chargers



Sifam

Lead battery charger

French distributor and accessory specialist SIFAM has launched two new battery chargers for automatic charging and maintenance of batteries for motorcycles, scooters, Quads and jet ski models. Both have 100VAC-240VAC input voltage, 47HZ-63HZ input frequency, 4-14.6V output voltage, an LED charge status indicator, and overcharge, reverse polarity and short circuit protection. The lead battery charger has a 0.8A output current; it is a connect and forget charger.

The universal battery charger has a 2A output current and will charge all lead or lithium motorbike batteries. It automatically detects whether a lead or lithium battery is attached, and the battery is then charged accordingly. Although it charges all battery types, it was specifically designed to improve the performance and durability of new generation lithium batteries, and automatically controls the charge level, ensuring the rated voltage is never exceeded by charging only when necessary. It is also a connect and forget charger.

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Universal battery charger

Caberg 'Levo' flip-up

Founded in 1974, Caberg helmets will celebrate their 45th anniversary next year with updates across its range and an all new flip-up design in full carbon or composite fibre – the 'Levo'.

Developed "for most touring riders" with "innovative design and advanced technical solutions", it is offered in two shell sizes with P (full-face) and J (Jet) dual ECE homologation – allowing the 'Levo' to be ridden with the chin guard open.

The ventilation system offers "optimal comfort, even during the most extreme conditions, thanks to two air front vents, two rear air extractors and built-in channels in the inner shell".

'Levo' is comms ready, equipped with a panoramic ultra-wide visor "that allows



the best field of vision for improved visibility of up to 82 degrees" and has the Pinlock Max Vision lens to avoid misting and a glove-friendly, integrated sunshade visor (DVT Double Visor Tech).

The entirely removable and washable lining is in high quality hypoallergenic and breathable fabrics and the cheek pads have been designed for wearing glasses.

Caberg was founded in Bergamo, northern Italy, with Ca-Berg an acronym for Caschi di Bergamo (Helmets from Bergamo). The 1974 offer featured two full-face designs, and highlights during its 45 years are said to include being the first Italian company to develop a then revolutionary flip-up helmet in 1992.



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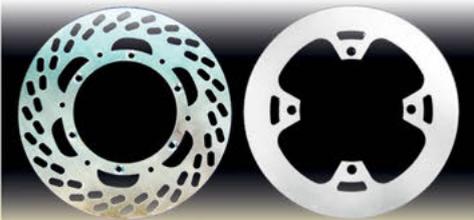


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PRO GUIDE

KTM 790 slip-ons - "power you can hear"

Italian performance exhaust specialist SC-Project has a new model-specific line for the KTM 790 Duke that is said to make the most of the bike's "incredible mix between the lightness of its frame and the hard-hitting punch of the LC8c parallel twin motor - a real weapon in the corners".

Developed in-house by the race-proven SC-Project R&D Department, it is a complete line of slip-ons that runs from Euro 4 approved street mufflers to racing cans, replacing the stainless steel original muffler. Designed for "real riders who demand lightness, performance and the full-bodied sound and racing look that every rider desires", the easy to install high-tech, high-quality materials slip-on line is said to deliver "more power, more torque and less weight - with no remapping required".

The "innovative" TIG welded SC1-R, a "benchmark for the Superbike World Championship", is available in titanium or carbon fibre body versions. "The asymmetric and clean shape, together with the matt carbon fibre end cap, recalls the sporting spirit of the SC1-R, confirming it as the ideal muffler for the latest sports bikes. Sound-absorbing material withstands the very high temperatures and racing exhaust gas pressures, and the titanium insert bushings are CNC-machined from solid to guarantee the seals".

A weight saving of approximately 1.1 kg means increased power and torque; the muffler is Euro 4 approved.

For race use only, the TIG welded S1 and S1-GP mufflers are available in titanium with a matt carbon

fibre end cap (S1). "They fuse a racing style with top-end technical solutions such as TIG welded bracket and fitting and one-piece CNC-machined titanium insert bushings".

The tapered body, "together with the diameter of the output and the top-grade internal soundproofing gives the bike a dark and unmistakable sound; a weight reduction of 1.9 kg (S1) and 2.2 kg (S1-GP) means increased performance, making the KTM a real 'Ready to Race' weapon".

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INTERNATIONAL DEALER NEWS
HOT 100
PARTS AND ACCESSORIES



HV30 'Montauk' integral helmet

Unveiled at EICMA by Hevik, the HV30 is the company's first integral helmet. With its front panel and contoured look, it is designed for touring and crossover riders.

The company says that "the excellent quality to price ratio and the two original colour options make the HV30 an extremely attractive helmet". Based on the success of the jet models, Hevik broadens its range with this full-face, top-of-the-range "enduro" style helmet, which

is characterised by a sharp look combined with efficient aerodynamics.

Features include a wide, transparent anti-scratch visor, designed for a Pinlock lens, a sun visor and a standard nose/chin guard. It has a completely removable and washable comfortable interior, which is well ventilated and can hold an intercom. Closure is by quick-release strap and the weight is 1,550 g. The external shell is made of thermoplastic material, and it is available in two colour combinations -

titanium/yellow and white/black.

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A new line of brake shoes will be available from the first months of the new year, designed to add Performance and exclusivity to a more than tested product. Not only special color of the casting but above all special friction material with increased friction coefficient.

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Vertex 2019 off-road pistons

**INTERNATIONAL
DEALER NEWS
HOT 100
PARTS AND ACCESSORIES**

Respected Italian specialist Vertex (VP Racing) has had a great 2018 race year. In off-road terms, Kiara Fontanesi won the WMX, and five titles were won by Vertex riders in the Enduro World Championship with Eero Remes (E1), Steve Holcombe (Enduro GP and E3), Ruy Barbosa (EY) and Andrea Verona (EJ1), in addition to the results achieved by the official teams in MXGP and MX2, including Kawasaki Racing, HRC, Yamaha Monster Energy, Kemea and Wilvo and TM Racing - "once again confirming Vertex pistons as crucial for champions' engine preparation".

Its off-road pistons line has benefited from all the data and feedback from winning, with an expanded range of high-tech 2 and 4-stroke pistons available in Replica, High Compression, Big Bore and GP-Racer's Choice versions for 2019 bikes.

Vertex forged aluminium Replica pistons are the "ideal replacement for the original piston, with an excellent quality to price ratio, racing profile, anti-seize MoS2 coating and original segment kit".

Vertex' Sales and Marketing Director Lina Saccani says that "our High Compression pistons are



produced with specific dedicated forgings that have the shape of the top completely revised by our R&D engineers to produce an increase in the compression ratio that improves power and torque.

"On the other hand, our Big Bore pistons have a profile that is closer to standard, but with a larger diameter with a relative increase in the displacement, which leads to a considerable improvement in performance.

"At the top of our range, GP-Racer's Choice pistons are hot forged with high resistance VP-310 alloy and equipped with the T-Bridge - an exclusive machining concept inspired by F1 pistons. We use a DLC (Diamond Like Carbon) coated pin, segments in chromed or nitrated steel (depending on the application) and a special shape of piston head that allows the maximum compression ratio with a great performance without any loss of reliability".

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



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LV-10 Titanium

Developed in collaboration with its Racing Department, the new LV-10 Titanium by Italian exhaust specialist LeoVince has a muffler and collector made using very pure, very light and very strong grade 1 titanium.

Hand TIG-welded in a control chamber, the Titanium achieves a 30 percent weight reduction compared to stainless steel and delivers "high ductility, strength and corrosion resistance".

Applying experience gained in the Moto2 and Moto3 championships, the company says that the LV-10 Titanium "expresses the maximum in racing technology applied to a tailpipe designed for standard bikes" and is available as an approved fitment for street bike applications.

The LV-10 Titanium exhaust has a sanded finish with a laser-etched LeoVince logo and was unveiled for



LV-10 Titanium

selected models and variants at EICMA, including Kawasaki ZX10/Z900/Z1000, Yamaha R1/6, MT-10, Honda CBR 1000, BMW S1000 RR and Suzuki GSX-S 1000.

Also seen here, this new LeoVince universal muffler kit has been developed to meet the needs of professional customisers and riders who want to customise their own exhaust system in the home garage.

Available in different lines, finishes and diameters, it is supplied without manifold, but including bracket and mounting hardware.



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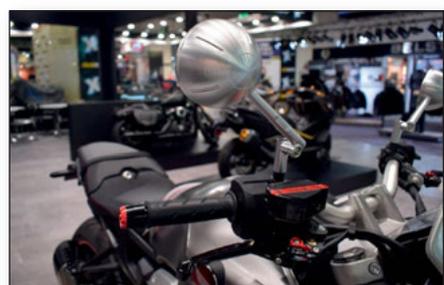
Universal Muffler Kit

Puig mirrors, lights, protectors and mounts

Barcelona based parts and accessory specialist Puig (Motoplastic) introduced a number of new products for 2019 at EICMA, with the focus on a new series of homologated mirrors.

Replicating the emphasis that the company places on aerodynamics with the virtual wind tunnel testing of its award-winning windscreens, the rounded, front-facing 'rear' shape on some the designs, including the 'Retro' model is a 3D machined aerodynamically tuned mirror body that improves mirror stability and reduces drag.

The 'GTI' is a sophisticated, multi-adjustable design with a turn signal integrated into the structure of the mirror; the 'Grand Tracker' is said to bring "form and function" together - a housing designed for maximum simplicity and mirror dimensions is mated to a robust, stable, adjustable, hi-tech, regulation-compliant arm.



Additional new lines include the R19 motor protector; updated R12 crash pads with a more aggressive design and angled shapes with inserts available in a range of colours; new front and rear axle sliders with a proven energy management structure and colour anodised aluminium ring.

Another area to get the Puig aerodynamic treatment is the rider's legs, where a set of deflectors have been designed (for example for the Kymco AK550) consisting of two pieces of 3 mm thick high impact acrylic, with simple lines that follow the design of the body. The aerodynamic design helps to divert the air, allowing for improved rider comfort.

Puig's new 'Downforce' spoilers for 1000 cc bikes are said to have been inspired by MotoGP and tested at several circuits in collaboration with the Team Kawasaki Racing team. Their aerodynamic effectiveness is seen in the downforce, creating improved front wheel grip under braking, greater stability in straights and cornering and an anti-wheelie effect under strong acceleration.

Lightweight, with an aggressive aesthetic, each model is supplied with two colour "winglets" to adapt them to the rider's style and taste. Currently available for 2016-2019 ZX10R, 2017-2018 CBR 1000RR, 2015-2018 R1, 2017-2018 GSX-R1000 and the 2015-2018 BMW S 1000RR.

Puig's 1 mm aluminium front plate serves as a small windshield with a neo-retro style; universal or model-



specific clamp-mount auxiliary LED spotlights fit 21-30 mm tubular engine guards between 21-30 mm in diameter are available in 20w and 12v with low consumption 2000 lumen output and sold with wiring, water resistant connections and a handlebar switch with warning light. The robust aluminium housing is in black, with rear spoilers for excellent heat dissipation and high resistance polycarbonate lenses.



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Termignoni - the evolution continues

Last year, after almost 50 years of success on the racetrack, with 16 titles won alongside Ducati, Italian exhaust specialist Termignoni renewed its commitment to

Supersport models with new systems for Ducati Supersport, Ducati Multistrada 950, Honda CBR 500 and a range of other models.

This year strengthened thanks to significant experience in Superbike and under the guidance of engineer Ernesto Marinelli, the Termignoni team has driven development of its highly-anticipated system for the new Supersport par excellence, the Ducati Panigale V4.

The new project, known as 4USCITE, incorporates "all the essence and tradition of Termignoni design and represents a real revolution in the world of exhaust systems. Important chassis parts have been integrated to make up a one-of-a-kind kit.

"The exhaust system has been split into two parts. The front cylinders feed the two lower exits, positioned on the right side and assimilated with the carbon half fairing thanks to a titanium flange. The rear cylinders flow into the two undertail exits, which blend with the Panigale tailpiece thanks to two lateral appendages in carbon.

"This new layout makes for a first-rate result in terms of performance and, also thanks to the many carbon parts, marries perfectly, design-wise, with the Panigale V4. Performance and design thus come together in one exhaust system, characterised by the most exclusive materials and most advanced techniques and equipped with top of the range accessories that are indispensable when it comes to getting the most out of the V4".

4USCITE

The 4USCITE exhaust system has been designed as a racing system with the aim of providing maximum performance across the entire torque and power curve.

The chassis parts have been conceived so that design is integrated with riding comfort. The use of carbon fibre extends across all these components, starting with the two lateral half fairings, the two appendages - right and left - of the undertail tip, the lateral right-hand heat shield, the undertank protection and the mudguard/chain cover.

The exhaust system is split into two parts, the precision-cast head connections designed to offer the best fluid-dynamic performance and blend with the soft and harmonious curves of the pipe layout. As well as the base version with stainless steel pipes and titanium tips, a full titanium version will also be available.

The right and left half fairings, strictly carbon, are equipped with extraction and intake vents and blend



with the bike's unique lines. The right-hand part integrates the two lower exits, which stand out as a result of the muscular titanium flange that assimilates them. The left-hand part mirrors the lines of the fairing and includes the opening for the standard lateral stand.

All the heat shields have been created in carbon fibre integrated with a heat reflective material for greater protection at high temperatures.

The undertail silencer is attached to the rear frame with a billet Ergal support and is characterised by its titanium sleeve and carbon end cap, "created so as to blend perfectly with the design of the V4 tail".

To further improve performance, the package also includes a Sprint Filter Racing air filter, "a long-time leading accessory in the sector".

Lastly, the kit will also include the exclusive 'UpMap' device, containing the available mappings with which to best calibrate the Panigale V4 control unit in combination with the D182 system.

As well as the racing kit, a road kit integration will also be available, including a carbon fibre support for the licence plate, light and indicators (the support supplied makes use of the standard wiring, indicators, light and licence plate).

In terms of performance, the complete system is said to offer "significant improvement across the entire torque and power curve. Specifically, the power increase recorded is in the region of +6.5 %.

'UpMap'

Termignoni continues the evolution of its 'UpMap' project - a tuning tool conceived specifically to allow riders to get the best from their Termignoni exhaust system.

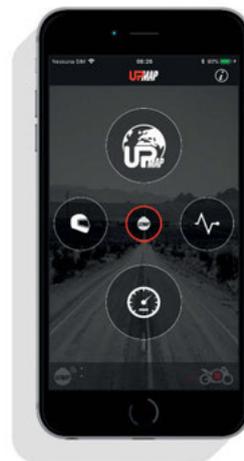
"The continuous development of electronics makes it increasingly difficult with regard to the performance gains offered by contemporary systems with the

exclusive use of the exhaust alone - the way it integrates with the bike's engine and on-board software is as important these days as the design and engineering of the exhaust system itself".

Termignoni has invested heavily in its 'UpMap' project with an entire division of the company dedicated to the effort - involving 18 people, 15 months of research, 5 months of product development, 3,000 km of track testing and 1,000 sq m of its Predosa, Italy facility (between Milan and Genoa).

'UpMap' connects to the diagnosis cable of the bike, and through an iOS and Android App allows the rider (or tuner) real time Smartphone access "to a universe of mappings developed and tested by our experts. It allows autonomous reprogramming of the ECU in total security, from your garage, without having to contact an expert or spend time dyno-testing.

"In addition to maps it offers other services, such as the possibility of having a digital dashboard, an onboard computer that tells you the health state of your vehicle, showing you any defects while driving, or evaluate fuel consumption. The camera option (with the front and back smartphone cameras) allows video recording of the riding performance. The data acquired from the control unit will be graphically displayed on the screen".



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DigiShox

Shown at EICMA, initially on a Honda Africa Twin, DigiShox (DS) is a new Bluetooth enabled electronic front cartridge and rear shock absorber adjustment and tuning system from Italian suspension specialist Bitubo. DS is also available for Suzuki GSXR1000 and 2018 Harley-Davidson Fat Bob.

Controlled from a handlebar LED panel and via a CPU and GPS/lean angle sensor, an iOS or Android Smartphone App allows the rider to control and set either of the two available DS Bitubo kits (Race or Street/Full), taking rider control of suspension settings to a new level.

Electronic control of the Bitubo DS replacement front fork cartridges delivers electronic rebound and compression control and hydraulic spring preload tuning.

The DigiShox rear monoshock delivers electronic rebound and compression adjustment with manual spring preload on the race kit, electronic spring preload adjustment on the street/full kit and manual shock absorber length adjustment on both.

The system allows for 12 different setting



Rear monoshock, allowing electronic adjustment of rebound, compression and spring preload, and manual adjustment of length



bitubo



Cartridge, allowing electronic adjustment of rebound and compression, and hydraulic adjustment of spring preload



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combinations to be selected, modified and stored, and Bitubo says the time taken for adjustments to be implemented is among the fastest available and that the set-up changes are a function of speed.



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MIPS Multi-directional Impact Protection System

INTERNATIONAL DEALER NEWS
HOT 100
PARTS AND ACCESSORIES

Developed in Sweden by neurosurgeon Hans von Holst and Peter Halldin of the Royal Institute of Technology (KTH) in Stockholm, the MIPS (Multi-directional Impact Protection System) low friction layer is designed to add to the protections already offered by approved motorcycle helmets by focussing on, and protecting against, the rotational motion (or kinematics) that can be transmitted to the brain from angled impacts to the head.

Rotational motion is a combination of rotational energy (angular velocity) and rotational forces from angular acceleration that affect the brain and increase the risk for minor and severe brain injuries. Addition of the MIPS system to a helmet design "has been proven to reduce rotational motion when implemented in a helmet by redirecting energies and forces otherwise transmitted to the brain".

MIPS works independently of impact direction. It is a multi-directional impact protection system – most motorcycle helmet impacts occur at an angle, and this is what can generate rotational motion. When

“most impacts occur at an angle”

the helmet impacts the ground at an angle, the helmet and the head could start to rotate if the friction is high enough. The brain floats in cerebrospinal fluid and can move slightly within the skull.

Rotational force can cause the brain to move suddenly and with significant force, which can cause stretching, twisting or tearing in the brain and it is known that the human brain is more sensitive to rotational motion than linear motion. The brain is more sensitive to rotational motion due to the fact that it is very much like water or a gel when it comes

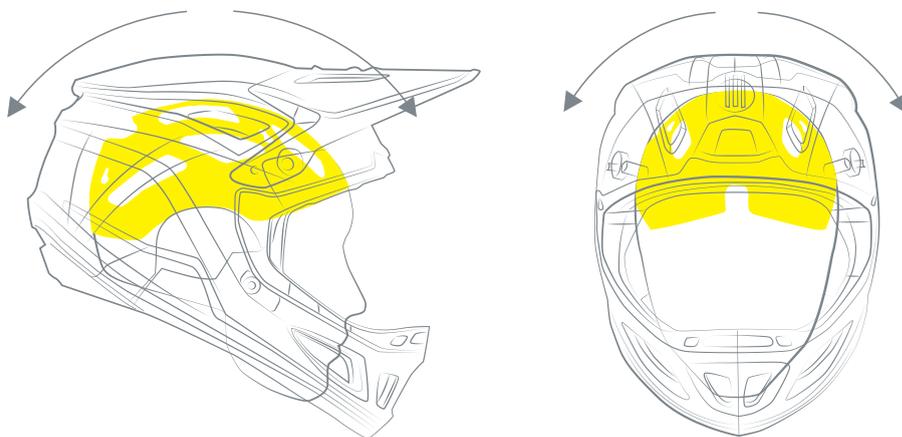
“low friction layer protects against rotational motion brain damage”

to its shear properties. The brain, like water, is also incompressible. Therefore, linear motion will not affect the brain as much as rotational motion.

Although the hair and scalp can reduce friction between the helmet and the head, they are often ineffective at impact because the force between the head and the helmet is too high and the impact occurs too quickly to allow the hair and scalp to work. The MIPS low friction layer allows 10-15 mm of sliding quickly at impact. The sliding occurs for 3-



In standard helmet tests, the helmet is dropped vertically onto a flat surface. The results are helpful for measuring precise vertical impacts, but far inferior for measuring the more realistic scenario of an angled impact. MIPS has been developed for reality and increases protection against angled impacts and thoroughly tested at MIPS test labs.



In a helmet with MIPS Brain Protection System (BPS), the shell and the liner are separated by a low friction Layer. When a helmet with MIPS Brain Protection System is subjected to an angled impact, the low friction layer allows the helmet to slide relative to the head. The MIPS BPS is designed to add protection in helmets against the rotational motion. The rotational motion is a combination of rotational energy (angular velocity) and rotational forces (from angular acceleration) that both affects the brain and increases the risk for minor and severe brain injuries. MIPS BPS has been scientifically proven to reduce rotational motion when implemented in a helmet by absorbing and redirecting rotational energies and forces transferred to the brain.



STRAIN LEVEL

The illustration is based on data that was generated using a finite element computer model, based on measurements obtained from nine accelerometers in a Hybrid III crash test dummy head. The dummy head wearing a helmet was subjected to an angled impact using the MIPS test rig. The model illustrates strain in the brain from a similar angled impact when the dummy head is wearing a helmet without MIPS and a helmet with MIPS.



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The all-new Thor 'Sector' MIPS helmet is said to offer exceptional performance at an entry level price. It is equipped with MIPS and a dual density EPS foam liner.

10 milliseconds under a load of around 500-1000 kg/1,650 lbs. MIPS is an "ingredient brand" and technology that is becoming widely adopted by increasing numbers of motorcycle helmet brands (KTM, MSR,

MIPS and the company says it had sold 5.4 million units, with MIPS being used in over 300 individual helmet models/designs. MIPS does not affect the outcomes of the present conventional helmet testing regimes; therefore it does not affect existing certifications and approvals procedures. In some countries, riders can receive pricing or benefits advantages from their insurer for riding with a MIPS equipped helmet.

"MIPS is an 'ingredient brand'"

Answer, Kabuto, Thor, Bell, KYT, Fly Racing, Scott and more). The first helmet brand to incorporate MIPS appeared on the market in 2007. By 2017 some 60 brands were using

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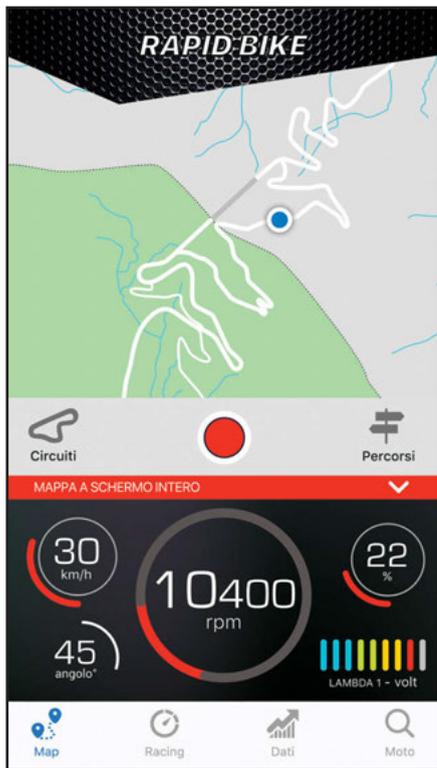
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Rapid Bike at full throttle

New to Italian fuelling technology specialist Dimsport's Rapid Bike range of engine fuelling calibration solutions is a new Android and iOS App and Bluetooth adapter.

Riders will be able to display, monitor and engage with engine performance parameters such as engine revolutions, throttle opening, lean angle and more, while recording all the relevant data from the riding session on their smartphone.

This new interface is accessible at any time and includes "extremely useful information sets to evaluate and refine the riding style, whether on the track or on the road".

The new Rapid Bike App will require a new version of the Bluetooth adapter 'BlueBike' to be able to communicate with iOS operating system smartphones.

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Race and Euro 4 carbon M3 exhaust



M3 Carbon



Italian exhaust specialist GPR is celebrating its latest race successes - especially its wins in the Moto3 World Championship with Jorge Martin - with a M3 Moto3 replica dedicated to the "Martinator".

An update of the line dedicated to Joan Mir, the M3 is 100% manufactured in "genuine matt carbon for a light and compact exhaust that is available in racing or homologated version for the best-selling sport and naked style models".

For 2019 (spring launch), the Italian factory is also introducing a new concept, the

Andreani spring tester



Noted for its top-selling advanced suspension testing, tuning and tools programmes, Italian specialist Andreani Group's DS1 electronic spring tester was developed by the company's in-house R&D team to "perfectly and easily measure shock absorber and fork spring load".

Designed as a tool for all technicians who want to deliver precision results when tuning or rebuilding race or street suspensions, and especially when building custom suspension installations or upgrading OE manufacturer standard front fork and shock absorber set-ups, Andreani says its ergonomically designed DS1 is "equipped with everything necessary for the technician to be able to work efficiently and accurately - the DS1 guarantees maximum accuracy of results".

"This is due to the absolute reliability, precision and accuracy of its design and manufacture and of the calculations and calibrations used. It boasts a maximum load of up to 1,000 kg (10,000 N), a total range of 350 mm, and a sensibility to a tenth of a kilo".

User-friendly features include an LED touch screen display, function keys for manual and automatic measurement, and the possibility to measure the static forces of both MX and MTB forks and shock absorbers. All the adapters for the main forks and springs on the market are supplied as standard.

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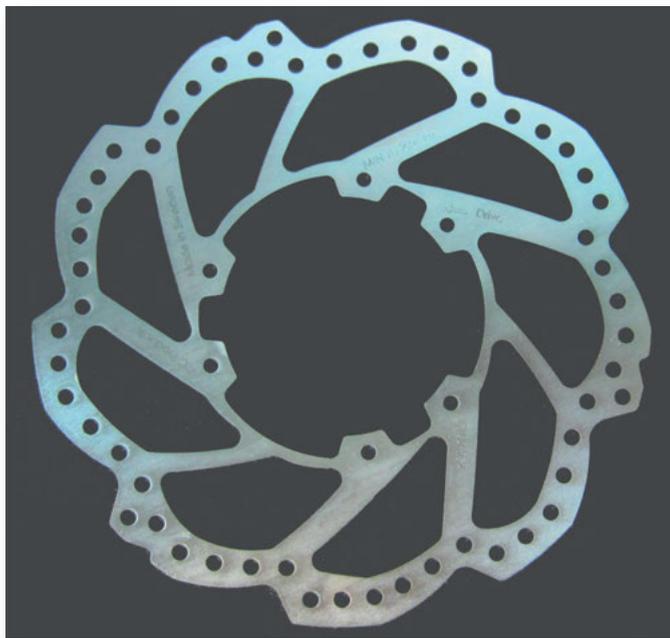
Sonic Revolution concept

"Sonic Revolution", "an innovative design and use of advanced materials (titanium and 'Poppy' stainless steel) and precision manufacturing that meets the Euro 4 requirements".



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Steel OEM style MX brake discs



In addition to the "strongest stainless steel motocross, street, off-road and vintage spokes", model-specific rims and hubs Swedish specialist Cross-Center International also makes one of the largest ranges of MX brake discs on the market.

"We are a true one-stop shop for MX wheels and components for most models for nearly all years," says owner Torbjoern Bergh. "We also manufacture our brake discs in-house from genuine high-grade Swedish steel. Customers who have tried to source MX brake discs elsewhere, especially for the older bikes, tell us ours is the largest available range in the world".

Tobbe is a bit of a purist when it comes to brake discs, believing that a lot of the current design tweaks on the market "sell well because they may look good, but are often a step backwards when it comes to braking power, reliability and disc and pad wear.

"There are many claims out there, especially when it comes to heat management, that just aren't justifiable. Which is why we mostly make OEM style discs, and they sell and perform best in our experience. Sometimes we are able to add certain



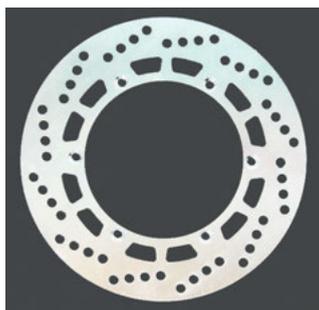
improvements and refinements, but we think that a round brake disc with a lot of material and large, straight arms, an inner ring and no floating rivets is by far the best performing, most reliable, durable and economic brake disc."

The Cross-Center range is comprehensive, with new discs being tooled each time the manufacturer design changes. This means that for Honda models, for example, the company offers four different designs with M6 bolts for fronts from 1997 and up (and two M8 bolt fitments) that all have the same measurements all the way up to 2018 (2008 being a one-off exception).

"The same applies to many other brands and models, though other manufacturers have been more consistent with their designs in the last 20 years, generally with one design for '97-'01 and one for '02-'19".



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PBR 2019 sprockets

Italian sprocket specialist PBR has extended its successful C45T rear sprockets range for new 2019 models. With an excellent price to quality ratio and chosen by many sports, road, naked and touring motorcycles riders, they are made from precision CNC-machined tempered steel. An induction temper on the teeth area (the chain contact path) produces less friction, so sprocket and chain durability and reliability are improved with less wear and reduced noise. The steel RSS (Rubber Sprocket System) front sprockets seen here are PBR's top-end, cutting edge product – "an innovative combination of extremely high strength and extraordinary fluidity and quietness. These qualities are obtained thanks to the rubber injected in the holes drilled in the front sprocket. Durability is improved as the rubber lasts longer, eliminating the problems sometimes associated with glue, preserving reliability". RSS front sprockets are available for all

sport, street and medium/heavy Enduro/off-road motorcycles, updated to include 2019 models. For off-road applications, PBR's C-Light rear sprockets are precision CNC-machined from black, zinc coated C45 carbon steel to improve quality and reliability. They are described as having an attractive lightening

C45T street sprocket



hole design and are additionally available in tempered steel for greater durability and "operational excellence" in extreme conditions.

The C-Light line can be combined with PBR's off-road front sprocket range and is available in different sizes for two/four-stroke engine MX and Enduro models from Honda, Kawasaki, Suzuki, Yamaha and KTM. For small to mid-size displacement road and off-road use, PBR is also now offering an enlarged EK Chains range. Said to be manufactured to the same quality as EK

C-Light rear sprocket



racing chain despite their "convenient price to quality ratio", PBR says they offer "complete reliability, excellent duration, quality and lightness" for on-road and off-road bikes up to and including 2019 and coloured versions in Heavy Duty, O-Ring, QX-Ring, SRX2, QX-MVXZ2 Series, and top of the range ZVX3 version.

RSS front sprocket



EK chain

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UFO Plast 'Slim Egon' MX gear

Recent news from Italian off-road specialist UFO Plast has included their 'Saichen' cooling vest and body suit, 'Avoir' boots, 'Mystic' goggles, 'Sierra' Enduro jacket, X-Concept chest protectors and the 'Akan' Enduro/Adv and 'Quiver' entry level helmets that followed up on the success of their 2017 launch of the 'Diamond' - their full featured top-end MX helmet with Rotation Impact Absorbing System (RIAS). At EICMA the company gave a debut to the 'Slim Egon', an advanced clothing range that "rides the latest trends in MX and off-road fashion due to its sharp lines". Made in 100% elastic polyester with airnet material



inserts for excellent breathable action, the jersey is available in white, black and neon blue, in sizes from S to XXXL.

The matching 'Slim Egon' pants are mainly made of elastic polyester for exceptional fit and comfort, with multiple airnet inserts and laser-cut ventilation holes at strategic points to ensure excellent breathable action and optimum airflow. The company says that "particular attention has been paid to the knee area, which is made of Spandex to allow restriction-free use of knee guards, and internal knee panels made of high tenacity material for greater resistance to abrasion and heat.



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Arai migrates its Variable Axis System technology to a new SZ open-face



Show season saw Arai unveil three updates or new helmets to its 2019 range - Urban-V, Profile-V and a new SZ open-face - the SZ-R VAS (Variable Axis System).

Arai launched its first generation SZ open-face helmet in 1988 - aimed at the busy urban riding environment of downtown Tokyo. It has constantly evolved over the last 30 years, with each generation of SZ model "majoring on comfort, convenience and, of course, protection" and since its debut it has "become a favourite in Europe for professional riders, tourers and commuters alike".

SZ-R VAS



The completely redesigned compact PB-CLC2 shell (the same as used in QV-Pro) is reinforced by a SF (Super Fibre) belt in the front and at the back to make it even stronger.

The VAS shield is 14 mm lower than the previous design, to keep the shell round and smooth for better glancing-off properties in this area. Compared to the previous visor, the VAS design has an extended shape to offer better visibility and improve wind protection.

Thanks to the dual system, the visor can be opened and closed much more easily and there is the possibility to add a Pinlock (as an option). There is also the option to use the PRO Shade sun visor, which up until now has only been available on the Arai's full-face helmets - the brow vents have been redesigned and the new shape is said to be easier to operate and features a more efficient air intake.

The Diffusers (DF # 12) are the same type as used on the range-topping RX-7V. The angle of the fixed aero wing has been revised to be more in line with the shape of the diffuser in order to improve stability and reduce rider fatigue.

With the new speaker-ready interior and cheek pads, the contact points on the rider's head have been distributed more evenly for a new feeling that is said

to gently wrap the entire head and prove to be a better fit for long, oval heads. The cheek pad shape has also been modified to firmly hold each cheek (Facial Contour System/FCS). They feature the 5 mm peel-away layer to customise the helmet for a perfect fit. There is also a slit in the foam to make it easier to put on glasses.

An extra water-resistant layer has been added to the cheek pad foam to protect from the rain. There is also a foam piece added to the cheek pad to keep the ear pocket in place and remove pressure, further improving comfort. There is also a recess padded ready to receive a speaker; to hear it better and to reduce wind noise, foam has been added around the chinstrap.

The SZ-R VAS uses Arai's original Super Fibre belt, which prevents the shell from cracking-in when a strong impact hits at the eye-opening area - it was originally developed for F1 helmets. PB-CLC2 is the same construction as used on the QV-Pro, the company's top touring model. The SZ-R VAS also uses a new resin, which is said to be "extremely rigid", but still finishes up lighter than before; the SZ-R VAS is also designed with a low centre of gravity.

Arai says the "smooth form" they favour makes it easier to glance-off and keep sliding. Internal air flow management has been improved - riding induces air to the forehead area and cools it dramatically. The new visor shape is said to give a clearer view that is more comfortable for the eyes and offers even less distortion compared with the previous visor shape. The new interior is constructed from antimicrobial material with deodorant and anti-fouling function. The cheek pads and interior are fully replaceable and adjustable.

Urban-V

The new Arai Urban-V open-face helmet "blends classic style with cutting-edge Arai protection, comfort and ventilation technology - it is old school and new school all at once, a classic retro-style open-face helmet, rich in period details like traditional stitched faux leather edge trim and interior accents.



Based on its experience with the SZ Ram-X, especially in Paris, the 'VAS' designation refers to Arai's Variable Axis System', as already seen in four full-face models - a technology that is designed to improve the impact protection and "glancing-off ability in a critical area".



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"It's packed with modern technical features that enhance comfort and protection, like (hidden) interior ventilation and a rounded outer shell silhouette. The Urban-V is constructed from Peripherally Belted Complex Laminate Construction2 (PB-cLc2) with F1 technology, hiding a high-tech, one-piece multi-density EPS inner liner.

"The classic, rounder shape features timeless good looks and is also close to our philosophy that a stronger, smoother and rounder shape improves glancing-off performance while absorbing and spreading impact forces.

"Our proprietary (super fibre belt) Peripheral Belt,

borrowed from the technology we put into our F1 helmets, helps increase shell strength and flexibility while maintaining low weight and a lower centre of gravity, aiding comfort on longer rides. Positioned across the top of the eye port, this band contributes to the use of a thinner EPS liner, which helps enhance the upward field of vision.

"A specially designed organic felt, sandwiched between the inner and outer layers of our proprietary Super Fibre Laminates, is used to reinforce and bond these two Super Fibre layers without adding significant weight".

"Key to our philosophy of helmet construction is the use of a stronger outer shell allied to a softer interior liner that helps absorb and dissipate energy, acting much like the crumple zones built into a car. The Urban-V has both, and uses a high-tech, one-piece multi-density EPS liner with multi-stage venting channel in support of its PB-cLc2 shell".



Hyper Ridge band reinforces the lower shell and a 5 mm flare around the base makes the Profile-V easier to get on and off. The VAS-V MAX Vision visor is Pinlock ready, and the optional Pro Shade System (PSS) can be fitted. Additional features include full ventilation front and rear and a semi-removable interior featuring the Facial Contour System (FCS) of Arai's range-topping helmets for a "super comfortable fit and ear pockets for speakers".

ARAI HELMET (EUROPE)
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Profile-V

The Profile-V is a brand-new helmet from Arai. It has been designed for easier access on and off by widening the bottom opening at the front and sides, still offering the snug fit and the proven round shape unique to Arai, using the round and strong PB-e-Lc outer shell for impact "glance-off" and to spread impact forces while maintaining integrity - working with a softer, one-piece multi-density EPS inner liner to absorb and dissipate energy.

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EICMA 2018

According to the attendance (figure-free) post show press release issued by the EICMA/ANCMA organisation, it would appear that visitor numbers at this year's 'Milan' Show must have been down on 2017. With the real, actual number of exhibiting businesses with booths (as opposed to catalogue brand cross-references) looking to be less than in recent years, and with less than half the international reach of its primary expo competitor (in terms of quoted visitor country count), it looks like the show may be losing some lustre, just as the Italian market continues to post (theoretical) growth, and just as that primary expo competitor posted a record

equalling attendance, with independently audited visitor numbers actually quoted. The 'Milan' visitor numbers have long been assumed to be overstated, and largely populated by non-riders, or low-mileage, low-value riders at best, but regardless of the debate that is raging internationally about the perceived merits and shortcomings of the market's two primary shows (see our INTERMOT 2018 review elsewhere in this edition of IDN), there appeared to be enough people at 'Milan' to keep the aisles and booths busy, whatever the truth is about the real balance sheet cash value that their parts and accessory buying volume has for the industry...



Biltwell: Among the new generation brands to emerge in the past decade, none has executed on the opportunities of the market's new design and styling opportunities better than California's Biltwell. The brainchild of Bill Bryant and Harold McGruther, the hard parts to helmets brand has carved itself a market leading position among "New Gen" riders and now has EU approval on its ergonomically advanced, feature-rich, retro styled top-selling half shell and full face helmets. The Biltwell range is available from distributors in Europe, including Parts Europe; www.biltwellinc.com



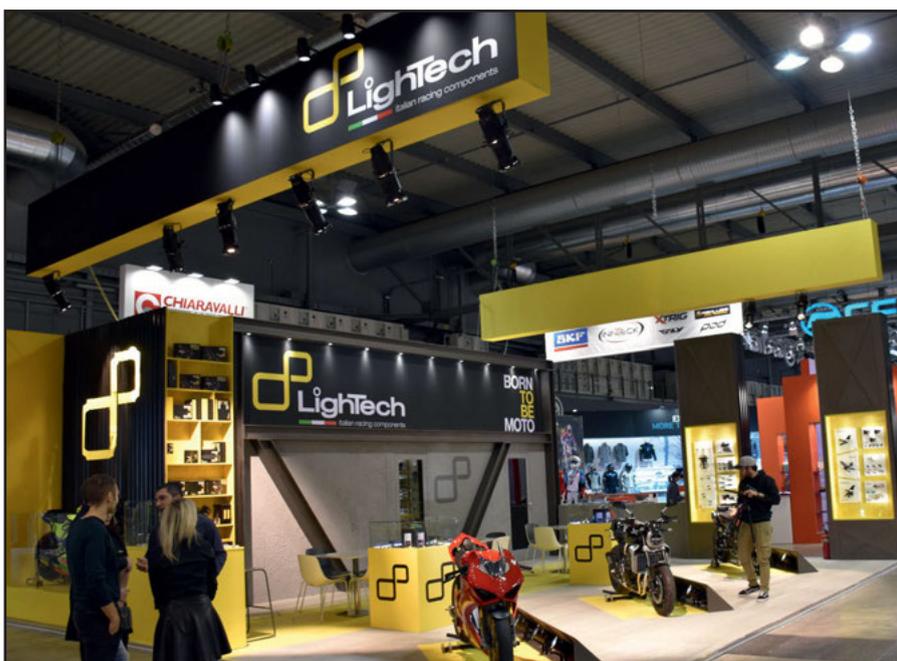
PBR: Recent new products from the Italian sprocket specialist include updates to its popular C-Light rear sprockets for all new 2019 Enduro and 2 and 4-stroke motorcycles - Honda, Kawasaki, Suzuki, Yamaha and KTM models. Made with C45 steel and precision CNC-machined to improve quality and reliability, they are additionally available in a tempered version for further improvements in durability; www.pbr.it



Showa: The well-known Japanese suspension manufacturer continues to develop its aftermarket product line with new electronically controlled steering damper and vehicle adjustment technologies. Shown for the Kawasaki Ninja ZX-10R SE, the Showa EERA electronically controlled hydraulic valve variable steering damper with Balance Free Damping Force features stepless control to adapt the damping force generating mechanism for quick responsiveness and a wide range of variable damping characteristics. Showcased on Honda's Africa Twin, Showa EERA 'HeightFlex' is an electronically controlled height adjustment technology that will be available for a wide range of models; www.showa1.eu



Maxima Racing Oils: Now with inventory in the EU, the Californian oil producer is best known as a market leader in MX oils and lubricants, but also offers formulations for street, sports, touring and cruiser applications. Founded in 1979, Maxima is a "race-inspired, product driven company. We formulate, develop, manufacture and distribute high performance oils, lubes and ancillary products. The essence of our brand is communicated through hundreds of championships with world class racers, tuners and teams who rely on Maxima for unsurpassed performance in high-stress conditions without fail"; www.maximausa.com



LightTech: As show seasons go, this was a big year for the leading Italian parts and accessory manufacturer based near Venice. In addition to its regular EICMA booth the company invested in INTERMOT as it seeks to capitalise on the growth in demand it has been seeing in recent years for its stylish, high quality replacement and upgrade parts for the most popular current models. Adjustable rearsets are machined from billet aluminium 7075-T6, described by Export Sales Manager Michele Balboni as "the most suitable for modern applications - many competitors use cheaper aluminium such as 6082 or lower, but we believe that the strength of our superior materials is as important as its light weight. The main support of our rearsets is a one-piece engineered from 7075 billet aluminium to guarantee exceptional rigidity, safety and performance for all riding conditions. Machining from a monoblock piece produces a part that is more resistant, stronger, looks better, and has a better feeling for all riders"; www.lighttech.it



Parmakit: The noted Italian scooter cylinders and performance component manufacturer has an international reputation for the quality of its designs and manufacturing with a range that covers over 50 brands on the market, with an assortment of over 5,000 items. From big bore kits for 125 cc to 200 cc conversions and its popular "Ready to Race" complete performance upgrade packages, to tools, plugs, piston rings, air filters, carburetors and more, the company offers one of the widest ranges of high quality replacement and race scooter parts in the world; www.parmakit.com



Airoh: Best known for its off-road helmets, the Italian manufacturer also offers a huge range of sports, touring and modular styles with the same emphasis on safety and comfort. The new in 2018 ST 501 is a full-face helmet for touring and sports use "with a strong racing soul". Two sizes of high-performance composite (HPC) outer shell are offered with four different densities of inner EPS shell to "ensure a high level of safety while keeping the weight down". Weighing in at around 1,400 g, the ventilation system consists of top, chin guard and rear vents for all-condition airflow optimisation, with features that include a wind stopper and a wide inner sun visor paired with a Pinlock lens; www.airoh.com



Stylmartin: The Italian footwear specialist has carved itself a prominent position in the casual riding and retro boot sectors, but the recent top-of-the-range Stealth EVO racing boot was an addition to the top-selling sports-oriented range that made the company's name. It blends technical features aimed at optimal foot protection with a level of comfort that makes the Stealth EVO wearable on as well as off the bike. Designed in Italy, manufactured in Europe and CE certified, the company says it is the exact same boot as the ones worn by the company's sponsored professional racers; www.stylmartin.it



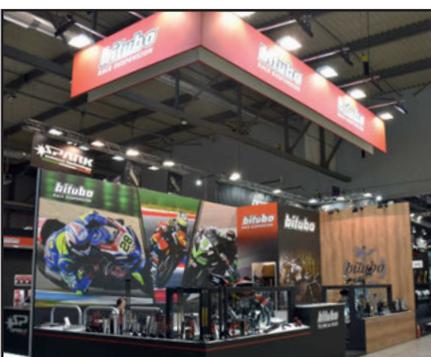
Thor: Celebrating its 50th anniversary in 2018, the Thor apparel brand was one of the original specialty MX programmes and was the brainchild of well-known Swedish MX pioneer Torsten Hallman (Torsten Hallman Original Racewear) as a way of supplementing his income from racing in the late 1960s and early 1970s. These days the Thor range is distributed in Europe by Wasserliesch, Germany based Parts Europe and features innovative individual product items and designs; www.thormx.com



Pinasco/Bettella: Founder Piergiorgio Bettella has been celebrating the 50th anniversary of his Venice region based scooter parts business. Recent new products include Vespa carburettor kits, additions to its 'Racing Bull' clutch programme, replacement shock absorbers and crankshaft assembly kits; www.pinasco.com



Galfer: Endorsed by HRC in 2016 and winners of the Moto3 World Championship in 2017 and 2018, Spanish manufacturer Galfer says its Racing CW1 brake discs have become "benchmarks for the sector". Laser-cut and made of high-carbon stainless steel, they undergo thermal stabilisation treatments before the machining and grinding processes. They have steel centres and have been fully CNC-machined and finished with normal or hard anodised surfaces. Each CW1 disc is unique and identified with a serial number to offer 100% traceability - said to be the only discs in the world with an individual registration number. They deliver a claimed 15% weight reduction compared to round brake discs, "better heat dissipation thanks to Galfer's Disc Wave design, improved braking power and better aesthetics"; www.galfermoto.com



Bitubo: The Italian suspension manufacturer is launching a new generation of Bluetooth enabled, app-tunable suspension upgrades with dynamically calibrated front and rear suspensions for Honda's Africa Twin. Bitubo DS allows riders to set their suspension up with a map based on riding data capture via Android and iOS devices. Bitubo hasn't lost focus on developing more traditional suspensions, recent product introductions include the XXT11 monoshock for low and medium powered displacement Supersport models up to around 300cc and JBH01V2 cartridges add an upside-down fork Dual Sport option to Bitubo's JBH series cartridge line-up; www.bitubo.com



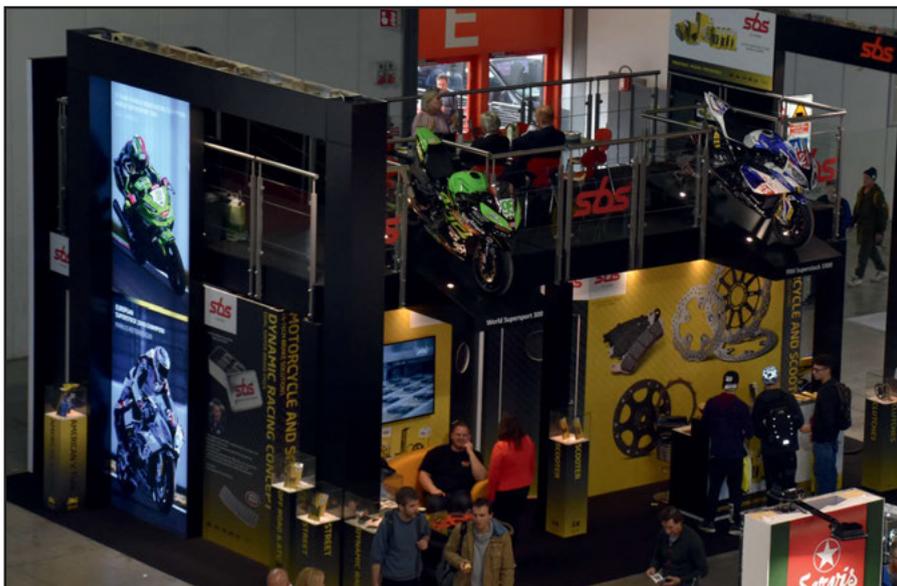
SC-Project: One of the fastest growing and most successful performance exhaust brands on the market, the track prowess of SC Project's Italian made exhaust technology informs a wide range of system options for most popular makes of recent sports and street bike models, including Euro 4 homologated slip-ons for Kawasaki's popular Z900RS. Introduced earlier this year, the all-new S1-GP, together with the Conic 70's, Twin Conic 70's and GP PureBlack, are said to "perfectly combine the vintage lines of '70s/'80s bikes with the contemporary materials and performance values of modern sports bikes"; www.sc-project.com



Ferodo and Champion: With more than 100 of the 2018 models already covered by September this year, Ferodo added further brake pad applications in the weeks before EICMA, including for Kymco, Malaguti, Aeon, Benelli and Generic scooter fronts, Suzuki, Polaris, Piaggio, Kymco and Arctic Cat ATVs, Suzuki GSX-R&S 125/150 ABS front, and Tokiko caliper front pads for Honda VFR/CB models, including the CB 1000 R/plus. The Ferodo MXR disc range has also been extended to cover some of the latest off-road applications such as the Honda CRF250/400, Kawasaki KXF250/450 and Yamaha YZ125/YZ-F 450. The MXR line incorporates an innovative dirt expulsion system that helps to maintain braking efficiency even in the muddiest conditions. Champion has extended its range of air and oil filters and introduced new spark plugs for Honda and Ducati models. Federal-Mogul also launched new GOETZE cylinder and piston kits for Honda SH125, SH150 and Yamaha X-MAX 125; www.ferodoracing.com; www.fm-motorcycle.com



STM Italy: Founded in 1981 and best known for its Ducati and race Slipper clutches, the Turin area based specialist also offers a wide range of precision CNC-machined clutch products for Japanese, European and American made street and off-road motorcycles in high strength, light weight, durable materials such as Ergal, Anticorodal, stainless steel and titanium; www.stmitaly.com



SBS Friction: The Danish brake pad and discs manufacturer's race credentials are the stuff of legends with some 40 World Championships won by riders and teams using its products over the last 20 years. This year saw the company sign an agreement to sponsor eight rounds of the WSBK series. Its most recent product news is that the SBS line is to go "100 percent NRS Safe" by embracing mechanical bonding for all ceramic and sintered brake pads. Last year SBS succeeded in launching a sinter material for street brake pads using the NUCAP Retention System (NRS) technology for its SP programme. Now a new range of world leading road racing brake pads with NRS technology has been tested for a year and was launched with a new Dynamic Racing Concept at EICMA. SBS says it has committed to going towards being "100% NRS Safe" throughout its brake product line. The NRS technology is said to be the most advanced mechanical pad to backing plate attachment technology in the industry with a zero-failure rate in over a billion units used worldwide in all applications. SBS also introduced a range of clutch kits at the show; www.sbs.dk



Rapid Bike: The latest news from the Italian fuelling technology specialist is of a new App and Bluetooth adapter for iOS and Android that will allow riders to monitor engine performance indicators such as revs, throttle position and lean angle while recording all relevant data from the riding session. The new interface will be accessible at any time and includes a set of information grids to evaluate and refine the riding style, whether on the track or the road; www.rapidbike.com



BMC Filters: A 2018 sponsor of the Pata Yamaha WorldSBK Team, BMC's Italian made air filters are made from metallic mesh containing an oiled multi-layer cotton filtration material which is said to "guarantee a high level of filtering efficiency with a limited loss of air pressure. The oil used gives the material its "sticky" adhesive characteristic which aids in the retention of impurities without compromising or blocking air flow penetration, creating a continuous filtering process"; www.bmcfilters.com

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LeoVince: The bearable lightness of LeoVince? Developed in collaboration with its Racing Department, the new LV-10 Titanium by Italian exhaust specialist LeoVince has a muffler and collector made using very pure, very light and very strong grade 1 titanium. Hand TIG-welded in a control chamber, the 'Titanium' is said to achieve a 30 percent weight reduction compared to stainless steel and delivers "high ductility, strength and corrosion resistance". Applying experience gained in the Moto 2 and Moto 3 championships, the company says the LV-10 Titanium "expresses the maximum in racing technology applied to a tailpipe designed for standard bikes" and is available as an approved fitment for street bike applications; www.leovince.com



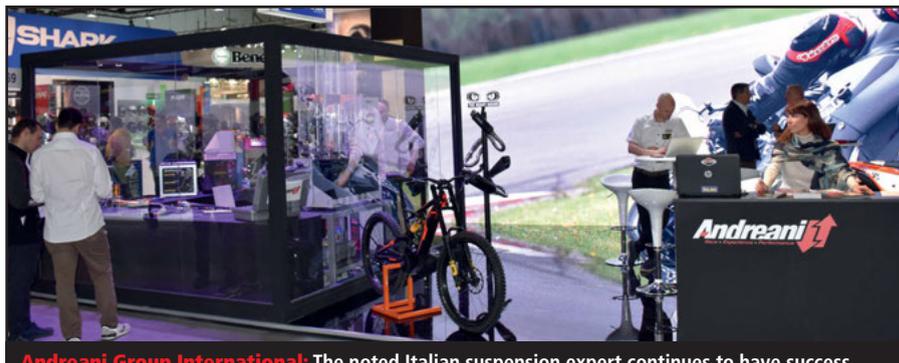
Polisport: Recent new products from the Portuguese off-road and MX plastics specialist include the dual compound Armadillo pipe guard in high-temperature elastomer and stainless steel, with a universal fit for two-stroke machines, the 'Fortress' skid plate for full coverage of the engine, available with linkage protection, MX style (single point mount) 'Hammer' hand and master cylinder protector that uses a new universal mounting system for quick and easy installation and precision fit. Also new is the company's range of frame protectors; www.polisport.com



MIPS: Developed by Swedish neurosurgeon Hans von Holst and Peter Halldin of the Swedish Royal Institute of Technology, MIPS (Multi-Directional Impact Protection System) is an "ingredient brand" and technology that is becoming widely adopted by leading motorcycle helmet brands (MSR, Answer, Kabuto, Thor, Bell, KYT, Fly Racing, Scott, Alpinestars, Troy Lee Designs and more) that protects the brain from rotational motion. A low friction layer allows a sliding movement of 10-15 mm in all directions, reducing the rotational motion (kinematics) to the brain during angled impacts to the head. Rotational motion is a combination of rotational energy (angular velocity) and rotational forces from angular acceleration that both affect the brain and increases the risk for minor and severe brain injuries. MIPS says that its added protection system has been "proven to reduce the rotational motion when implemented in a helmet by absorbing and redirecting energies and forces otherwise transmitted to the brain"; www.mipsprotection.com



BS Battery: French designer and manufacturer of OEM and aftermarket powersports industry lead acid batteries and charging, diagnostic and testing units for all battery formats, Paris based BS Battery is owned and operated by Alain and Benjamin Sebban, with operations in north and south America, Japan, Asia and more than 54 countries worldwide. The company's 'Plug & Play' AGM (Advanced Glass Material) factory-activated 'SLA' Max battery range has three terminal-specific, heavy duty, higher cranking amp applications than OE battery upgrades for most current H-D models. "With no more acid to handle during the initial battery activation procedure, the 'SLA' concept is the ultimate user-friendly "Plug & Play" motorcycle battery solution"; www.bs-battery.com



Andreani Group International: The noted Italian suspension expert continues to have success with its popular suspension training courses and add to its popular Misano front fork cartridge programme with over 250 applications in total, including 2018 models such as the Honda X-ADV, KYMCO AK 550 and Kawasaki Versys 1000. This year has also seen a surge in demand for its speciality suspension technician tool kits and market leading suspension tuning and set-up tools such as its SP5 vacuum pump - "the newest, lightest and most innovative vacuum pump" on the market. Fully electronic and developed to make the filling and vacuuming of shock absorbers of any kind and brand easier, more precise and fully automated, new generation software allows technicians to make "all suspension service and tuning procedures with an easy-to-use and extremely efficient 7" touch screen display"; www.andreanigroup.com



Givi: Celebrating its 40th anniversary this year, recent new products from the Italian helmets to luggage to accessories specialist include the Kawasaki colour match "illuminated" ICE windscreen with photosensitive pigment, 37 litre Monokey side case for loads up to 10 kg, and additions to its thermoformed Multilock system Sport T side cases that mount with a TST specific frame; www.givimoto.com



RST: Distributed by Bihr (among others), the British CE approved race, sports and touring apparel brand is a familiar sight trackside at many major events. From race leathers to textiles, boots and gloves, RST ranges include Pro series, Trackteck Evo, R-18, Blade and casuals. RST is the official apparel line of the Isle of Man TT and worn by leading racers, including three times Suzuka 8Hr winner Alex Lowes and 2018 British SuperBikes Champion Jack Kennedy; www.rst-moto.com; www.bihr.eu



Shoei: Celebrating another Alex Marquez MotoGP World Championship, new products from Shoei include the March 2019 available 5-layer laminate Advanced Integrated Matrix (AIM) GT-Air II full-face. Features of the three-shell size SENA RSL2 comms ready design will include multiple density EPS liner, mist retardant CNS-1 Pinlock visor, enlarged QSV 2 sun visor and wind tunnel engineered aerodynamics; www.shoei.com



"TITANIUM_R" 3 LAYERS TECHNICAL JACKET
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Puig: The Barcelona based performance plastics specialist has channelled its long experience in the design of aerodynamic accessories into creating a new range of ABS Sports Plus products, intended to enhance the appearance of racing motorcycles like the radical Yamaha MT-09 (FZ-09). The company says that "these parts are distinguished by their small size and versatility, which allows them to be mounted alone, as a cover for the front, or together with the visor, which channels the air and significantly reduces turbulence for the rider". Many combinations are possible, so that the rider can set up the level of aerodynamic protection according to personal preferences. Their easy-mount sport or touring fairings increase protection in all riding conditions; www.puig.tv



Società Generale Ricambi (SGR): The internationally connected Italian distributor's impressive portfolio of leading brands includes SBS brakes, Rapid Bike, OptiMate, Supersprox, MIW filters, Bel Ray oils, ProGrip, D.I.D. chain, K&N filters, Pirelli, Michelin and Mitas tyres, Vesrah, KYB, Yuasa, Kryptonite, YSS, SkyRich and many more; www.sgr-it.com



Parts Europe: 2019 will see the Wasserliesch, Germany based distributor celebrating 10 years since the first stage of its all new state-of-the-art 16,500 sq m European warehouse and headquarters facility was completed – a palace of logistics excellence that has been running at near capacity for several years already. Internationally recognised for market leading brands such as Thor Motocross, ICON helmets and apparel, Moose Racing and Drag Specialties custom parts, the company has been adding brands almost weekly in the past three years and offers dealers access to one of the widest and deepest parts, accessory, performance, service and G&A programmes available in Europe. The company offers more than 600 brands and works to continually adjust its portfolio to the needs of the market; www.partseurope.eu



Yoshimura/Euro Racing: Co-located with its Italian distributor Euro Racing, Yoshimura is never slow to unveil new exhaust systems for the latest models. Although it was only introduced three weeks before EICMA at INTERMOT, Yoshimura's Keiko Oshimi is seen here with the new exhaust for the much anticipated new Suzuki Katana; www.yoshimura-jp.com; www.euro-racing.it



5TH -10TH NOVEMBER 2019

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Vertex Pistons: Recent new products include a top-end piston kit to make repairing and upgrading 2 and 4-stroke off-rovers easier and more practical with a choice of OE replica or race/high-performance piston and a new line of New Nano Gel electrolyte technology with a maintenance-free higher discharging capability Pb-Ca Tin alloy grid structure; www.vertexpistons.com



GPR: Founded in 1968, 2018 saw more race success for the Milan based exhaust manufacturer with its successful partnership with 2018 Moto3 World Champion as Team Del Conca Gresini (Jorge Martin and Fabio Di Giannantonio). With Euro 4 compliant systems for many of the best-selling late-model performance bikes, recent new muffler designs include a new M3 Black Titanium Limited Edition Moto3 replica slip-on developed in conjunction with Gresini Racing, including with 2017 Moto3 World Champion Joan Mir as well as Jorge Martin and Fabio Di Giannantonio this year. Available for all main sports and naked style street bikes, the M3 is totally handmade in Milan, Italy, in black titanium with a high temperature resistant ceramic coating. The brackets are in carbon for high strength and light weight with a 304 stainless steel link pipe. Fully TIG welded, the compact and lightweight design is available in a homologated version with removable db killer and either as a slip-on or as part of a complete 3-2-1 or 4-2-1 full system; www.gpr.it



UFO Plast: Recent new products from the Italian off-road specialist include the Saichen cooling vest and entry level 'Quiver' helmets – a new neck brace-ready and ECE 22.05 homologated design made from high-strength polycarbonate (high resistance thermoplastic resin) with removable and washable internal pads, air vents and rear extractors and adjustable visor height; www.ufoplast.it



Hevik: The company's updated Portland EVO jacket provides improved weather protection while retaining its vintage look. Certified to the prEN17092 draft standard, it has a new outer fabric, now made of 450D polyamide, paired/bonded with a softshell, new waterproof and breathable Humax internal membrane that is tested to a water column rating of 10,000 mm, detachable thermal liner and a series of viscoelastic protectors certified to CE Level 1 for the shoulders and elbows; www.hevik.com

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NEWS BRIEFS

Post-License European Training Quality Label Awards for KTM and Honda

Tenneco Inc. has announced agreement to buy a majority share in Öhlins Racing AB, becoming a subsidiary of the U.S. giant - owner of Monroe (automotive) shock absorbers and former owner of Marzocchi. Earlier this year it was announced that Tenneco had bought Federal Mogul, the owner of Ferodo brake pads and Champion filters for \$5.4bn. Founded by Kenth Öhlin in 1976, Yamaha Japan bought a majority stake in 1987, with Kenth buying back 95% of the business in 2007 - he will continue to be part of Öhlins, serving on the board, and retains a minority interest in the company. It is thought that Henrik Johansson will continue as CEO.

BMW Motorrad's worldwide sales were down by -0.8% (126,793 units) for the first 9 months of 2018; September sales were +0.2% (14,124 units).

Giovanni Castiglioni has been ousted as MV Agusta chairman and CEO, with Russian oligarch's son Timur Sardarov taking the reins following an additional £35m capital injection by ComSar Invest and its parent Black Ocean Group - the private equity investment vehicle operated by multi-billionaire oil and gas magnate Rashid Sardarov. Castiglioni has been appointed as company president.

Italian motorcycle and scooter brand Malaguti was relaunched at EICMA by the Austrian KSR Group, saying it will "offer a full range of dynamic and reliable motorcycles and scooters for a young, urban audience", starting with water-cooled Aprilia 125 cc engines. Malaguti was founded in 1930 by Antonino Malaguti, with production finishing in 2011. KSR is making a habit of acquiring and re-launching moribund brands - most famously Lambretta.

The European Association of Motorcycle Manufacturers (ACEM) backed European Training Quality Label (ETQL) Awards programme continues to pick up momentum with two of KTM's Riders Academy training programmes and The Advanced Motorcycling Course at the Honda Safety Institute (HSI), near Barcelona, achieving accreditation recently.

The awards were granted after a site visit and inspections by safety experts from the German Road Safety Council (DVR), a German NGO active in the field of road safety.

The Academy, which was launched in 2018, provides courses that build on the latest empirical research on rider behaviour and training, as well as the experience of Klaus Schwabe, one of the leading German experts in motorcycle safety.

Training sessions are conducted in small groups of no more than six riders per trainer and are open to motorcyclists using any brand of bike. The KTM Riders Academy plans to organise between 40 and 50 training sessions in Austria and Germany, involving about 300 motorcyclists.

Commenting on the ETQL award, Stefan Pierer, President of KTM AG and current President of Brussels based ACEM, said: "I am delighted that the two KTM Riders Academy motorcycle training programmes have received this important recognition at the European level. Training at our Academy aims to improve both the cognitive and the motor skills of the motorcyclist, increasing both safety and the pleasure of riding."

Antonio Perlot, Secretary General of the European Association of Motorcycle Manufacturers (ACEM),

said: "The European Training Quality Label is granted to the best post-license training programmes in Europe. It is one of the main elements of the motorcycle industry's safety strategy, and we are confident that this initiative will help motorcyclists to easily identify the best training."

The EMTQL is a voluntary certification scheme that recognises the best post-license training programmes delivered in Europe. Launched by ACEM in 2015, the scheme helps motorcyclists to clearly and easily identify high quality post-license training programmes. The label is open to a wide range of organisations based in Europe, including training schools, motorcycle manufacturers and public bodies.

To date, a total of 27 post-license motorcycle training programmes have been certified in Spain, France, the Netherlands, Austria and Germany.

The HSI was created in 2009 and has 20,000 square meters of tracks and facilities, designed exclusively to train



From left to right: Victor Zaragoza Faig, coordinator of the Honda Safety Institute; Marc Serruya, Branch President at Honda Motor Europe Iberia; Albert Caverro, PR & Motorcycle Safety Promotion Manager at Honda Motor Europe Iberia

motorcycle users - it is the largest facility of its type in Europe. More than 20,000 motorcyclists have been trained at the HSI since it opened in 2009. In 2017 alone, about 3,000 people were trained by Honda at this facility.



From left to right: Christoph Schipper, Managing Director of KTM Austria; Norbert Zaha, Managing Director of KTM Germany; Stefan Pierer, CEO of KTM AG and President of ACEM; Klaus Schwabe, motorcycle training expert (KTM Rider Academy); Christoph Doppler, motorcycle training expert (KTM Rider Academy)



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