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**APR/MAY '19
ISSUE #148**

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Industry welcomes EU Parliament's position on inappropriate effects of Motor Insurance Directive (MID) on Motorcycle Sports

One of the primary barriers to consumer entry into the motorcycle market - youth riders and others - is, of course, cost. One of the significant cost factors, especially for youth riders, has always been the cost of insurance, with younger consumers, trained and experienced or learning, being faced with, as has always been the case, what often appear to be disproportionately high and discriminatory insurance rates and conditions.

One of the most important ways in which motorcycling reaches potential consumers is through motorcycle sport, and amateur entry into motorcycle racing is a critical pathway into developing future race stars and feeding enthusiasm for life-long engagement with motorcycles as a transport and leisure option of choice. In May 2018 the European Commission proposed to undertake a

review of the upcoming Motor Insurance Directive (MID), a portmanteau legislative act that aims to "strengthen the rules on motor insurance and better protect victims of motor vehicle accidents". In its legislative proposal, the European Commission proposed to clarify the

“ IMCO recommends motorsport vehicle exclusion ”

scope of this Directive based on some recent case law arising from judgements in the European Union Court of Justice.

This resulted in a proposal to include motorsports in the scope of the Directive, without making an appropriate distinction between vehicles used in traffic and non-traffic situations, with the likely danger that entry into amateur motorcycle racing (especially) would have become

prohibitively expensive and complex, especially at the sport's youth entry level.

However, the good news is that the European Parliament appears to have recognised this and told the European Commission to reconsider the implications of its motor insurance industry proposals on motorsport in general, including on motorcycle racing.

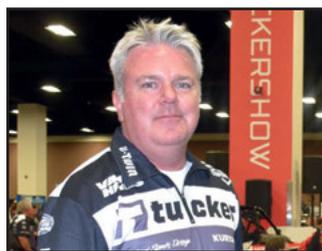
A coalition of organisations led by the International Automobile Federation (FIA), which brings together the European Association of Motorcycle Manufacturers (ACEM), the International Motorcycle Federation (FIM) and the All-Terrain Vehicle Industry European Association (ATVEA), expressed their concerns about the damaging consequences of the Commission's proposal for motorsports in Europe.

During the arising parliamentary discussions, the members of the

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AMERICAN REPORT
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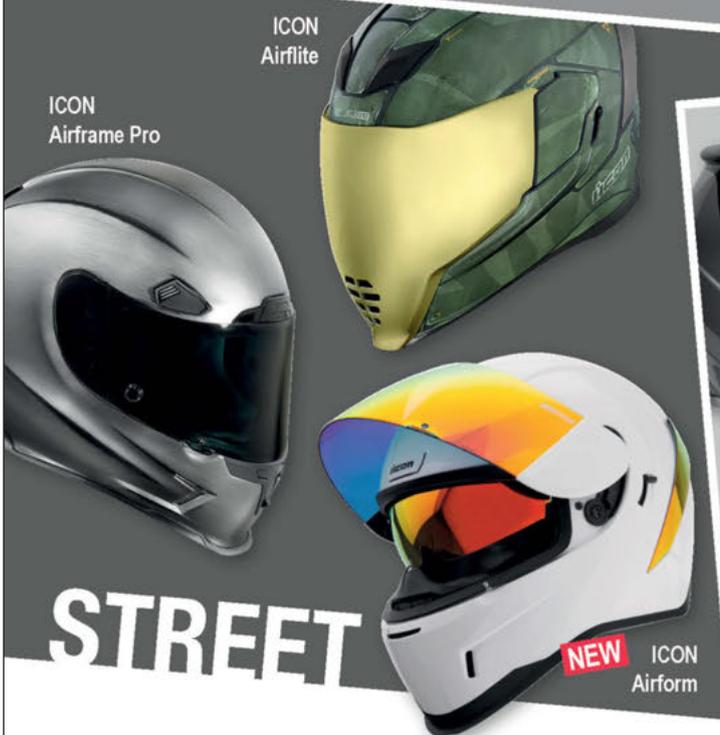
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Comment 4

New motorcycle registrations off to a good start -
Robin Bradley wonders if IDN's +3% prediction for 2019 might be on the low side?



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Has Zero shown the way ahead for E-Bike manufacturers with the right specification at the right price point?

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New motorcycle registrations off to a good start

The latest batch of new motorcycle registrations from Europe's key markets show that sales in 2019 are off to a good start (see StatZone in this edition of IDN, pages 6-8).

After the problems encountered with analysing 2017 and 2018 new model registration data arising from the 2016/2017 Euro 4 transition issue with motorcycle statistics (2017/2018 in the case of mopeds - so that data is still skewed), the year-on-year comparisons are now valid, and the YTD data untainted by artificially low or high official records.

In Germany for example, the IVM has reported motorcycle registrations through February are running at +46.96 percent, reflecting strong February growth over the weather that triggered low volumes in February 2018 but, regardless, telling us, accurately and correctly, that the market there is off to an excellent start (12,877 units YTD; PTWs +43.86 percent/16,992 units). This despite the apparent economic softening there.

Similarly in Italy, a market that has been a bulwark of growth in the past few years, ANCMA has reported new motorcycle registrations at +9.26 percent for the first two months of the year (14,447 units), with total PTWs (Powered Two-Wheelers) +12.11 percent at 29,597 total registrations for the first two months.

While current data for France is not yet available, the monthly data for 2018 en route to a +9.00 percent (177,460) market performance showed growth accelerating as the year progressed, suggesting that sales in January and February should also have been robust, especially also given the better winter weather encountered there and elsewhere.

In Spain, a market heavily impacted by the Euro 4 transition, ANESDOR has reported motorcycle sales for the first two months running at +9.71 percent (21,799 units), with total PTWs +13.85 percent/24,659 units).

Even in the UK, where BREXIT issues are causing economic uncertainty all across the economy, the MCIAs says new motorcycle registrations were +11.86 percent for January and February (9,640 units).

In Poland new motorcycle registrations are +55.88 percent, albeit on low volumes (just 1,353 units), but new registrations are only part of the story there. Poland is still an important market for used PTWs from elsewhere in Europe that are receiving their first registration in Poland. Combined new and first time registered used motorcycle registrations were +36.28 percent for 7,596 units in total - meaning that 6,243 "new to Poland" used motorcycles were registered there for the first time.

The Polish and French markets have been the slowest of the 'majors' to show recovery since the European market reached its 2013 nadir at 748,529 units, down from 1,014,775 in 2010.

As we here at IDN have calculated (see IDN February/March 2019), the real growth rate for motorcycles in 2018 was probably lower than suggested by

the ACEM data at something like 3.12 percent (rather than the 9.89 percent officially recorded).

The 2016 growth was, in reality, more like +6.5 percent (than the official +13.27 percent), and for 2017 the 50,000 - 65,000 (IDN estimate) of 2016 Euro 3 pre-registered motorcycles actually sold "as new" by dealers in 2017 mean the market was likely in the region of +2.53 percent rather than the officially reported -9.50 percent that sent the market into a tailspin.

In percentage terms that is a radically different interpretation of market performance. While the units are still the units (the motorcycles concerned were sold and are on the road), the 2013 through 2018 five-year picture of +34.14 percent growth (255,534 additional new units sold) suggests a much smaller but perfectly healthy and, importantly, sustainable annual rate of growth (especially given what happened with the impact of the financial crisis).

That trend led us to predict that 2019 growth would likely be a more realistic and, yes, more sustainable in the long term, +3 percent growth for the year - which would still be an entirely acceptable outcome for 2019, especially in the face of the growing economic headwinds.

However, while I don't recommend anybody yet to start thinking that this year may see upper single digits of growth by year-end, let alone low double digits, the excellent start to 2019 is "units in the bag" for now and may, just may, point to another uptick in

the rate of growth ahead.

Something else that is also noticeable from the registration data is the trend towards increased demand for 'middleweights'. While some manufacturers are still doing well at the upper end of the market in terms of displacements thanks to new model initiatives - Ducati with its V4 Panigale, BMW with its 1250 GS series, and KTM with its "Daddy Duke" - the real action, the real jockeying for market position is in the 500 to 900 cc market.

If, as Harley-Davidson now believes, pre-owned is the new "entry level", then 'middleweights' look destined to be the pathway for millennials to stay with the sport and progress to more ambitious spending patterns as they age.

In this respect, watch out for the impact that Royal Enfield will likely be about to have with its new 650. And if only some of the other re-birth and other retro-brand middleweight projects materialise (Triumph/Bajaj, Norton/Zongshen, BSA/JAWA/Mahindra and others), then 'middleweights' at the kind of price-points being talked about could turn the market on its head in terms of who is buying what and at what price in the next 10 years.

"radically different interpretation"

Robin Bradley
Publisher

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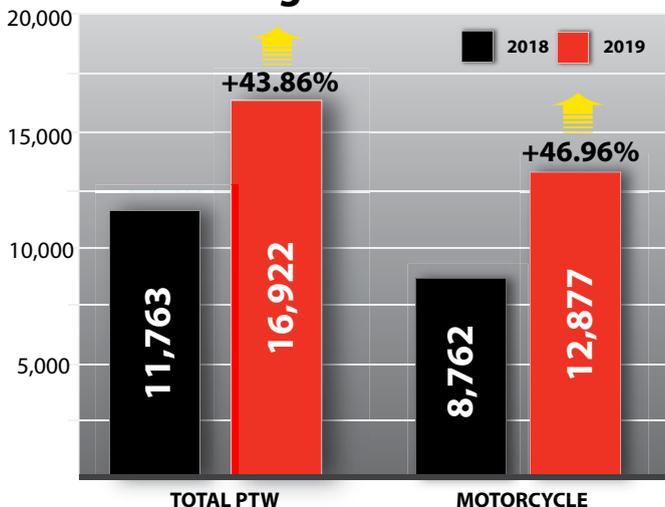
Germany: motorcycles +46.96% YTD

The latest data from the IVM, the motorcycle industry trade association in Germany, shows motorcycle registrations up by +9.38 percent in January 2019 (3,242 units) and +66.18 percent for February (9,635 units), making the German market +46.96 percent for the first two months of 2019 at 12,877 units registered. In total PTW terms, January was +4.73 percent (4,363 units) and +65.32 percent in February (12,559 units), making the YTD +43.86 percent at 16,922 units registered. The top selling model YTD was the BMW R 1250 GS (1,526 units), way ahead of the Honda 'Africa Twin' in second place (355 units), followed by the

KTM 1290 Superduke R (237 units), the BMW F 750 GS (222 units) and the KTM 790 Duke (211 units) in fifth place.

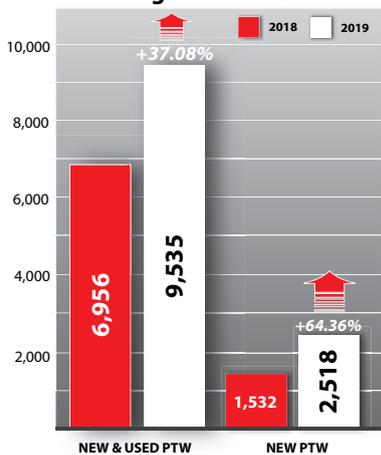
With now having eight models among the top 20 best sellers, it is no surprise that BMW has stretched its German market dominance still further, having sold 4,204 motorcycle units in total YTD for a commanding 32.65 percent market share (up by +55.59 percent compared to the first two months of 2018). Honda was second with 1,601 units sold, for a 12.43 percent market share; KTM was third (1,573 units sold, 12.22 percent share); Harley-Davidson fourth (960 units sold, 7.46 percent share) and Kawasaki fifth (7.11 percent share, 915 units sold). Yamaha, Triumph, Ducati, Husqvarna and Suzuki make up the top ten.

German registrations 2019 YTD



Poland: new motorcycles +55.88 % YTD on low volumes

Polish registrations 2019 YTD



The latest data from the motorcycle industry trade association in Poland (PZPM) shows new motorcycle registrations at +27.07 percent in January and +76.48 percent in February for a low-volume (1,353 units so far) market performance of +55.88 percent YTD. The figures do though show that the modest improvement to the new motorcycle market in Poland since the summer of 2018 appears to be sustaining. New moped sales are improving too, though comparisons with the early months of 2018 are unreliable due to the moped segment's 2017/2018 Euro 4 transition - YTD moped

registrations in Poland are reported as +75.45 percent (1,165 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

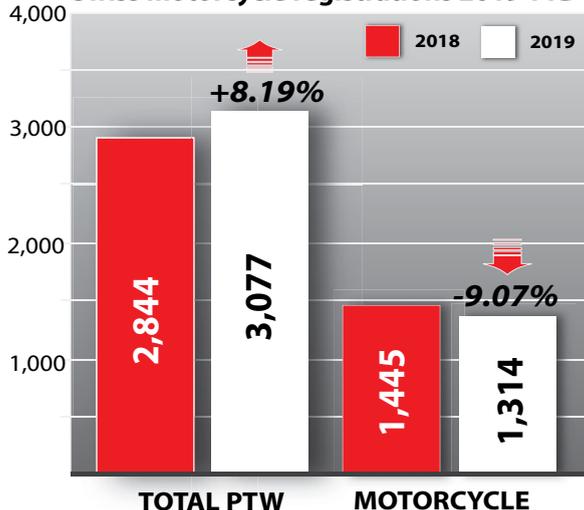
and used motorcycles sold was -3.29 percent in January (2,407 units) and +68.20 percent in February (5,189 units) for a +36.28 percent market performance YTD. Total PTW registrations for the first two months (new and used motorcycles and mopeds combined) were +37.08 percent at 9,535 units. For the full year 2018, overall total new PTW registrations were at -30.67 percent (30,971 units) for the year. New and used PTW registrations were -7.53 percent (101,158 units), retaining Poland's position as Europe's 6th largest market.

Switzerland: PTW registrations +8.19 % YTD

The latest new registrations data released by Swiss industry association MotoSuisse shows total new PTW registrations down by -11.13 percent in January (1,014 units), and up by +19.32 percent in February (2,112 units) for a +8.19 percent market performance YTD (3,077 units). In total market terms, Yamaha continues as market leader so far this year, followed by Honda,

BMW, Vespa and Kawasaki. The BMW R 1250 GS and GS Adventure are the top sellers so far in 2019, followed by Yamaha's MT-07, Honda's 'Africa Twin' and the Kawasaki Z 900. For the full year 2018, motorcycle registrations were -8.79 percent in Switzerland (24,544 units), with total PTWs -7.52 percent (42,062 units in total).

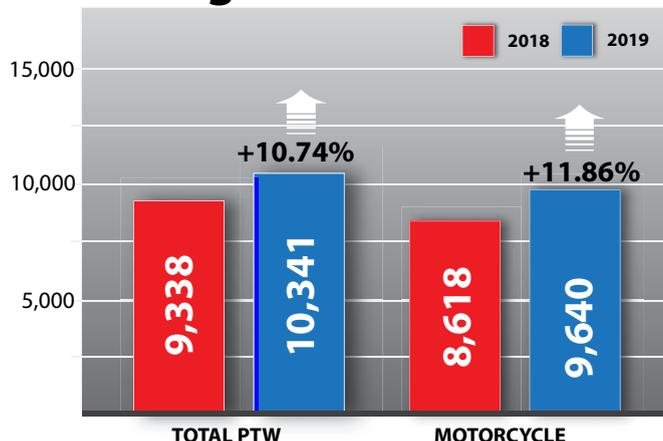
Swiss motorcycle registrations 2019 YTD



UK: motorcycles +11.86% YTD

The latest data available from the MCIA, the motorcycle industry association in the UK, shows new motorcycle registrations getting off to a good start in 2019. In January the UK market was +10.81 percent over January 2018 (5,546 units) and +13.31 percent in February (4,094 units), putting the UK at +11.86 percent (9,640 units) YTD. The moped market continues to be soft in the UK though at -2.64 percent YTD on low volumes (701 units). February saw Honda as market leader (1,086 units), with the

UK registrations 2019 YTD



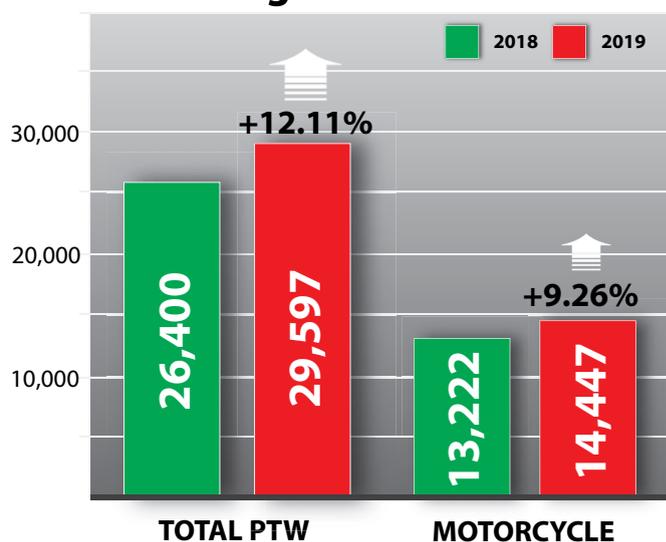
'Africa Twin' as the top selling Adventure Sports model. Yamaha was second (546 units), followed by KTM. The BMW R 1250 RT was the top selling Touring model; the Honda CBR 650 R the top selling Supersport and Kawasaki Z1000 SX the leading Sport/Touring model. The largest segment of the UK market so far in 2019 has been the 'Naked' bikes (2,655 units), followed by scooters (2,607 units), Adventure Sports models (1,517 units), Trail/Enduro models (1,240 units) and Supersport models (673 units).

Italy: motorcycles and scooters +12.11% YTD

The latest data released by ANCM, the motorcycle industry trade association in Italy, shows the Italian motorcycle and scooter market continuing to grow. New motorcycle registrations are reported as being +7.09 percent in January (6,586 units) and +11.16 percent for February (7,861 units), making the YTD for the first two months of 2019 +9.26 percent at 14,447 units registered. In total PTW terms, the Italian market is reported as having been +3.81 percent in January (13,545 total units) and +19.98 percent in February (16,020 total units), making the YTD for the first

two months of 2019 +12.11 percent at 29,597 total units registered. Scooter registrations were +14.96 percent for the first two months of 2019 at 15,150 units registered, with the top sellers being Honda's SH 150/300/125 range, selling 3,871 units between them YTD; followed by Piaggio's Beverly 300 ABS (919 units) and Liberty 125 ABS (656 units). The top selling motorcycle in Italy YTD was the BMW R 1250 GS (843 units), followed by Honda's 'Africa Twin' (591 units), the Yamaha 'Tracer' 900 (447 units), the R 1250 GS Adventure (445 units) and the Benelli TRK 502/X (393 units).

Italian registrations 2019 YTD



Spain: motorcycles +9.71 % YTD

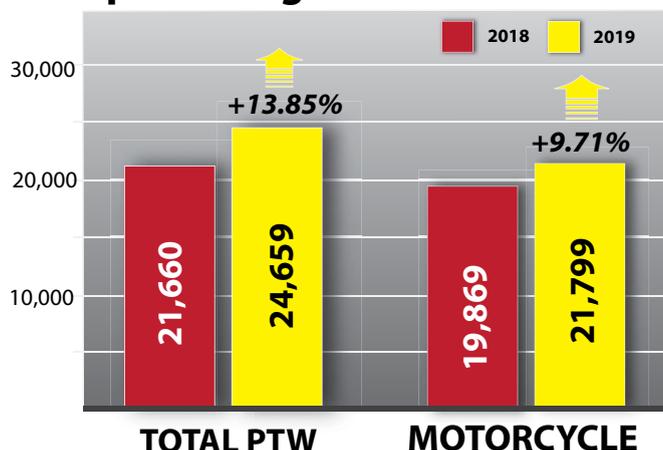
The latest data from ANESDOR, the motorcycle industry trade association in Spain, shows motorcycle registrations +3.48 percent for January (11,051) and +16.95 percent for February (10,748 units) to make the YTD +9.71 percent (21,799 units) - the best first two-month Spanish market performance since before 2009. The moped market in Spain appears to be recovering (+59.69 percent, 2,860 units), though comparisons with the year-ago period are difficult because of the moped sector's 2017/2018 Euro 4 transition. In total PTW terms the YTD in Spain was +13.85 percent (24,659 units registered in total).

Honda is market share leader in Spain so far this year, selling 4,959 units YTD for a 22.7

percent market share. Yamaha was second (3,062 units/14.0 percent); Kymco third, followed

by BMW, and Piaggio fifth. The top selling motorcycle so far in 2019 is the Kawasaki Z 900. Jose Maria Riano, Secretary General of ANESDOR, says that "the increase in the motorcycle market in the first two months of 2019 continues the trend we saw last year and points to ever more citizens choosing motorcycles as a transport option because of their urban mobility advantages. The figures also reflect the better winter weather so far. "During 2018 the market in Spain recovered the growth trend after overcoming the Euro 4 regulatory change seen at the start of 2017. That brought a sharp drop in registration statistics during the first half of 2017."

Spanish registrations 2019 YTD



<<< **Continued from cover**

European Parliament's Committee on Internal Market and Consumer Protection (IMCO) adopted a report recommending excluding "vehicles intended exclusively for motorsports" from the scope of the Directive, "as these vehicles are generally covered by other forms of liability insurance and are not subject to compulsory motor insurance when they are solely used for a competition".

The IMCO report also made it clear that it was necessary to make an appropriate distinction between "in traffic" and "non-traffic" situations in the scope of the Directive.

Commenting on this debate, ACEM Secretary General Antonio Perlot has said that "ACEM welcomes and congratulates the work of the European Parliament and of its rapporteur Ms Dita Charanzová, who has shown a clear understanding of the concerns shared by key stakeholders, particularly the severe implications for motorcycle sports and related leisure activities in Europe.

"The motorcycle industry in Europe calls now on Members of the European Parliament to support the decision adopted by the IMCO committee

during the next European Parliament Plenary session. A similar approach should be followed by the Council of the EU during the upcoming negotiations, which will take place later in 2019".

In additional ACEM news, this year's (29th) General Assembly was hosted by Yamaha MBK at its manufacturing facility in Saint-Quentin, France, in February. It confirmed a new two-year mandate for Mr. Stefan Pierer (CEO of KTM AG) as President and for Vice-Presidents Mr. Michele Colaninno (member of Piaggio & C. SpA's board of directors, CEO and COO of the Immsi Group, which controls the Piaggio Group) and Mr. Markus Schramm (President of BMW Motorrad), who will start these new mandates on 1 July 2019.

The ACEM General Assembly also welcomed Quadro and Tekninen as new guest members of the European association.

Quadro Vehicles is a Swiss vehicle manufacturer that develops three and four-wheelers used mostly for urban mobility which feature a hydro-pneumatic all-wheel tilting technology suspension system. The company, which manufactures both electric and internal combustion engine vehicles, is



Antonio Perlot, Secretary General of ACEM: "ACEM welcomes and congratulates the work of the European Parliament, which has shown a clear understanding of the implications for motorcycle sports and related leisure activities in Europe"

headquartered in Vacallo, Switzerland, and has more than 500 retailers in 20 different countries all over the world. Tekninen is the association of Finnish Technical Traders, which brings together about 380 Finnish companies, with combined annual sales above 10 billion euro, representing about 85% of Finnish businesses. Tekninen's motorcycle branch, one of the association's 20 areas of operation, is a forum for

companies active in the importing of motorcycles and mopeds and related services. Tekninen's motorcycle divisions aims at supporting the competitiveness of its members and raising the profile of the industry in cooperation with key interest groups. With the addition of these two members, ACEM membership will include now a total of 18 manufacturing companies and 17 national industry associations.



Classic-Superbikes Rally 2019

German "Keeper of the Flame", Horst Edler's Team Metisse will be holding a special event later this summer for all road, race and special bikes from the 70s, 80s and 90s. Through his Classic-Superbikes.com - the classics department of Team Metisse - he is organising an international Classic-Superbikes Rally in

Germany from 12-14 July 2019. It takes place in the beautiful Harz Mountain National Park in Germany, at the Hotel Fuenf Linden, Wickerode/Suedharz, and includes evening lectures about classic Superbikes themes and guided trips through the national park.

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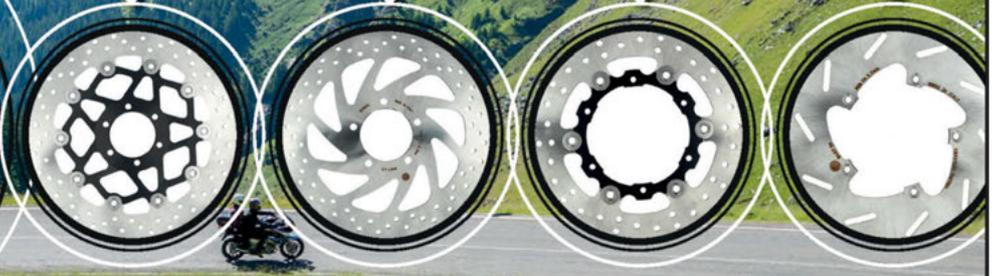
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NEWS BRIEFS

Avon TrailRider tyres are OE fitment on the KTM 790 Adventure, and the British based manufacturer has announced that it will now also supply tyres to KTM official stunt rider Rok Bagoros. From Radenci, Slovenia, Rok started his professional riding career in 2011 with a Duke 125, then switched to the 690 the following year. Now he has upgraded to the parallel twin engine 790 to "push his tricks to a whole new level". Avon products being used by Rok include the TrailRider, 3D Ultra Sport and Spirit ST.

Yamaha Motor has received a Global "iF Design Award 2019" for the sixth year running for its MOTORiD, marking an award triple of all the global top three design competitions, having previously received the Gold prize at the "International Design Excellence Awards (IDEA)" and the Luminary award at the "Red Dot Award: Design Concept 2018."

The Yamaha Leaning Multi-Wheel (LMW) 'NIKEN', "the world's first multi-wheel production motorcycle", is to be the Official Support unit for each of the three most famous bicycle races worldwide. A strategic new 3-year partnership with A.S.O. and RCS Sports, organisers of Europe's three major Cycling Grand Tours, will see the 'NIKEN' become the official support motorcycle through to the end of the 2021 season.

BMW and Daimler have unveiled a joint venture covering new-generation services such as driverless vehicles, ride-hailing and pay-per-use cars. Normally fierce rivals, the firms are investing €1bn (£880m) in the project, which will also help drivers find parking and electric charge points. The two German firms said they were open to buying tech start-ups.

The Ducati Scrambler 'Land of Joy' is back, with four events from April to September. New for 2019 are Scrambler Experiences in Romagna and Tuscany; participants in the Romagna Scrambler Experience, a one-day tour over paved and dirt roads, will start off from Cesenatico on Saturday 6 April; the Tuscany Scrambler Experience, scheduled for the weekend of 6-7 July, takes participants on a two-day/350 km ride over the hills around Siena.

Energica MotoE 'Spec' bikes destroyed in fire

Italian electric motorcycle manufacturer Energica has seen the bikes being tested as the 'Spec' bikes for the upcoming all-electric MotoE championship destroyed by an overnight fire at the Jerez race circuit in southern Spain.

The MotoE bikes were at the circuit for three days of pre-season testing, but all 18 bikes that had been taken to the track on the opening day, Wednesday March 13, were burned when fire destroyed the newly built E-paddock structure in which the Ego Corsa machines were being stored overnight.

A statement from organiser Dorna (the MotoGP rights owner) said the five-race inaugural 2019 FIM Enel MotoE World Cup will still go ahead. The races will be held at selected MotoGP events, with the first race slated for the Spanish GP at Jerez on May 5, before moving on to Le Mans, the Sachsenring and Austria before concluding at Misano, Italy, on September 15.

At the time of writing the cause of the fire was still being investigated, but it is thought to have been caused by an electrical short circuit fault.

The joint statement issued by Dorna, Energica and ENEL stated that "the



Alessandro Brannetti - Energica Tester Photo courtesy of www.motogp.com

source of the short circuit has yet to be identified but, once the fire broke out, it ignited the high-density battery which is part of the high-performance charger used at MotoE events. The motorbikes were not connected to the charging infrastructure at the time the fire began".

The governing body responsible for MotoE, the Federation Internationale de Motocyclisme [FIM], also issued a statement via its President, Jorge Viegas: "It is a terrible blow, but I am sure that all those working for this exciting new venture will find the

strength and motivation to overcome this unfortunate occurrence and make the championship a success. We look forward to putting this behind us and are confident for the future."

A total of 12 teams - including MotoGP outfits Tech3, Pramac, LCR, Avintia, SIC Racing (which runs the Petronas Yamaha outfit) and Gresini (which operates Aprilia's works team) - signed up, and the rider roster includes the likes of Sete Gibernau, Bradley Smith and Xavier Simeon. The opening day of the Jerez test was topped by Avintia's Eric Granado.

Air Bag Wars - Dainese wins in Munich Court



Dainese has won the latest stage in a patent infringement dispute with Alpinestars concerning the sale of Alpinestars' Tech-Air airbag vests in Germany. In February a judge at the Munich Court of Appeals ruled that Alpinestars' product had infringed on the EU airbag patent that Dainese has to protect its D-air technology. The decision confirms a lower court ruling from 2017 that the Tech-Air street airbag vest (for road use) and Tech-Air racing airbag vest (for track use and road), manufactured and marketed by Alpinestars, infringed on Dainese's European patent EP 2 412 257 B1. This latest decision is only now appealable at the German Federal Supreme Court. The finding prohibits Alpinestars from "commercialising the Tech-Air street airbag vests and Tech-Air racing airbag vests in Germany; orders Alpinestars to

recall any such vests which Alpinestars has supplied since 1 July 2015, and which are still in the possession of commercial customers in Germany, and orders Alpinestars to compensate Dainese for all damages suffered due to the sale of the infringing vests in Germany since 1 July 2015". This decision is a major victory for Dainese in an intensive patent litigation fight against Alpinestars in Italy, Germany, the UK and France. Dainese had originally accused its rival of three patent breaches, however, one was withdrawn at the end of 2016, after the Dainese application was revoked by the European Patent Office. Another, which centred on specific features of the Tech-Air vest air bladder, was declined by the German Federal Patent Court in 2018 - a decision that Dainese is appealing. The decision in February this

year found Alpinestars in contravention of a third patent that centres on the installation of an inflatable air bladder within an elastic panel constructed garment pocket - a finding that applies to Germany only. Alpinestars has an appeal pending on the validity of this patent within the German Federal Court of Justice and is saying that the patent infringement does not, in fact, relate to the core technology used in the Tech-Air vest, stating that it wants to "clarify that this action never involved the core of Alpinestars' Tech-Air technology; at no point, either past or present, has any action or patent infringement involved the electronic management, algorithm, or deployment mechanism, or any other part employed within Alpinestars' entirely unique and advanced Tech-Air technology".

Akrapovic and Rapid Bike in technical collaboration



Rapid Bike has announced a technical collaboration with Akrapovic in order to offer a range of injection maps for Evo and Racing modules to be installed together with Akrapovic exhaust systems designed for race use (which are not meeting EU emissions requirements for street use). Dedicated maps are available for download that use their own fuelling technology to optimise a motorcycle's engine performance once it is equipped with an Akrapovic exhaust system. "This partnership is extremely valuable considering the Euro 4 and upcoming Euro 5 legislation, and the severe limitations to the performance of the latest motorcycle models being used for racing

purposes," said Rapid Bike Business Development Manager Maurizio Bellucci.

"Tailormade maps for Akrapovic exhaust systems are effective over the entire range of the power delivery curve, while improving the motorcycle's drivability, especially at lower and medium rpm (in the 'closed loop area'), thanks to the innovative management strategy of the stock lambda sensor signal." Installation of the maps is done through the free to download Rapid Bike Master software, currently available for BMW S 1000 XR, model years from 2015, Honda CBR 1000 RR/R, Kawasaki ZX-10R/Z 900 RS and Suzuki GSX-R 1000.

www.akrapovic.com
www.rapidbike.com



Yamaha 2018 - motorcycle unit sales decreased in 'developed' markets

Yamaha Motor Co., Ltd has announced that for the fiscal year ending December 31, 2018 consolidated net sales of 1,673.1 billion yen were up +0.2% from the previous year. The company saw a decrease in operating income of 9bn yen (-6.0%), while ordinary income dropped -10.9% to 138.0bn yen, and net income for the period was down -8.1% to 93.4bn yen.

Net sales increased on the back of strong results in the emerging markets motorcycle business, the marine business and the industrial machinery and robot business.

Net sales dipped -2.2% overall due to a decrease in developed markets. Marine business net sales rose 6.4% thanks to an improved product mix and strong large outboard motor sales in North America. Power products increased 1.4%, while industrial machinery and robots rose 3.4% on



the back of healthy sales of surface mounters for automotive applications. Operating income saw increased profitability improvements thanks to sales increases in the marine business and industrial machinery & robot segment, as well as from development and manufacturing methods of platform models and global models in the motorcycle business segment. For 2019, Yamaha Motor forecasts net sales rising +1.6% to 1,700.0bn yen, while operating income is expected to decrease -5.5% to 133.0bn yen. There will also be a -9.0% decrease in net income to 85.0bn yen on the back of an uncertain business environment due to factors such as the European economic slowdown and the US/China trade issue.

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Made in Italy brake discs - a complete range

Based near Turin, Italy, Newfren is one of the market's leading brake pad, disc and clutch plate manufacturers. Founded in the 1950s by Alessandro Barbero, the company says it still offers "the most complete catalogue of motorcycle and scooter brake shoes in Europe". Today Newfren remains the largest manufacturer of brake shoes in Europe and is also a leading brake pad and clutch component manufacturer. In

brake disc terms, Newfren has enjoyed considerable success with its factory direct replacement and upgrade steel disc options for Triumphs and other brands, and its classic floating discs for street bike and off-road applications are top-sellers.

In the off-road brake discs market, Newfren has equipped race bikes for Antonio Cairoli, Oscar Polli, Simone Agazzi and the Maddii Racing Team. The experience gained by developing products for the most extreme applications has allowed them to translate that experience into high performance fixed brake discs, solid discs, floating discs with steel hub and oversized floating discs with steel hub, laser-cut in AISI420 steel, hardened, protective-coated and precision-ground at Newfren's factory near Turin.

Newfren says that the 'flagship' of its brake disc production is the hardened and coated AISI420 steel with an Ergal 7075T6 machined-from-solid hub for vintage applications - with some diameters exceeding 300 mm, where "very tight tolerances and high-level

precision machining is required".

For road bikes, race development with Moto3 and CIV Championship teams have produced a range of hardened and coated AISI420 steel rotors with hubs machined from solid in Ergal 7075T6 and anodised alloys.

To complete its range, Newfren offers a wide range of brake discs for moped and scooter applications. In most cases these are fixed brake discs moulded in AISI420 steel.

The company is still in family ownership with Valter Barbero at the helm, and in recent years has invested heavily in new manufacturing technology at its 65,000 sq ft facility/100,000 sq ft site. Ahead of industry requirements, where environmental manufacturing and compound formula requirements are concerned, Newfren has been granted UNI EN ISO 9001-2000 certification for its quality control systems and ABE certification from the German KBA for many of its products. As part of a continuing process, they are on the way to obtaining environmental certification ISO 14000.



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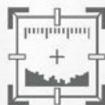
BEPPEDIERA ADV



50.6 STOCCARDA FULL FACE HELMETS

Made using two different size thermoplastic shells, the 50.6 full face helmet has reached very high-quality standards when it comes to finish and comfort, also thanks to the new anti-allergic, removable and washable liners.

The two top front air scoops work together with the rear extractor to assure an excellent ventilation, while the intakes on the chin-guard contribute to prevent the fogging of the shield. The shield itself, larger than other comparable helmets, allows a wider field of view for the rider. The included, larger Pinlock® lens (available as optional) has been specifically manufactured to adapt to this unique shield. Other features are the additional drop-down smoke visor and the micrometric chin strap.



New detailed design, 15 new colors and graphics

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Avon Tyres chosen as fitment for new Gemini motorcycle models



Avon Tyres has been selected as original equipment (OE) for two new limited edition motorcycles from UK based Associated British Motorcycles (ABM). The Gemini 'Indianapolis' and 'Naked' machines were unveiled at the recent Carole Nash MCN London Motorcycle Show and feature Avon's 3D Ultra Sport and TrailRider tyres.

Avon's 3D Ultra Sport is said to deliver "outstanding handling characteristics, making it ideal for high performance bikes, while the TrailRider features a high-tech carcass construction and the latest compounds to deliver superb grip and handling".

Designed and engineered by ABM's sister company, renowned engine and chassis specialists T3 Performance, "these stunning machines feature the best in British engineering and components to achieve two unique styles. The Gemini 'Naked' takes the Cafe Racer theme, but with Superbike levels of power and handling. The 'Indianapolis' shares the components of the 'Naked', but has its own style, inspired by the fearless US flat trackers".

Tailor-made to the bespoke

requirements of each individual customer, the machines are a limited edition. ABM aims to bridge the gap between custom bike builders and mainstream manufacturers, giving genuine individuality with technical back-up and aftermarket service.

Doug Ross, Global Head of Motorcycle Sales at Avon Tyres, said that "we are extremely proud to be chosen as the OE tyre fitment for these two eye-catching high performance machines. Avon's 3D Ultra Sport and TrailRider tyres perfectly complement the power and performance of the Gemini Twins."

Tony Scott, founder of ABM, said: "The Gemini Twins suit our entry into the marketplace perfectly. They are British, they are inspired, and they are edgy, creating a buying opportunity for those looking for something very special. We are delighted to supply these British bikes with Avon tyres, which have been manufactured in Britain for over 100 years."

www.avontyres.com

associatedbritishmotorcycles.com

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NEWS BRIEFS

Landport Batteries - 25th anniversary



BST Carbon Fibre Wheels of Johannesburg, South Africa, has announced a partnership with the SA Superbike Championship Series. SA SBK, together with BST, have developed a programme that will see racing teams use carbon fibre wheels for the first time in an official FIM sanctioned motorcycle race series.

The BMW Group is the first automobile manufacturer worldwide to join the Ship Recycling Transparency Initiative (SRTI). This independent platform, launched in March 2018 by the Sustainable Shipping Initiative, aims to improve measures, transparency and awareness relating to the issue of ship recycling. "The move signals the BMW Group's commitment to more sustainable organisation of transport logistics".

With victories in the categories "Sports Bikes", "Enduro/Supermoto" and "Crossovers", as well as four second places and two third places, BMW Motorrad achieved another impressive result in MOTORRAD magazine's 21st "Motorcycle of the Year" readers' vote in 2019, in which 222 motorcycle models lined up and were voted on by 47,407 readers in Germany.

Brembo has won a Red Dot Award: Product Design 2019, for its 19RCS CORSA CORTA motorcycle radial master cylinder. Said to feature a "host of innovations, with many of the technical solutions adopted directly from the master cylinders used in MotoGP", the most significant feature is said to be that it allows the rider to tailor the "bite point" to exactly where they want it, with an easily accessible selector on the top of the master cylinder itself operating a cam mechanism (patented technology) to choose between three different responsiveness settings (Normal, Sport and Race).



Netherlands based Landport is celebrating its 25th anniversary in 2019 - "a quarter of a century to be proud of, and 25 years in which Landport has established itself as the premier European battery specialist," Landport's Commercial Director Tim de Zwart told IDN.

"We are happy to be part of the Louwman Group, as this enabled us to ensure our growth in all areas. Landport has grown into a successful battery specialist since its founding in 1993, serving 30 countries together with its Belgian partner Accu Viks." Parent company Louwman is one of the largest automotive distributors in Europe and also active in the mobility aids industry. The Dutch family-owned

Louwman Group was founded in 1923 and consists of import companies for the Toyota, Lexus, Morgan and Suzuki car brands, the latter including motorcycles and outboard marine engines.

"Enjoying continuous international growth, the Louwman Group is now active in the Netherlands, Sweden, Belgium, Denmark and the Czech Republic. Landport operates at the top level of the distribution chain. Our customers are wholesalers, importers, manufacturers and chain stores, customers who demand a supplier with an extensive product portfolio and large stock."

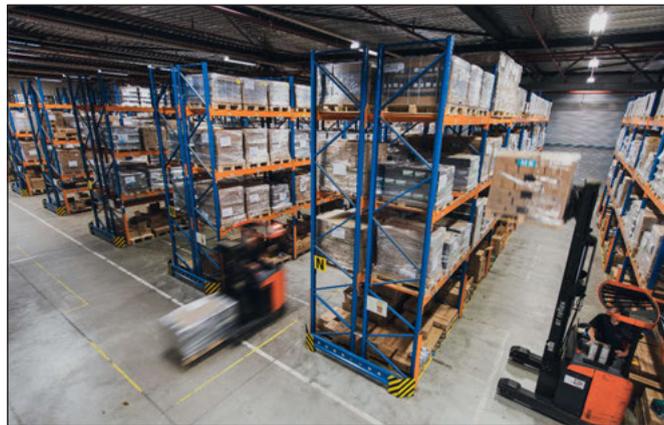
Landport offers distributors and their dealers a complete range of motorcycle

automotive and VRLA batteries, chargers and accessories under the Landport, Dynavolt, DYNAC, Duracell and Pro Energy trade names and can produce private labels on request. "All our products offer maximum performance under all circumstances," Tim says, "which makes Landport a capable and reliable partner."

"We are a one-stop shop that can deliver quickly, efficiently and with a good balance between price and performance. The secret behind Landport's success is our excellent customer service and our goal is to develop long-term relationships. We have all the expertise and meet all the needs of our customers, regardless of whether we are dealing with our own products or private labels."

"Both our inside and outside teams are highly motivated to develop and maintain good relationships. We enjoy our work and our customers know they are dealing with an enthusiastic and driven partner. Our informal attitude also appeals to them. The extensive stock in our conveniently located Raamsdonksveer warehouse between Rotterdam, Breda and Den Bosch places us right at the heart of a Europe-wide logistics capability that means we can offer our customers exceptionally short delivery times."

www.landportbv.com



Sources: AMD, IDN, FT, Reuters, PSB, MPN, B&B, BDN, MCN, AP, Bloomberg, MWW



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Swiss-Moto, 21 to 24 February 2019, Zurich



The Rat's Hole Award was won by Dorin Racz of Romania with his completely handcrafted custom bike 'Rise of Anarchy'

An impressive 70,289 bike fans visited the 16th annual Swiss-Moto show in Zurich in February to see "more than 400 top brands", with the biggest visitor draws for 2019 said to have been the special 'Switzerland: Bikers' Paradise' exhibition, featuring augmented reality technology, a visit from Hollywood star Keanu Reeves (Arch Motorcycles), a tribute to three times 125cc World Champion and Switzerland's greatest motorcycle racing hero Luigi Taveri, and the world's most expensive motorbike. Among this year's trends were the rise of electronic systems such as eCall emergency call systems and bending lights, technology for connecting smartphones with motorbikes and the entry of two major brands – Harley-Davidson and Vespa – into the electromobility segment with some promising electric bikes. Swiss-Moto organiser Yves Vollenweider was delighted with how the event turned out. "The number of bike fans who travelled here, the positive feedback from exhibitors and the huge level of media interest once again showed that Swiss-Moto is an important platform for the motorcycle industry in Switzerland. We are particularly

proud that the new DynaVolt Intact GP Moto2 team, made up of Tom Lüthi, Marcel Schrötter and Jesko Raffin, chose Swiss-Moto as the occasion to present their new machines for the first time." Star of 'The Matrix' Keanu Reeves and custom motorbike guru Gard Hollinger added a touch of Hollywood glamour as they unveiled their ARCH Motorcycle brand with Swiss motorbike specialists Speedbox. Visitors also enjoyed the accompanying events, from the country's most beautiful bike tours and Alpine passes, all brought to life with augmented reality technology on the largest aerial map of Switzerland ever produced, to the launch of a Viking-inspired chopper bike built in Lucerne over a 14-year period. The Swiss-Custom Customizing & Tuning Show, integrated into Swiss-Moto, saw leading AMD World Championship competitor Dorin Racz from Romania win the Rat's Hole award (with 'Rise of Anarchy'), Swiss customiser Stephane Grand scoop the special 'Emirates Pick' award, and customising pro Brian Buttera winning the 'Best in Show' prize. Swiss-Moto 2020: 20-23 February at Messe Zürich. www.swiss-moto.ch



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NEWS BRIEFS

Showa Suspension says that having already worked very successfully with the Kawasaki Racing Team and its riders, the company has increased its commitment to the successful World Superbike championship-winning team for 2019 by becoming a major sponsor partner.

The new Diavel 1260 has received the prestigious "Red Dot Design Award 2019" for its "unmistakeable style", winning the "Red Dot: Best of the Best" award, the highest recognition assigned annually by this Essen, Germany based international contest, marking a third win for Ducati, following the successes of the 1199 Panigale in 2013 and the XDiavel S in 2016.

The 2019 ACU British Enduro Championship is being sponsored by Michelin. Partnering with the ACU Trials and Enduro committee, "Michelin is ready to build on the success of this established series and to support British Enduro events. The sponsorship will bring additional logistics and facilities to enhance the consistency and raise the profile of the championship. Michelin says it has won over 40 Enduro world titles in the sport's different classes since the year 2000.

Vive La Moto (Barcelona, April 4-7, also known as The Barcelona Motorcycle Show) is the only motorcycle show in Spain promoted by Spanish industry association ANESDOR. It will feature more than 32,850 m2 of exhibition space, 110 exhibitors, 362 brands and 60 product launches and is expected to attract over 35,000 visitors to the prestigious Montjuïc venue in Spain's motorcycle riding heartland;
www.barcelona.vivelamoto.es

Piaggio 2018: 25.3% scooter market share

For its 2018 full financial year to December 31, the Piaggio Group reported an improvement in performance from the previous year, with progress on all its main earnings indicators, a strong increase in Ebit and net profit, higher capital expenditure and a reduction in debt. During 2018, the Group sold 603,600 vehicles in total worldwide, an increase of +9.2% (552,800 shipments in the previous year), and reported consolidated net sales of 1,389.5 million euro.

Sales volumes increased in India (+23.5%) and in Asia Pacific (+9.7%), while in the EMEA and Americas regions (-4.3%) reduced volumes are said to largely reflect the impact of lower market demand for 50 cc vehicles.

In two-wheeler terms, the Group sold 393,100 units worldwide, an improvement of +4.6% (376,000 in 2017), generating net sales of 957.9m euro (942.1m euro in 2017). The figure includes spares and accessories, on which turnover totalled 125.2m euro, an increase of 3.3% from 121.2m euro in 2017.

The company reported a strong rise of +30.3% in sales volumes on the Indian two-wheeler market, "driven by the excellent results of Vespa and Aprilia SR", and an increase of +9.7% in two-wheeler sales volumes in Asia Pacific.

In Europe Piaggio says it has again "confirmed its leadership of the scooter segment, with a share of 25.3%. The Group also maintained a strong positioning on the North American scooter market, with a share of 23.9%.

"In the scooter segment, excellent results were achieved by the Vespa brand, which reported +16% growth



in worldwide shipments and the highest level of sales since 2007; all geographical areas contributed to this result, with a significant improvement in India, Asia Pacific and Europe. Sales volumes rose for the MP3 three-wheeler, "reflecting in particular the positive response to the new engine displacements, and to the Aprilia SR scooter on the Indian market".

In motorcycles, Group volumes increased "largely thanks to the Aprilia brand, which reported an improvement of +24.8%, assisted by the new Shiver 900 and Dorso Duro 900 and the SX 50".

Group consolidated net sales totalled 1,389.5m euro, an improvement of +4.3% from 1,332.4m euro in 2017.

At constant exchange rates, net sales rose by +8.2% from the previous year. The industrial gross margin was 423.6m euro, up by +4.5% from 405.4m euro in 2017.

The return on net sales was 30.5% (30.4% in 2017). Operating expense sustained by the Group for the year ended 31 December 2018 amounted to 330.8m euro, down -0.7% from the previous year (333.1m euro); Ebitda was 201.8m euro, up by +4.9% (+7.4% at constant exchange rates) from 192.3m euro in 2017; Ebitda margin was 14.5% (14.4% in 2017), "the best annual result reported since the IPO (2006)". Profit before tax at 31 December 2018 was 67.8m euro, an increase of +69.4% (40.1m euro in 2017). Piaggio Group net profit for 2018 was 36.1m euro, an increase of +80.6% from 20m euro in 2017. Net

financial debt at 31 December 2018 stood at 429.2m euro, an improvement of -17.5m euro from 446.7m euro at 31 December 2017. Group capital expenditure amounted to 115.3m euro, an increase of +28.6m euro, up 33% from 86.7m euro in 2017.

In commercial vehicles, the Piaggio Group reported strong progress, with 210,500 vehicles sold, up +19.1% (176,800 in 2017), and net sales of 431.6m euro, up +10.6% from 390.4m euro in 2017.

Piaggio Fast Forward (PFF), the Piaggio Group company headquartered in Boston and active in robotics and mobility for the future, is continuing development work on its first innovative project, Gita, which will be assembled and produced at the new facility in Charlestown. Gita is a smart vehicle able to move autonomously in today's increasingly complex urban environments. It can accompany the user, map their surroundings, exchange data and monitor other moving objects.

On 15 January Moody's Investors Service (Moody's) upgraded its Piaggio Group rating from "B1" to "Ba3" and assigned a "Stable" outlook.



Pierer Industrie in discussions for Bajaj Auto's KTM AG stake to transfer into KTM Industries AG

The ownership structure of KTM in Austria is a pyramid, with Stefan Pierer's Pierer Industrie AG holding approximately 62% of the shares of its subsidiary, KTM Industries AG. In turn, KTM Industries AG holds approximately 51.7% of the shares of another subsidiary, KTM AG, the company that actually manufactures KTM (and Husqvarna) motorcycles – with Indian conglomerate Bajaj Auto International Holdings BV holding the other (approximately) 48% of the shares of KTM AG. The news coming out of the group is of discussions about the possibility of transferring Bajaj's 48% stake in KTM AG up a level to KTM Industries AG, with the Pierer Group continuing to retain the controlling majority ownership share in KTM Industries AG. The second quarter of 2019 is being targeted as a date by



which a decision as whether or not such a transaction will take place should be taken – the two parties are currently evaluating the idea in detail. If Pierer Industrie AG and Bajaj do decide to execute the transaction, KTM Industries AG will examine the legal and economic requirements and conditions of a capital increase by contribution in kind from the existing authorised capital of the company. The authorised capital enables a capital increase of up to 50% of the existing share capital. If the transaction is executed, the stake in KTM AG held by KTM Industries AG will increase from the current 51.7% to approximately 99.7%.

Yamaha Motor makes strategic investment in 'Grab' ride-hailing service

Yamaha Motor Co., Ltd. and Grab Holding Inc., Southeast Asia's leading online-to-offline (O2O) platform, have announced that they are to form a strategic partnership to collaborate in a motorcycle ride-hailing service within Southeast Asia, with a focus on Indonesia. As part of the partnership agreement, Yamaha Motor will invest US\$150 million in Grab. Through this partnership, Yamaha Motor and Grab aim to "develop next-generation mobility services by implementing solutions and innovations which leverage Yamaha Motor's technology and know-how in motorcycle safety and to lower the

barriers to motorcycle purchase for those engaged in (or considering engaging in) motorcycle ride-hailing". As part of their 2030 long-term vision, this partnership "leverages robotics technology, addresses social issues through initiatives and promotes innovations in mobility to expand the field of human potential and create a better society and lifestyles". Yamaha Motor also aims to leverage Grab's customer base in Southeast Asia and knowledge of the motorcycle ride-hailing business for future product development. Grab is one of the most frequently used mobile O2O platforms in Southeast Asia. The Grab app has been downloaded onto over 125 million mobile devices, giving users access to over 8 million drivers, merchants and agents. Grab has the region's largest land transportation fleet, has completed over 2.5 billion rides since its founding in 2012 and offers the widest range of on-demand transport services, in addition to food and package delivery services, across 235 cities in eight countries.



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NEWS BRIEFS

No stranger to the unique challenges of the Pike's Peak International Hill Climb, on 30th June 2019 Aprilia will compete in the Heavyweight Motorcycle class with the widely acclaimed race-spec RSV4 derived Tuono V4 1100 naked bike, with Australian racer and Cycle News Road Test Editor Rennie Scaysbrook as the rider. Since making his debut in the 'Race To The Clouds' in 2016, Scaysbrook has achieved a podium position each year in the Heavyweight category and is one of only five riders in the history of the PPIC to go under the magic 10-minute barrier. First sanctioned in 1916, the track measures 12.42 miles (19.99 km) and has over 156 turns, climbing 4,720 ft (1,440 m) to the finish at 14,110 ft (4,300 m), on grades averaging 7.2%. As of August 2011, the highway is fully paved.

BRP has reported revenues of CAN \$5,243.8 million, an increase of \$791.3 million or +17.8% for its 2018 financial year. "It was an incredible year for us. I'm extremely proud of the team and how well our people executed and delivered on our business plan, achieving record results. We have demonstrated quarter after quarter that our capacity to innovate allows us to outpace the industry and we intend to continue to do so", declared José Boisjoli, BRP's President and CEO. The company's North American retail sales for powersports vehicles and outboard engines increased by 9% for the twelve-month period ended January 31, 2019 compared with the twelve-month period ended January 31, 2018, mainly due to an increase in SSV and PWC.

February saw the MIC, SVIA, ROHVA and Outdoor Recreation Industries' Roundtable celebrate the passage of the Natural Resources Management Act. Last year, the government released national data demonstrating the importance of an outdoor recreation economy that accounts for 2.2 percent of the nation's Gross Domestic Product and directly supports 4.5 million jobs. The Act delivers reforms that will "protect public lands and waters and enhance visitor experiences in treasured outdoor places". The package includes appropriations for the continued study of the outdoor recreation economy

Sources: AMD, IDN, FT, Reuters, PSB, MPN, B&B, BDN, MCN, AP, Bloomberg, MNNW

Mitas Terra Force-MX competition tyres

Mitas, part of the Swedish Trelleborg Group, is introducing a new Terra Force-MX 'competition' line for professional and amateur rider use.

"Terra Force-MX tyres are intended for both professional and amateur riders seeking high performance. They replace our previous motocross competition range and have been developed in cooperation with many professional motocross riders on different tracks and various types of terrain," says Ksenija Bitenc, Director of the Mitas Motorcycle Tyres division. "The new line is offered with three different tread patterns - Terra Force-MX SAND, Terra Force-MX SM and Terra Force-MX MH - to meet the requirements of all riders and terrain types.

"The new motocross competition line shows the dedication of Mitas to motocross racing. This has grown over the past years through the partnership with MXGP (FIM Motocross World Championship) and cooperation with many motocross teams and riders." Terra Force-MX SAND is for sandy and extra soft terrain, with the rear tyre having a "semi-paddle construction with wide row spacing to ensure maximum cleaning. Large centre lugs provide traction and the layout of the side lugs ensures outstanding cornering".

The front features a scooped centre tread pattern "that acts like a paddle to evacuate sand and deliver traction. A sharp paddle design with a reinforced shoulder supports hard landing after jumping, with sharp knobs in the central part that guarantee extended tread life. The compound features high hardness and does not soften during racing".

Terra Force-MX SM is for soft to medium terrain and features a "tapered knob design that chisels its way through the soft ground for traction. The high, well-spaced knobs are tied at the base for reinforcement

Terra Force-MX MH



Terra Force-MX Sand

to give a longer life".

Terra Force-MX MH is for medium to hard terrain with rear tyre knobs that offer "maximum traction on all terrain applications with surface area and a new tread compound ensuring a balance between stiffness, reliability and long-lasting performance. The tread pattern and broad spacing between the central knobs provide maximum traction, even in changing terrain conditions, giving maximum speed and control.

"The front tyre knobs have an arrow-like layout and the side knobs deliver directional accuracy. Grip on harder terrain is mainly achieved by the type of tread figures and higher filling of the



Terra Force-MX SM

contact surface."

The Terra Force-MX line features a red stripe marking, as used on tyres for motocross competition.

www.mitas-moto.com

Ksenija Bitenc, Director of the Mitas Motorcycle Tyres division: "Terra Force-MX tyres are intended for both professional and amateur riders seeking high performance"



Helmet 28 adds Germany to Racer Gloves territory list

HELMET28

Specialist UK distributor Helmet 28 has moved to further develop its plans to be a leading European distributor of motorcycle products by signing a multi-year distribution contract for Germany with French manufacturer Racer Gloves.

George Richardson, CEO of Helmet 28, told IDN that "Racer Gloves is a brand synonymous with innovation and style that solely focuses on creating and manufacturing highly specialised gloves over a growing range of sporting disciplines, including a market leading heated motorcycle glove range."

"Working in collaboration with expert suppliers and using the latest innovative materials,

including D3O impact protection, Racer are able to produce gloves that are a long way ahead of other brands in terms of their advanced construction and safety features.

"We already distribute the Racer brand in the UK. Adding Germany, one of the largest European markets, to our territory list is a real honour and a sign of Racer's trust in Helmet 28. There is a formidable relationship forming and I am delighted to embark upon expansion into the German market with such an exciting product – one which has proven immensely popular with dealers in the UK market."

www.helmet28.com
www.racergloves.com



George Richardson, Founder of Helmet 28 seen here on the left with Jonathan Chaput, International Sales Director for Racer Gloves



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THE AMERICAN REPORT

By IDN founder Robin Bradley

robin@dealer-world.com

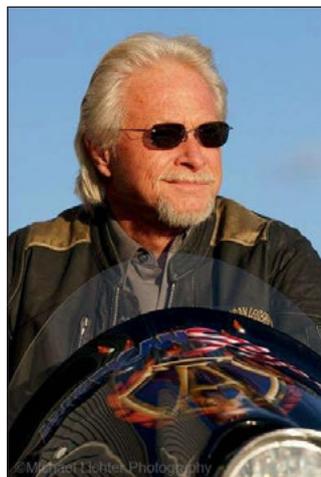
Arlen Ness - "The King of Custom"

AMD was saddened to hear of the death of industry legend Arlen Ness - "The King of Custom" - and someone to whom we all owe such an immense debt of gratitude and our unstinting admiration and respect.

Many words will no doubt be written about Arlen, the man as well as Arlen the customiser, in the coming days, weeks and months, but for now it is best left to his family to sum up what he meant to them.

Arlen passed on March 22nd, aged 79. This is the message that his family posted on the company's Facebook page the day after his passing. Our thoughts are with his wife Bev, son Cory, daughter Sherri, and his grandchildren and all the members of the family, as there can be no better epitaph for anyone than to be able to say that he had "inspired"...

"It is with heavy hearts that we



announce Arlen Ness the visionary, loving husband, father, grandfather and leader of our family passed away last night March 22, 2019. Arlen passed

away comfortably in his home surrounded by loved ones after the most creative and inspirational life anyone could imagine.

The most important things in Arlen's life were his wife of 59 years Beverly, his children, grandchildren, friends and motorcycles. Arlen once said that "Motorcycling has been a great ride...my whole life since I've been motorcycling has been wonderful. I've met so many nice people. Friends all over the world.... We can go almost anyplace and stay with friends. It's been great." With few words Arlen conveyed his priorities every day, family and friends.

Everyone who knew Arlen respects him for his achievements and for who he was as a person, both of which are superlatives. The respect

is how Arlen came to deserve the commonly spoken nickname "The King of Custom Motorcycles". Arlen rarely reflected on his own success. He never planned for it, this is because what he achieved had never been done before; it had never been dreamt of.

Arlen has touched the lives of our family, the Arlen Ness team and thousands of others around the world with his genuine character. We will announce a memorial service and celebration of life after some private time, and appreciate your understanding. We thank you for your respects and condolences. Although the Ness family cannot put their loss into words, they can look up and smile knowing Arlen has done something that few men do in a lifetime of trying. He has inspired."

VStream Windscreens for Z900

Noted Maywood, Illinois based manufacturer National Cycle has new VStream windscreens designs available for Kawasaki's popular Z900 'supernaked' - "a bike like no other" according to the company - and there's no doubt that Kawasaki's 'hyperstandard', as it has also been termed, is racking up the sales internationally.

"These new VStream Windscreens live up to the bike's high-speed performance potential. Made in three different sizes and tints to satisfy most riders' tastes and needs, all will offer improved wind protection and riding comfort compared to other aftermarket windscreens". VStream gets its name from its unique patented shape. The advanced "V" profile and dimensional contours push the wind vortex out and away from

the rider's helmet, resulting in a peaceful, quieter riding environment.

These windscreens are made from tough 4.5 mm Quantum hardcoated polycarbonate. This high quality material, along with National Cycles' state-of-the-art manufacturing techniques, provides 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 so than commonly used acrylic or "aircraft plastic" windscreens". VStream Windscreens are easy to install and protected by a 3-year warranty against breakage.

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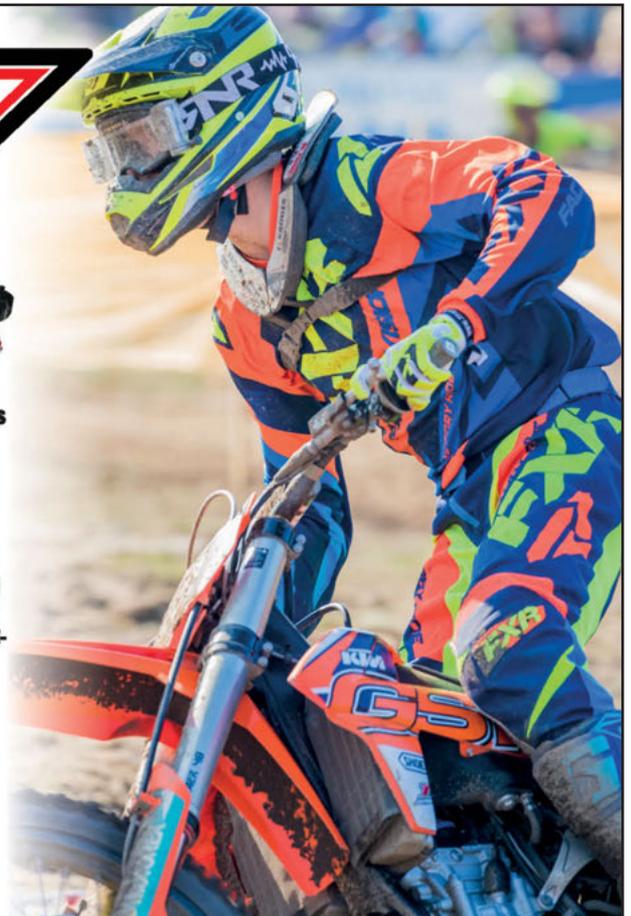
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AFT Series secures widespread industry support for 2019



With a new rider roster for 2019 featuring defending champion Jared Mees, Indian Motorcycle has reinforced its support for the series with a contingency. As the American Flat Track (AFT) series heads into another season and with its popularity continuing to grow, Indian is offering nearly \$360,000 in prize contingency, and an impressive line-up of team sponsors is headed by **S&S Cycle, Parts Unlimited and Drag Specialties, Indian Motorcycle Oil, Alpinestars and Bell Helmets.**

The 2019 series also has significant contingency programme backing from Suzuki, Honda, Kawasaki, Yamaha and KTM as OEM sponsors. This year's series features an 18-round championship and 12 AFT Production Twins events for twin cylinder engine production bikes from BMW, Ducati, Harley, Honda, Kawasaki, Suzuki and Yamaha street bikes between 649 - 800 cc.

In the premier AFT Twins presented by **Vance & Hines**, the line-up of aftermarket brands supporting the series is impressive. In addition to their sponsorship of the Indian Motorcycle factory team, as reported elsewhere in this edition, Parts Unlimited and Drag Specialties return as the series' Official Parts and Accessories Distribution Partner.

Danish specialist **SBS Brakes** is now into the second of a three-year commitment to AFT, with North American Market Manager Chris Lyngkilde Jensen commenting "we could see the success that lay ahead



National Cycle's backing for AFT has run deep, having sponsored Jared Mees for many years; Sales Director Ann Willey seen here. This year the company is sponsoring AFT as the series' Official Windshield

for the series, it is proving to be a classic case of the right format at exactly the right time - that is why we were very happy to commit for three years."

Maywood, Illinois windscreens specialist **National Cycle** has renewed its involvement for another year. In 2018, National Cycle served as a sponsor to AFT Twins presented by Vance & Hines champion Jared Mees and heavily supported his campaign to victory. After a successful season, National Cycle has now stepped up its support of the sport by joining the AFT series family of partners.

Motion Pro, founded in 1984 by International Six Day Trial (ISDT) gold medallist Chris Carter, is deeply rooted in the racing community and returning as the Official Tools, Cables and Controls of AFT in 2019.

Concord, Ohio based **Cometic Gasket** returns as the Official Gasket of AFT, with fellow Ohio business **Wiseco** returning as the Official Piston for the 2019 season. Also owned by Pro-X parent company Race Winning Brands, Wiseco's sister company **Rekluse** returns as the Official Clutch. Swedish suspension manufacturer **Öhlins** is continuing its AFT partnership for 2019, with Doug Shaw, Racing Manager of **Öhlins USA**, saying that "Öhlins is all about hardcore racing, and AFT is the peak of that mountain". Cycle Gear is back as the Official Retailer, Arai as the Official Helmet and Dainese is Official Safety Partner.



AFT official brake pad sponsor SBS

AFT has confirmed its NBCSN broadcast schedule for the 2019 season, maintaining its valuable weekend afternoon programming slots within two weeks of each event.



Telecasts reached 41% more viewers in 2018 than in its first year; this spike in viewership delivered a record-breaking total of more than two million viewers tuning in during prime weekend programming slots.

Gang of six OEMs forms safety consortium

Six motorcycle manufacturers have announced a collaboration in the United States to increase on-road rider safety through data driven approaches and collaboration with relevant stakeholders.

The Safer Motorcycling Research Consortium (SMRC) is a collaboration between Harley-Davidson Motor Company, Indian Motorcycle Company American, Yamaha Motor Corporation U.S.A., BMW Motorrad, Honda Motor Company and Kawasaki Motors Corp., USA.

The Board of Directors, appointed by the founding member companies, will "coordinate and facilitate pre-competitive research activities in collaboration with the interests of relevant federal agencies. SMRC will also include input from associate members consisting of other OEMs, motorcycle industry suppliers,



and technical or scientific organisations engaged in the field of on-road motorcycle safety."

The SMRC is "committed to increasing the safety of riders through the pursuit of meaningful pre-competitive research and advancement of modern traffic safety." The organisation was formally incorporated in Washington, DC, as a 501(c)(6) non-profit entity to develop strategies to advance and integrate on-road motorcyclists' safety through data driven research and collaboration with relevant stakeholders.

www.SaferMotorcyclingResearchConsortium.org



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Zero's "fully smart" SR/F - "the world's most transformational motorcycle riding experience"

Described as "an unprecedented combination of industry-leading power, control and connection", Santa Cruz, California based Zero Motorcycles' SR/F is said to be their most "innovative and powerful" motorcycle yet.

The new streetfighter styled zero emissions motorcycle is said to be the first "fully smart" motorcycle, incorporating a "revolutionary" new operating system - Cypher III, building on the brand's 13 years of "industry-leading motorcycle and powertrain development, setting a new standard for premium electric performance.

"Effortlessly powerful, the SR/F delivers an incredible 140 ft-lbs of torque and 110 horsepower with a simple twist of a throttle. The bike is propelled forward by the class-leading performance and efficiency of Zero's new ZF75-10 motor and ZF14.4 lithium-ion battery.

"The compact powertrain boasts innovative air-cooling that increases longevity, eliminates most routine maintenance and effortlessly launches the SR/F to top speed. A single charge delivers up to a 200-mile range with the addition of Zero's Power Tank, which will be available fall 2019."

The all-important Rapid Charge System works on the "large and growing" network of Level 2 charge stations and provides a platform that allows for up to three independent charging modules. This enables "unique adaptability and the fastest recharge capacity in Zero's line-up. With all three modules installed, the SR/F can charge from 0 to 95 percent capacity in one hour."

Features include a "uniquely designed" steel-trellis frame and concentric swingarm to optimise torque delivery to the rear wheel, allowing the bike to "harness the full capabilities of the new powertrain.

"As much brains as brawn, the SR/F ensures the rider is in control regardless of conditions, thanks to Zero's new Cypher III operating system and Bosch's



Motorcycle Stability Control (MSC)." Cypher III acts as the central hub, integrating all systems on the motorcycle to a "next-gen app and dash - everything is seamlessly connected for easy and intuitive control."

The SR/F is the first electric motorcycle to integrate Bosch's MSC system, recognised internationally for dynamic acceleration and improved stability regardless of road surface or conditions. Zero says that when combined with Cypher III, the MSC's "full capabilities are unleashed, resulting in best-in-class straight-line ABS and cornering brake control, traction control and drag torque control.

"The SR/F's arsenal of ride modes allows the rider to customise the bike's performance through the intuitive next-generation app and dash interface. The SR/F navigates the road no matter the conditions with Street, Sport, Eco, Rain and up to 10 programmable custom modes.

"The SR/F is also equipped with a dual radial front brake system, adding a level of control that makes shedding speed as effortless as building it.

"The SR/F is the first "fully smart" motorcycle thanks to the Cypher III operating system. It is also the first commercially available connected motorcycle on the market. Connectivity gives the rider the ability to monitor the bike in four main areas: Bike Status and

Alerts, Charging, Ride Data Sharing and System Upgrades and Updates."

Bike Status and Alerts: The SR/F alerts riders regarding bike status, including interruptions in charging and tip-over or unexpected motion notifications. In addition, the "Find my Bike" function allows riders to keep tabs on the motorcycle at all times.

Charging: The SR/F takes the convenience of recharging to new levels with the ability to remotely set charging parameters, including Targeted Charge Levels, notification of State of Charge (SoC), Charge Time Scheduling and Charge Tracking. These notifications allow riders to control all aspects of charging and to monitor charge status even when away from the motorcycle.

Ride Data Sharing: Riders can gather, relive and share extensive data about their ride through the app. An industry first, the motorcycle records bike location, speed, lean angle, power, torque, SoC and energy used/regenerated. Riders can replay each ride and also choose to upload additional content to record and share their full experience. Riders also have the option to keep data anonymous.

System Upgrades and Updates: New updates and diagnostic capabilities allow the rider to remotely download the latest Cypher III operating system release to ensure optimal performance and provide access to feature improvements.

"All the benefits of connectivity are offered free-of-charge for the first two years with the purchase of a new SR/F." With a 3 kW Rapid Charger, the Xero SR/F starts at \$18,995 USD. The premium SR/F model with 6 kW Rapid Charger, fly screen, heated hand grips and aluminium bar ends is \$20,995 USD. Both models are expected to begin shipping to U.S. dealers this spring.

www.zeromotorcycles.com

POWERSPORTS INSIDERS

Arcimoto, Inc. announced that the Deliverator, a three-wheel, pure electric local delivery vehicle, is now in development at the Arcimoto manufacturing plant in Eugene, Oregon. Designed to "quickly, safely and affordably get the goods where they need to go", the Deliverator will target 100 city miles of range, 75 mph top speed and 350 lbs (160 kg) carrying capacity". Starting at \$19,900, production is expected to begin in 2020.

Polaris Industries has completed its acquisition of the Larson Boat Group from the Marquis-Larson Group. The move follows up on its May 2018 acquisition of Boat Holdings from the Vogel family, whose Jake Vogel now heads up Polaris' burgeoning boats division as president. Polaris rival BRP also moved to strengthen its position in the boat market last year, adding Triton's Manitou pontoon boats brand as a second acquisition to solidify its own new Marine Group's market position.

Following the difficulties encountered by Alta Motors after Harley's termination of its investment and collaboration agreement, BRP is reported to have purchased select assets (IP, patents and some physical assets) of Alta parent company Faster Faster, Inc. "as part of BRP's long standing interest in new technologies and alternate energy sources for the powersports industry".

K&N has been named as an Official Sponsorship Partner of the 10-round 2019 MotoAmerica Road Racing series. The MotoAmerica series features the EBC Brakes Superbike Championship as its headline class, with the series crisscrossing the country from California to New Jersey. "It's great to have K&N Filters as a sponsorship partner for the 2019 season," said MotoAmerica President Wayne Rainey.

Indian Motorcycle has opened its 8th dealership in India, at Kochi, Kerala, in the south-west of the country.

BMW says it sold 13,842 motorcycles in the USA in 2018 - another record high. Sales of its 6-cylinder models are "developing very positively," including its K 1600 Bagger, which is tailored especially to the US market. Timo Resch, BMW Motorrad Head of Sales and Marketing: "With 8,306 units sold and a +25% increase in sales, our 6-cylinder models are among the big winners of 2018 again. The USA especially is an important market for these models. We will continue to increase our involvement in the US in order to strengthen BMW Motorrad's position there." An additional new USA-specific model is being touted.



Brock's Performance now exclusive U.S. distributor for Termignoni

Dayton, Ohio based Brock's Performance, "a global leader in the design, testing, retailing and distribution of go-fast parts for motorcycles", has announced that it has secured the exclusive rights to distribute Italian exhaust specialist Termignoni's line-up of street, dirt and racing products in America.

Brock's says that "more than 300 slip-on exhausts and full systems for 70 bikes from 16 top brands in every genre are available from sportsbikes to cruisers and scooters; ADV machines to motocrossers and trials bikes are now in stock and currently shipping from our 11,000 sq ft (1,000 sq m) Dayton, Ohio-based distribution centre".

Founded by Luigi Termignoni in 1969, the legendary European brand's trajectory of success includes 18 World Superbike titles, initially with Honda-mounted American Fred Merkel in 1988 and '89. Frenchman Raymond Roche started Ducati and Termignoni's winning run of 16 more, together with eight other champions.

"Since the dawn of MotoGP's four-stroke era, Termignoni has partnered with Honda and Yamaha to net 11 world championships. Valentino Rossi scored the company's first Grand Prix title in 2004, while his current nemesis, Marc Marquez, won their latest. Between these triumphs at road racing's pinnacles were world championships in



motocross, enduro and trials competition, in addition to national titles and wins in the Dakar Rally". Brock's is also a 'Race Bred' business distributing products from multiple foreign brands (including South African

made BST carbon wheels) and selling thousands of Brock's Performance-designed products, and many from other manufacturers.

www.termignoni.it
www.brockperformance.com

NEXX distribution partnership with REV'IT! USA

Late last year the U.S. office of Dutch apparel specialist REV'IT! and helmet manufacturer NEXX announced a partnership giving REV'IT! USA exclusive North American distribution rights for



the Portuguese helmet brand - with all NEXX Helmets sales and marketing operations for North America being handled out of the REV'IT! USA offices in Brooklyn, NY.

The partnership "will create a position for NEXX Helmets to more deeply penetrate the US and Canadian markets, and to deliver the highest level of service and support to its dealers".

Paolo Bachhiarello, Vice President of Operations at REV'IT! USA, is confident about

the strength of the new partnership: "NEXX Helmets is a trusted name and has delivered relevant and high-quality products to the market for years. We are excited that NEXX's premium helmets are now part of the REV'IT! USA product portfolio, and we look forward to delivering more great content in the coming years."

For Pedro Gonçalves, Director for Business Development of NEXX Helmets, the appointment represents a significant step

forward for the company: "With REV'IT! USA, we have established a valuable partnership with a company that has a solid, strategic approach to the product lines they represent, as well as a proven track record of responsive service and support. We certainly share REV'IT! USA's corporate values and commitment to product quality and customer support, and we have everything in place to take NEXX Helmets to a wider audience in North America."

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Parts Unlimited/Drag Specialties Spring NVP Product Expo

Louisville, Kentucky, 16-17 February 2019

This year saw Drag Specialties and Parts Unlimited set up shop at the recently and expensively refurbished downtown Kentucky International Convention Centre at Louisville, Kentucky, for the spring 2019 Dealer Expo. The excellent and spacious venue could have swallowed the event, but record numbers of vendor and brand booths, and of attending dealers, made it a well-organised and busy business weekend that rewarded and motivated in equal measure...

The Parts Unlimited and Drag Specialties Spring NVP Product Expo proved to be the biggest Expo ever put on by LeMans Corporation.

"The event not only hit its highest attendee numbers of any previous Expo, but it also exceeded all other U.S. distributor shows by spanning over 8,000 sq. m with more than 240 leading exhibitors, including 25 brands, that were new to the Expo.

"The expanded show space allowed for larger displays to showcase the newest products and accommodate the record number of attendees."

Jeff Derge, Vice President of Sales, said: "Our first year in Louisville could not have gone better. Thank you to the dealers, vendors and our team for working the weekend with us. This show is such an important part of improving our industry. There are so many great new products on the market this year, and dealers were able to spend quality time talking with the vendors and reps to really get an

understanding of these products. In the end, the dealers who attended will deliver a better shopping experience for every customer that enters their stores."

The weekend kicked off on the Thursday with training for the Parts Unlimited and Drag Specialties Sales Reps which extended into Saturday and also included dealer training from Alpinestars, Fat Baggers, Rekluse, S&S and others. Expanded Expo floor hours both Saturday and Sunday provided dealers ample time to visit exhibitors and see the newest products.

The 2019 Spring Apparel Fashion Show was a highlight of the show floor during Saturday's Happy Hour. Gracing the catwalk were new collections from over 15 brands highlighting Thor, ICON, Moose, Arctiva, Slippery and Z1R.

Mike Collins, President of LeMans Corporation, commented: "What a way to kick off the 2019 season. I've never felt such enthusiasm and optimism from dealers, vendors and reps. We all need events like this as a

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reminder as to why we are in this business. It was a fantastic gathering and we've set the bar high for our next event."

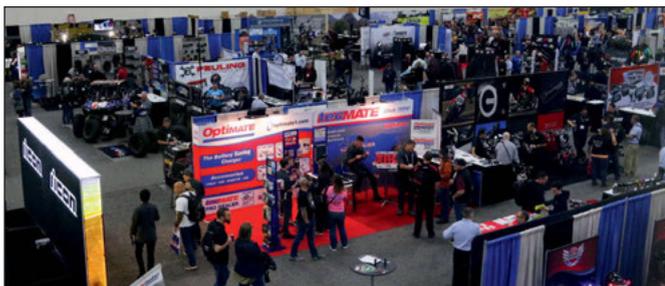
The event came amid a slew of new vendor announcements for 2019 from Drag Specialties and Parts Unlimited - from Eibach (UTV springs and accessories) to Galfer USA (V-twin and street bike brake pads and rotors) to Fat Baggers (motorcycle parts and trike conversions), Rekluse (clutches), Woessner (pistons) and WildASS seats. Following the sale of CruzTOOLS by Dan Parks, the new owner, CycoActive Riding Gear (Seattle), became a first time NVP exhibitor, with Parts Unlimited renewing its long-standing relationship with the lifetime guarantee backed CruzTOOLS brand of hand tools and roadside emergency tool kits for most powersports vehicles, including street bikes, dual-sport, adventure and off-road motorcycles -

"professional-grade, bike-specific tools and kits designed for reliable roadside or trailside repairs."

Owned by Race Winning Brands, the Wiseco and Pro-X parent company, Boise, Idaho, Rekluse joined the Parts Unlimited portfolio, offering its award-winning off-road and cruiser clutches, including the TorqDrive Clutch Pack and RadiusX.

In other news, Parts Unlimited has renewed its sponsorship as the Official Powersports Distributor of American Flat Track for the 2019 season.

"Parts Unlimited has proven an essential ally as we continue to grow our fanbase within the motorcycle community at large," said Michael Lock, CEO of American Flat Track. "Our fans are motorcycle enthusiasts and will undeniably recognise the value in names like Parts Unlimited and Drag Specialties within our family of series partners."



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Polaris 2018 - Indian up overall; Slingshots and Heavyweights down; Middleweights up

Polaris has reported its 4Q and 2018 full year fiscals, with adjusted sales for the fourth quarter of 2018 increased by +14% to \$1,627 million.

Motorcycle segment sales, including PG&A, totalled \$87 million, down -15 percent compared to the fourth quarter of 2017. Indian sales increased slightly but were more than offset by the decline in Slingshot sales.

Domestic U.S. motorcycle industry retail sales, 900 cc and above, were down low double-digits percent in the 2018 fourth quarter. Indian Motorcycle gained market share for the 2018 fourth quarter on a year-over-year basis. Slingshot's retail sales were down substantially during the quarter. North American consumer retail sales for the Polaris motorcycle segment, including both Indian Motorcycle and Slingshot, decreased high-teens during the 2018 fourth quarter. Indian Motorcycle retail sales decreased low double-digits, but its 'middleweight' models were up by low single digits. Scott Wine, Chairman and Chief



Scott Wine, CEO, said that Polaris had been able to "adapt and execute our strategy to account for tariffs and other external pressures"

Executive Officer of Polaris Industries Inc., said that "between sales growth in almost all of our segments, improved operational efficiencies and a lower tax rate, we more than offset macroeconomic and tariff headwinds. Growth and market share gains in Off-Road Vehicles further expanded our position as the global leader in

Indian's new 120 hp FTR 1200 will be assembled at the Polaris ATV/UTV factory in Poland from CKD kits shipped from its Spirit Lake, Iowa factory



powersports.

"We are encouraged by our growth prospects for 2019 and beyond, but keenly aware of, and prepared for, the challenges and uncertainties presented by global trade and economic complications."

Adjusted for Victory wind-down costs, gross motorcycle segment profit for the fourth quarter of 2018 was \$2

million compared to \$5 million in the fourth quarter of 2017. Reported total all-segment sales for the full year of 2018 increased +12% to \$6,079 million. North American retail sales increased +6% for the quarter compared to last year; ORV North American retail sales were up low single digits, driven by side-by-side vehicle sales.

U.S. households with a motorcycle climb to record 8% in 2018

A Motorcycle Industry Council (MIC) owner survey has revealed that despite the present soft new motorcycle registration figures in the United States, there are more bikes in use with a record 8% of U.S. households reported to own at least one motorcycle. Households with a motorcycle rose from 6.94 percent in 2014 (the last full survey) to a record

among the most important figures to us," said MIC President and CEO Tim Buche. "We're certainly happy to see more homes that have a motorcycle. Riders who talk about motorcycling to friends and neighbours help to inspire people who don't yet ride." The number of motorcycles owned also reached record levels, according to the survey, jumping to 13,158,100 last year, an increase of more than 2.5 million motorcycles compared to 2014. It is even higher than the previous record from 2009 (11,704,500), which followed a long period of high-volume new bike sales.

The estimated number of motorcycles in use rose to an increase of more than 2 million since 2014. And that number was more than 1 million better than the record figure from 2009, when 11,015,105 motorcycles were in use. "Modern motorcycles are high-quality machines, enabling the pre-owned market to be a key part of the overall growth in the

motorcycle and rider population," said Jim Woodruff, secretary/treasurer of the MIC Board of Directors and COO of National Powersport Auctions. "The annual pre-owned market is actually three times larger than the new market. Used bikes appeal to many riders because there are so many options in terms of price and style."

"13,158,100 motorcycles in use in 2018"

The 2018 survey also revealed that the number of motorcycles per household with a bike stood at 1.30, up slightly compared with 2014 when it was 1.23, but down compared to 1.53 recorded in 2009. The percentage of motorcycles in running order was down 3 percentage points, from 96.1 percent in 2014 to 93 percent in 2018. But compared to a decade



Tim Buche, MIC President and CEO: "The household penetration numbers have always been among the most important statistics for us"

ago (94.1 percent) it was only down one percentage point last year.

"As used units become a larger part of the overall motorcycle population, it's not surprising to see a slight decrease in the percentage of operating units," Woodruff said. "Our research shows that the average age of a pre-owned motorcycle sold in the U.S. is approximately eight years old. Plus, vintage bikes are on trend now and many riders are keeping non-runners as part of their collection."

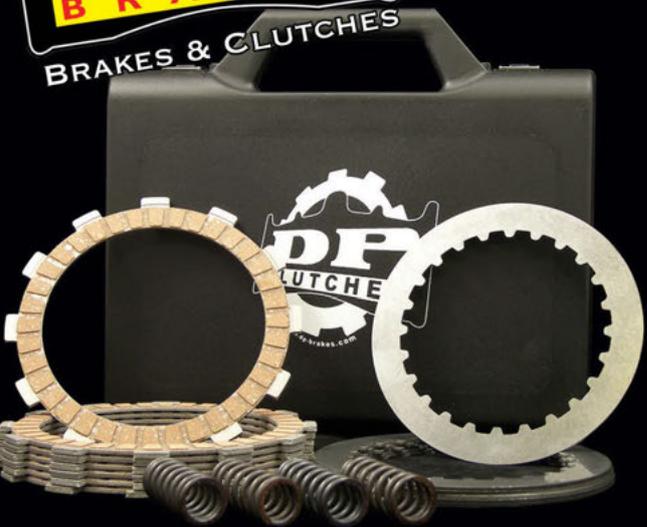
The MIC is headquartered in Irvine, Calif., with a government relations office in metropolitan Washington, D.C. First called the MIC in 1970, the organisation has been in operation since 1914.

www.mic.org

"number of motorcycles owned reached record levels"

8.02 percent in 2018, an increase of more than 1.5 million homes. The United States Census Bureau's most recent estimate put the number of U.S. households at 126,224,000. The MIC owner survey found that 10,124,400 of those homes had a motorcycle. "The household penetration numbers have always been

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Domestic US Harley sales lowest since 1998

No doubt in an effort to distract attention from a disappointing 2018 full year and final quarter, one that saw the company undershoot its 4Q and original 2018 forecasts when reporting its 4Q and 2018 FY (January 29th, 2019), Harley-Davidson sought to focus on the limited positives, the value it says it is continuing to return to shareholders and the "milestones" it says it has already met in pursuit of its 'More Roads' strategy document. In reality, the headline news was of worldwide retail sales of Harley-Davidson units down by -6.1% (228,051 units), the lowest since 2010 (the only year that has been lower since 2001), with 4Q at -6.7% (39,311 units).

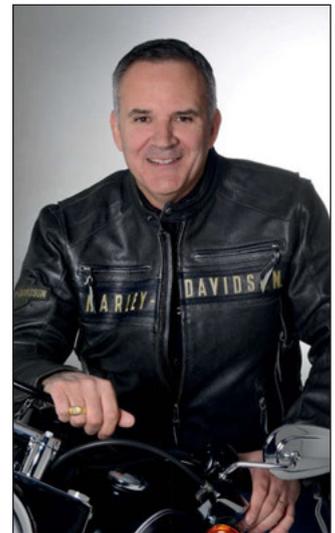
International retail sales were flat for the year at +0.4% (95,183 units) and

have been essentially flat for five years, but with domestic 2018 retail sales down to 132,868 units (-10.2%), their lowest since 1998, international sales were 41.74% of the total (as Harley continues to pursue a 50/50 international/domestic sales split).

In other news, President and CEO Matt Levatich has now confirmed that, as widely trailed, production of models for Europe and selected other international markets (such as China and the ASEAN markets) will be based out of the new Thailand plant that came on stream in 3Q 2018 (capacity expansion is already underway there). On a full-year basis, the U.S. 601+cc industry was down -8.7 percent and Harley-Davidson held market share of 49.7 percent. Harley-Davidson's full-year European market share was up

0.5 percentage points to 10.3 percent. In its ongoing drive to further improve its manufacturing operations and cost structure, in the first quarter of 2018 the company commenced its multi-year manufacturing optimisation initiative anchored by the consolidation of its U.S. motorcycle assembly operations into its plant in York, Pa.

During the quarter, Harley-Davidson says it continued to make progress on the initiatives included in its May 2018 'More Roads' "accelerated plan for growth". Among its strategic aims are to develop a stronger dealer network, to train two million new riders in the U.S., grow international business to 50 percent of annual volume, launch 100 new high impact motorcycles and do so profitably and sustainably.



Matt Levatich, CEO, Harley-Davidson Inc: "In 2018 we delivered value to our shareholders through improved earnings and cash from operations. The challenges we experienced during the year reinforced the commitment we have for our 'More Roads to Harley-Davidson' accelerated plan for growth"



Harley will launch its 'LiveWire' electric motorcycle later in 2019 before entering other markets such as Streetfighter style bikes, the middleweight and lightweight markets, and the Adventure Touring segment with its 'Pan America' in 2022



The Milwaukee headquartered company has confirmed that European inventory will be assembled in Thailand as they seek to avoid tariffs. Harley wants to see 50% of sales coming from "international markets" by the mid-2020s

SBS racing brake pads win big at Daytona

Danish specialist SBS hit two 'home runs' at Daytona in March with their brake pads equipping the Daytona 200 and Daytona TT American Flat Track winners.

Kyle Wyman won the Daytona 200 riding a Yamaha R6 equipped with SBS 634DS-1 Dual Sinter brake pads. One of the legendary road races, the Daytona 200 places a premium on braking response and modulation with 57 laps on Daytona's infamous and famous 2.5 mile/4.0 km tri-oval with its 31 degrees of banking in the turns (18 degrees even at the start/finish line!) and a 3,800 feet/1,200 m front straight and 3,000 ft/910 m long "super stretch" back straight.



In the fast-growing AFT Twins Presented by Vance & Hines class of the Daytona TT, Indian 'Wrecking Crew' rider Briar Bauman won using SBS 841-DC Dual Carbon front and SBS730-RQ Carbon Tech rear brake pads on his Indian FTR750. Briar said after the race: "The front brake

felt exactly the same at the first and last round lap - no fade problems at all!" Chris Jensen, SBS North American Brand Manager, said: "SBS has worked with Kyle Wyman and his KWR race team in MotoAmerica for a few years, so it was a great pleasure to



help him attain his goal of a Daytona 200 win. He used one set of DS-1 pads all weekend, and the pads looked like they were ready to do it again. "Similarly, with Briar Bauman in AFT, the DC compound pads and their superior feel are perfect for the unique challenges of stopping the fast 750 cc machines in the dirt. Besides these winners, top riders in the Daytona 200 like Geoff May, Josh Hayes, Cory West, Brandon Paasch and Tyler O'Hara also chose SBS brake pads." www.sbs.dk

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Tucker and MAG reboot

At the Tucker Dealer Expo at Fort Worth, Texas, in late January, IDN sat down with new Motorsport Aftermarket Group (MAG) CEO Hugh Charvat and found a man at ease with the challenges and opportunities he faces; a man determined to take the first steps on a road that should see MAG successfully draw a line under its recent past...



The owner of Tucker Powersports (until 2018 known as Tucker Rocky) and a slew of leading aftermarket brands such as Vance & Hines, Performance Machine, Kuryakyn, Answer, ProTaper and, until recently, Renthal, MAG (Motorsport Aftermarket Group) has had a rocky decade.

Hit hard by the global economic downturn and the decline in the domestic U.S. powersports industry that continues to this day. As was widely reported at the time, the merger of MAG with Tucker in 2014 was eventually followed by a bankruptcy protection filing and subsequent change of ownership some 18 months ago.

The new CEO (appointed in October 2018) is Hugh Charvat, someone who brings a rare combination to one of the market's hottest of hot seats - a blue chip resume of relevant business experience and a genuine passion and enthusiasm for powersports and motorsports of all kinds.

Asked for his assessment of the challenge he was taking on when accepting the MAG job, he said he'd done his research thoroughly. Being no stranger to how private equity generally operates, he said that "the [2014] Lacy (LDI) acquisition from Leonard Green and Partners was fairly typical of its kind. The company had been leveraged with debt at the time of the deal, but through the filing [September 2017] they were able to wipe the balance sheet clean. The new owners [a consortium of three equity investors headed up by New York based Monomoy Capital Partners] have been very mindful to make sure history doesn't repeat itself and that, on emergence from the filing, the business hasn't been overburdened with debt again.

"So that is positive. But then you have to look at the reasons why the business failed. Yes, you had the overall downturn, but coming out of the downturn, motorcycle sales have

continued to be mostly flat to down [in the United States] ever since. Our consumers have still not, really, completely started to open up their wallets and spend on helmets, apparel, hard parts and accessories again like they did.

"I don't think anybody can look to the market to start doing them any favours. We are not going to be seeing any unbelievable rebound with people starting to buy new motorcycles like crazy again tomorrow. Now, with that said, people are buying motorcycles, but they are buying used - so that is a

"people buy from people"

dynamic that suggests that the future for businesses like MAG, like Tucker, is brighter than might otherwise be thought.

"But in that context, you look at what puts a business like MAG and Tucker, with that potential, into bankruptcy, and you have to say that some pretty poor decisions had been made."

Charvat's remarks when we met him, and his open, transparent and honest appraisal of the history he's inherited, and the challenges the group faces (self-inflicted and otherwise), came as a breath of fresh air.

"For example, you take a business like



MAG, with some legendary brands like Vance & Hines, Performance Machine, Kuryakyn and the other business units MAG owned, and you look at combining them, and with a powerful distribution business like Tucker into what you could call 'vertical integration,' and that looks to have a certain logic.

"In a conference room, on a white board, that may well look like it made a lot of sense, but while you have a lot of very bright people working in private equity, very few of them are what you'd call experienced as individual business operators.

"I'm sure that when the decisions were made on an income forecast level, they may well have thought that this is what the future may well look like. But what they didn't appreciate were the nuances of the distribution industry. At the end of the day people buy from people. While you have dealers who see Tucker as a great supplier and partner, you also had those who weren't buying from Tucker. This 'vertical' concept allowed dealers to start seeing Tucker as a competitor.

"The moment you mandate that you can no longer buy a particular product direct or through an alternate distributor of choice, but have to buy it from Tucker, that just incenses them. So they decide to go and buy an alternate product, or from another supplier, and you chase that business away, all because you were trying to chase this 'vertical'.

"Some of the decisions that were made to try and force this 'vertical' were inherently flawed, and some

"the importance of relationships has been underestimated"

decisions that were made on the manufacturing side, to try to pull some business footprints together, just weren't ever going to work either.

"I think there was a lack of understanding. An understanding of how those products are taken to





New MAG CEO Hugh Charvat: "What they didn't appreciate were the nuances of the distribution industry"

market, and what their appeal is to the various corners of the market, was completely missed. Today, the opportunity that we now have is look very carefully and selectively at what we can do to unwind some of the decisions that were made in a way that allows us to restore some of the relationships, maybe outside of Tucker, with other customers.

"Key to this will be building up the team, adding established market knowledge and understanding. In the past 90 days we've already brought in the likes of Greg Blackwell, a well known and respected industry veteran, and we've brought back John Potts, who was very well known on the Vance & Hines and Performance Machine side of the business. We've also just announced well received further appointments at Tucker, and taken with other hires such as Greg Heichelbech at Kuryakyn and Mustang, the team already looks very different to the one the business had a year ago. I think this speaks well to the start we have made, to our preparedness to make the necessary changes and our determination to meet the challenges."

"We will need to approach each of the issues we are faced with, each of the challenges and each of the prior decisions on an individual basis, on their specific merits. Since those decisions were made, the market itself, the retail environment, has continued to evolve, and we have to be realistic and cognisant of that, as all distributors and businesses have to be. But for sure there can and will be

changes and better ways of building better relationships. Where that involves unwinding prior decisions, we'll do that if there is a better outcome available.

"Our path to market, our channel strategies, need to be based on what is best for all concerned, including the end consumer. But Tucker is not going to be selling on Amazon, for example, and we are going to be as rigorous as possible in enforcing a MAP policy. If a dealer insists on buying brand direct and wants to have an online business of their own, then fine, but they are going to have to play by the same rules that the big boys do.

"Above all, Tucker has to focus on doing what is essentially a simple task, and doing it well. Tucker is in the box moving business. While there is subtlety and nuance surrounding doing that well, we have to recognise the reality that dealers no longer run

"they've had a blurry windshield for too long"

deep inventory and look to their distributor of choice to absolve them from the need to do so.

"The secret sauce, if there is one, is how do you help your dealers to be as successful as they can be in an evolving marketplace. If we can figure out that recipe, if we can help them to want to do business with us, and to be able to do business with us, then that is how we earn their business, respect and loyalty. Our job is to make sure our dealers want to buy from us rather than another guy by simply being a better partner. That is the secret ingredient, but the objective itself is actually pretty simple.

Charvat's focus on team rebuilding found dramatic expression when it was announced that industry veteran Greg Blackwell had joined Tucker as the new Senior VP of Sales and Marketing. The general industry reaction was that this was a powerful signal of intent.

Blackwell's first significant role in the powersports industry was as President of Metzeler Pirelli in North America, a role he held for nine years. He then spent 14 years at LeMans (Parts Unlimited and Drag Specialties, Moose, Thor MX and ICON), initially as a pioneer of the Brand Manager role,

and then for many years as VP Sales and Marketing.

Blackwell's twin passions are motorcycles and bicycles, and after LeMans he managed to scratch an itch to return to his native California working for the Dutch Accell Group, one of the world's leading bicycle, parts and accessories distributors.

He followed that by running PG&A for KTM North America, then got a call from Motovan, Canada, owners Mike and James Paladino. They had completed buying MTA Distributing from Larry Popp and wanted Blackwell to head up the headquarters operations they were transferring from Louisiana to California.

After three years as President at MTA there was another call, and that one has seen him now faced with what will be one of the biggest challenges of his life - to make Tucker an effective competitor for the market leading distributor he did so much to build into the powerhouse it became on his watch.

"From a personal point of view, my own dealings with Tucker Rocky, as it was, go way back to the days when I was the 'Metzeler' guy in the industry, to the days of Joe Piazza and Bob Nickel. TR was one of 15 distributors we had as Metzeler Pirelli, and I still have a lot of friends here from those days, people I used to go out on the road with and who are still here at Tucker, who bleed Tucker.

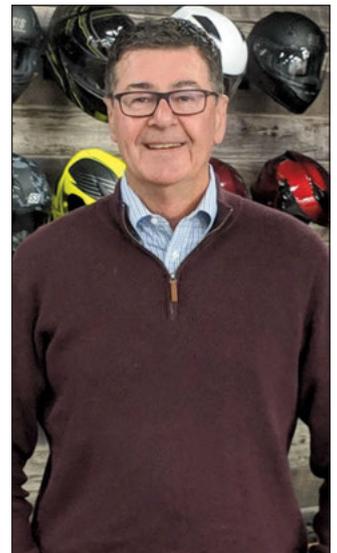
"I look at what they've been through, and I think that their still being here represents a true passion for and commitment to their company. For Blackwell too it is all about relationships. "We have to rekindle our relationships with our vendors, our dealers and our sales teams. We have a lot of really smart people who are passionate and who want to be able

"make Tucker the 'good guys' again"

to love their company again.

"I believe they have been in a state of turmoil with the changes that have gone on for the past few years. We just need to help them to do their jobs and use the experience they have.

"The people here at Tucker have had a blurry windshield for the past few years. Coming into the company, the one thing that has been clear is that



Greg Blackwell, Senior VP Sales & Marketing at Tucker Powersports: "We need to make Tucker the 'good guys' again"

something needs to change - the company failed after all. Part of that change is bringing in new people - people with the knowledge and experience needed for this marketplace; people who can make the changes and reorganise the company for the future, and do so in the ways needed to get it back to be a sales organisation.

"We have to recognise and understand what has gone on before, but we also need to move on. We are a new company now, and we are already in a better position than we were a year ago, especially in terms of inventory, and the new ownership understands just how important that is.

"We need to look at everything we are doing, and how we do it, and change the way we are doing business. We need to identify what's good and improve it still further, but we also need to see the mistakes that were made for what they were and change direction.

"We are in a difficult market and have very good competitors. If we are going to achieve the growth we think we can create, we have to realise that there's only one place that growth can come from at this time, and that is from our competitors. We simply have to be better than them.

"Tucker used to be a worthy competitor, I know this, as it was my competitor. So, my goal here? To make Tucker a worthy competitor again - we need to make Tucker the 'good guys' again".



Rekluse clutch upgrade for 401 Vitpilen/Svartpilen



Husqvarna's collaboration with Boise, Idaho based clutch manufacturer Rekluse (a ProX sister company) now sees the Austrian manufacturer offering its dealers the opportunity to offer owners a clutch upgrade with the Rekluse Radius X automatic clutch kit.

The Rekluse Radius X centrifugal force clutch kit combines a TorqDrive clutch pack with Rekluse's innovative EXP automatic clutch disk. Following a quick and uncomplicated installation

process, the kit offers smoother clutch engagement while improving traction in all conditions.

Installing the kit eliminates the chances for engine stalling when starting and when braking hard, or simply when the bike is brought to a standstill with the engine still running. It offers "an even more accessible and enjoyable experience for riders of all levels, the automatic clutch allows for easy starting and stopping without the need to use the clutch lever -



providing a more relaxed and controlled riding experience".

www.rekluse.com
husqvarna-motorcycles.com

AIMExpo to "place greater emphasis on four-wheelers"

The events division of the Motorcycle Industry Council (MIC) in the United States says it is "all change in 2019 for AIMExpo presented by Nationwide. The new and improved show will include a number of innovative features and return to the heart of the U.S. and the powersports industry in Columbus, Ohio, on September 26-29.

"The largest showcase of the motorcycle and powersports industry in North America will highlight the exciting and diverse lifestyles represented by the modern industry and desired by today's riders. It will be more experiential than ever, with lifestyle vignettes in the exhibit hall allowing visitors to immerse themselves in the different segments that powersports has to offer," according to Cinnamon Kernes, Vice President and General Manager, MIC Events.



"AIMExpo Outdoors will allow visitors to take two-wheel test rides as well as a new-to-Columbus four-wheel dirt experience to ensure dealers and consumers are fully versed in every aspect of powersports. Despite the move to the Midwest there will be "increased emphasis on the four-wheel segment with dirt demo rides" as part of a programme of "significant changes". The expo floorplan will be laid out to showcase the main powersports lifestyle groups. The 'Alley' is dedicated to Street, Urban and Sport riders, the

'Camp' will focus on two and four-wheel Off-Road and Adventure enthusiasts, while the 'Shop' is where visitors will find the V-Twin, Cruiser and Custom segments - in effect seeking to create three show-within-show concepts.

"These featured 'neighbourhoods' will allow visitors to easily identify their areas of special interest and provide a more immersive experience on the show floor. Each will showcase the diversity of the modern powersports industry and highlight the latest buying trends, new machinery, parts, accessories and technologies available in each." In recognition that the show may have gone too far with its programme of breakout sessions, Kernes says that AIMExpo is "changing the traditional show schedule to create more dedicated time for

attendees to spend on the show floor. Our goal is to create the best balance of comprehensive education and time spent with our exhibiting partners and the latest products and the innovations they have to offer". As the ATV and side-by-side segments continue to experience growth, Kernes says that the show will "shine a spotlight on the four-wheel segment", with dirt demos returning to AIMExpo Outdoors. Product showcases, featured parts, accessories and apparel "will spotlight the lifestyle alongside the latest and greatest from the ATV and side-by-side world". In other news, AIMExpo has confirmed that after a one-off event at Columbus, Ohio, in 2017 before being staged at Las Vegas last year, it will now stay at Columbus for two years in 2019 and 2020.

www.aimexpousa.com

Erik's Fuell - an \$11k E-bike project

Erik Buell has announced Fuell - a new urban electric mobility brand, formerly known as "VanguardSpark" - with its first planned bikes, the 'Fluid' Pedelec at \$3,295 and the 'Flow' E-bike at a stunningly low and eminently realistic planned entry-level price-point of \$10,995.

Erik Buell has teamed up with legendary engineer Frédéric Vasseur, Alfa Romeo Formula 1 team principal and founder of Spark Racing Technology (which builds the Formula E racers), and Francois-Xavier Terny, a transatlantic entrepreneur "fond of industrial endeavours," to create a "genuinely new experience entirely focused on the urban rider - Fuell is all

about creating freedom and emotion through innovation."

The 'Fluid' will be offered as a Pedelec (max 20 mph) or S-Pedelec (max 28 mph), requiring helmet and insurance in most States. Described as a "robust and elegant electric bike with exceptional range (up to 125 miles thanks to its two removable batteries with a total of 1,000Wh) and generous torque (100Nm)" and as being "virtually maintenance-free with its carbon belt and internal hub gears."

In the context of competitive Pedelec offerings, the 'Fluid' looks to be a powerful, stylish and upscale example of its kind, drawing from urban-proof

BMX design best practice and likely to offer a versatile urban mobility solution that should fully justify its quite reasonable price tag.

The 'Flow' on the other hand is a fully formed E-bike concept - a bona fide electric motorcycle available in 11kW (125 cc equivalent) or 35kW (motorcycle licence) versions, combining practical features for the urban journey (integrated 50 litre/13 gallon internal storage), technological innovations (proprietary wheel-motor1, connected dashboard) and "unparalleled driving pleasure" (thanks to its acceleration and low centre of gravity) in a stylish, contemporary package.

The 'Fluid' and 'Flow' prototypes will be in New York City before end of March 2019 for 4 to 5 weeks to be presented to investors, journalists and influencers - not available as pre-production prototypes for test rides yet, but as concept provers and available to be seen by appointment only - a full reveal is slated for April 23rd.

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In addition to its range of standard sprockets, specialist Supersprox also offers a rather unique custom service for dealers and enthusiasts with special requirements.

Supersprox General Director DJ Maughfling told IDN: "Supersprox is already an exclusive, high quality product with a wide application range. We have more than 16,000 application variations in our current range.

"During the past two years, we have been experimenting with custom parts production from our Poland and USA locations. The service is free from any additional charges, and the consumer pays the same price for a custom sprocket as he would for any other Supersprox-stealth.

"For example, if a rider with special gearing requirements or special wheels wanted 520, green, 45 teeth and special mounting, then we can produce that sprocket in seven days." The range of options includes 520, 525, 530 chain size sprockets, with 38 through 53 teeth; plus 55, 60, 70 teeth.



They can be made in a choice of colourways such as gold, red, blue, silver, black, orange and green.

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www.supersprox.com



Roof RO200 full-face

Founded in 1996 by Claude Morin with the 'Rebel' full-face, and perhaps best known for its 'Boxer' helmets, French helmet manufacturer ROOF has introduced this new RO200 as a follow-up to the popular RO10, stating that its "performance and protection are the two aspects that have guided the development, keeping true to the ROOF DNA".

Made in two sizes of multi-composite visible-carbon shell and weighing just 1,200 g, it features a fast removal system for a visor that is protected and secured by the dual carbon shell, with a wide field of vision and included Pinlock lens



and air deflector with shutter for efficient defog.

The comfort lining is ventilated, adjustable, antibacterial treated and fast drying, removable and washable, and has fast emergency removal of cheek pads that are adapted for wearing glasses. The optimised aerodynamics are said to minimise air turbulence; six top and two front air vents provide airflow; a wind guard comes as standard and fastening is by Double-D chinstrap buckle.

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Premium adjustable 'R-version' rearsets



Italian parts and accessory manufacturer LighTech's new 'R-version' adjustable rearsets in silver feature a new design of carbon heel guards with a distinctive premium branding 'R' logo. Like all LighTech designs, ergonomics, light weight and high quality are central to the design with folding footpegs and toepegs, titanium bolts, special SKF high-quality bearings and 'Track-System' supports in black.

They are available for all Aprilia RSV4 '09-'18 models, '15-'18 BMW S1000 RR, 2017 and up Ducati Panigale V4/V4S/Speciale, all 2016 and up Kawasaki ZX10R, 2017 and up Suzuki GSXR 100/RR and Yamaha R1/R1M from 2015.

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Vertex expands battery line



Usually better known as a piston specialist, Italian specialist Vertex has expanded its battery line for road, and off-road motorcycles and scooters with a range of advanced technology batteries made with "highly dispersed Nano Gel electrolytes and higher discharging capability Pb-CaTin alloy grid structure". Enclosed in a resistant ABS cover and sealed with Cos and TTP technology, Vertex says these batteries have a low self-discharge ratio with 1-year shelf life, a cycle life of +15% longer than a traditional battery, a wide operation temperature range (-30°C/+60°C), a better recharge capacity and an excellent vibration

resistant capability - "making them safe, reliable and powerful". In addition to these Nano Gel technology batteries Vertex says it will also be launching a second, quality/price-point line of acid batteries in its 'Pistons & Power' product range in 2019.

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www.vertexpistons.com



The Vertex 'Pistons & Power' battery line for road and off-road motorcycles and scooters has been expanded with a range of advanced technology batteries

Ergonomic foot controls with ABE



Well known German parts, accessory and special build bike specialist LSL, now part of Hamburg based Paaschburg & Wunderlich, has always had a strong reputation for well thought out, technically advanced, quality manufactured parts with ergonomics at the heart of their design values.

These LSL foot control systems, with a conveniently relocating mounting point, are available for late models such as SR 500 to 750, modern classics like the Bonneville or Thruxton, and for specialty models such as H-D Sportster V-twins, now sold with ABE certification (awarded in 2018).

With the pegs relocated further backwards, these foot control systems allow a more sporty style of sitting position, such as on Cafe Racer models. The latest addition is the mounting kit for the Thruxton 1200, where the pegs are located higher and 20 mm further to the back. The controls come with LSL's own design of knurled "Racing" pegs for assured grip.

All foot control systems for Euro 4 models have foldable footpegs; the systems come largely pre-mounted and with model-specific fitting instructions.

PAASCHBURG & WUNDERLICH
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www.lsl.eu

GP Series A-Kit for KTM 450SX-F

Developed and proven in 2018 AMA Supercross/Motocross Championship and MXGP experience, Showa's A-Kit suspension technology features "cutting edge" Showa developed features such as its Dimplush surface finish and Emerald coating.

The Dimplush surface finish is a unique micro-geometric-patterned surface texturing technology to improve the lubrication of sliding surfaces.

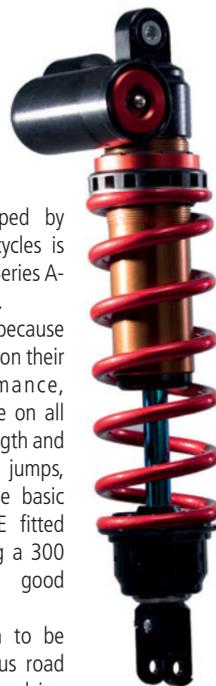
Showa's thin Emerald coating technology sees surfaces polished by a special process to achieve reduced friction and treated with a multilayer Ti-based coating in emerald colour, which is said to be superior in hardness and wear resistance for longer

lasting performance.

The first A-Kit developed by Showa for KTM motorcycles is now available - the GP Series A-Kit for the KTM 450SX-F.

The company says that because MX riders rely so heavily on their suspension performance, requiring quick response on all types of terrain and strength and durability when landing jumps, they have improved the basic performance of the OE fitted suspension by designing a 300 mm long stroke for good damping characteristics.

The operational friction to be able to deal with various road surfaces is reduced by applying its Emerald coating to the inner tubes of the large 49 mm front forks and to the rear cushion rod, with the internal surfaces of the outer tubes receiving the Dimplush process.



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HP Corse for KTM 790 Duke



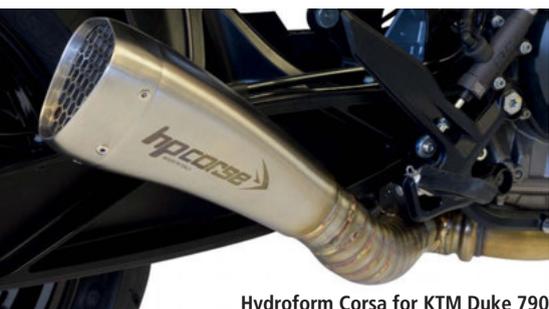
Italian specialist HP Corse has three different exhausts available for the KTM 790 Duke, two of which are Euro 4 approved, the third available in "race only" version; the two Euro 4 versions with high level silencers - the 4-Track and the EvoXtreme - the 'Hydroform Corsa' track versions - with a

shorter, race style design. The company say that the 4-Track version "loves adventure, fully embodying the desire for escape and the purest motorcycle spirit". Dyno and street tested in "the most demanding situations", 4-Track "guarantees reliability and gives the Duke elegant back lines" while delivering power gains at low and medium speeds; available in two materials and three different finishes - titanium, satin steel, black steel in choice of styles, including their unique octagonal design.

4-Track for BMW R 1250 GS



EvoXtreme for KTM Duke 790



Hydroform Corsa for KTM Duke 790

The 310 mm, high level Euro 4 approved EvoXtreme is designed for the original manifolds, redesigning the profile and rear look of the Duke, "adding new aggressiveness and wickedness." With a small carbon cover, it is available in silver steel, black steel or titanium. The silencer body has an irregular shape and shrinks to slip-on securely without using welds. The bottom is in carbon fibre with a "slash" profile join.

The Hydroform Corsa "fully embodies the racing spirit" and is formed under high pressure to allow a design and profile that would not be possible using conventional bending and welding techniques.

It features a reduced wall thickness without compromising strength and rigidity, a mesh grille, reduced weight and excellent gas flow due to the perfectly smooth internal walls; available only in "race" version without dbk.

A Euro 4 approved 400 mm 4-Track is also available for the BMW R 1250 GS and 1200 GS, weighing less than the OE exhaust at 3,920 kg in the satin or black steel versions or just 3,470 kg in titanium.

Available in the same two materials and three finishes (with hydroformed end cap), the 4-Track for the Honda 'Africa Twin' (and all 'Maxi Enduro', Sport Touring/Adventure models and the latest generation Crossovers) "guarantees reliability and gives the Africa Twin a slimmer rear profile which improves dynamic performance while improving performance, especially at low and medium speeds".

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Andreani 2019 cartridge kit updates

The Andreani Group, the noted Italian suspension specialist, has brought further track and street experience to updates to its popular replacement and upgrade cartridge kit programmes.

The flagship of the Andreani products range is the Misano cartridge, developed by its R&D team for the most popular, best-selling street bikes, naked style, vintage and large displacement scooters. The newly restyled EVO version is available for over 200 applications and has a solid reputation for reliable performance and durability.

Advanced technical features include the use of 20 mm pistons with increased oil passages, new style cartridge tubes with hard DLC (Diamond Like Carbon) coating treatment and a sophisticated hydraulic system that transmits excellent response in fast riding and improved comfort in urban or touring use compared to most OEM suspensions.

As an OE replacement, the Misano EVO brings levels of tunability not generally available from standard manufacturer suspensions, including compression, rebound and spring preload based on rider weight and riding style and conditions.

Also seen here, the ACK cartridge kit (Andreani Conversion Kit) has been developed by the Andreani Group R&D team for off-road motorcycles equipped with air/spring forks and is now available for all 2



Misano Cartridge, EVO version

ACK cartridge kit



and 4-stroke KTM and Husqvarna models from 85 cc and up.

The kit is made entirely from Ergal and aluminium and has a solid 12 mm rod, a practical cap provided with a spring preload adjuster, a pre-loading tube with a specially treated tube to increase smoothness, a spring in the cartridge lower to reduce friction between stem and sleeve and adjustable spring pre-load.

Developed to make riding off-road less tiring and to deliver maximum control of the front wheel, Andreani says that the ACK kit will provide much improved feel and absorption of the bumps and lumps of rough terrain, jumps and landings, and is designed as an

easy-install direct OEM replacement. Andreani Group also designs and manufactures a range of specialty suspension tuning, repair and service tools, machines and systems for professional technicians and race teams, and offers a regular programme of exclusive suspension courses at its high-tech

manufacturing, research, development, testing and training headquarters at Pesaro (on Italy's Adriatic coast south of Venice). Andreani also distributes many leading suspension brands, either in Italy or internationally, including Öhlins, MIVV, Marchesini, Samco, Kayaba, Showa, Regina, SKF, Hagon, Speedy Mousse, Eibach, PFC, SuperB, Whiteline, DWS and ND Tuned.

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Replacement YZF250/450 air filter and 'PowerFlow' kit



Twin Air has a new replacement for the OE air filter on the 2019 Yamaha YZF250 and 2018 and up YZF450, with a specially developed 'PowerFlow' kit aluminium cage and sealing ring for more airflow. The cage is easy to install, and the company says that it "provides improved performance and protection for the engine". The company also offers dust covers, rain covers and GP covers, all available for extra protection during extreme weather conditions.



A twin-layer, reticulated polyester foam filter (available dry or pre-oiled) that was originally developed for the Yamaha MXGP team solves the design flaws inherent in the OE design. Yamaha's flat-style air filter rests directly on the backfire screen of Yamaha's downdraft intake system.

The constant vibration of the air filter sucks the air filter oil downward into the intake tract, eventually allowing dirt through the foam as it dries out. Plus, the hole where the external cage's pin goes through is not reinforced. Under the pulsing of the filter, the foam tears around the pin, creating a potential leak. The Twin Air design is a 22 mm-thick filter with a large grommet that supports the filter, stopping it from rattling against the backfire screen, and a plastic "top-hat" spacer in the centre of the air filter that lifts it 11 mm above the wire backfire screen to improve airflow. Twin Air's central grommet eliminates the tearing of the foam at the pin and supports the filter better – reducing the risk of top end damage.



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Ducati billet clutch basket

Californian manufacturer Barnett's patented Ducati clutch basket is CNC precision-machined from aerospace quality billet aluminium and utilises the company's "second generation" stainless steel inserts, which are 50% harder for extreme wear resistance. The end result is an incredibly durable basket that ensures a long life and



smooth, consistent clutch engagement. Available in red, black or gold anodised and made in the USA.



BARNETT CLUTCHES & CABLES
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Upgraded 'Titanium_R' all-season jacket



We first wrote about Hevik's 'Titanium' jacket a year ago, and the company has now introduced an upgraded second version, which offers "greater



comfort and enhanced safety". Several technical aspects have been improved and it is now certified to the harmonised regulation pr EN17092. It is suitable for use in all four seasons thanks to the three-layer structure and available in two colours in sizes from S to 4XL.

Under the outer polyester shell, assisted by ripstop reinforcements on the most abrasion vulnerable zones, are two layers, which can be worn together or separately: a waterproof layer (Humax), tested to a water column rating of 10,000 mm, and a second layer, which is thermal. Ventilation is by means of the Fidlock system (magnetic flap closure) for the two air intakes on the chest and five zippered openings positioned along the airflow.

The improvements also involve the fit adjustments and the pockets. The 'Titanium_R' has Level 2 protectors for shoulders and elbows and is ready to accommodate an optional back protector. Two colour options are available, black and ice grey.



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Forcefield 'Sport Suit'



British specialist Forcefield Body Armour is launching a new 'Sport Suit' for motorcyclists. Said to be a "totally unique product and an industry first", it is an all-in-one under-suit - a high performance base layer fitted with modular, removable armour. The 'Sport Suit's' primary use is underneath motorcycle leathers on track days. However, it's also a practical option for adventure tour and travel riders. A CE2 back protector is fitted as standard and the wearer can choose between Isolator CE1 or CE2 limb armour for the shoulder, elbow, hip and knee - it has nine armour pockets in total for shoulder, elbow, hip, knee and back armour. Said to improve the comfort of wearing leathers and textile outer garments, it has a two-way zip, is breathable, wicking and



said to be easy to wash and keep fresh, keeping outer wear fresher for longer. It is constructed using a lightweight, high performance base layer material with DRI-M technology (Dynamic, Reactive, Intelligent Material) and uses "compression fit technology". Forcefield says that armour worn in base layer compression-fit clothing "is the safest, most comfortable and practical means of protection".

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EXAN options for Tiger 800 XR and GSX-750

Italian exhaust manufacturer EXAN has a choice of three new Euro 4 homologated system applications for two popular late model middleweights - the Triumph Tiger 800 XR and the Suzuki GSX-5750.



'Oval Classic' for Triumph Tiger

For the Triumph Tiger the company offers its stainless steel end cap 'Oval Classic' line in carbon, titanium, stainless steel and black steel; the 'Carbon Cap' Oval in carbon, titanium, steel and black stainless steel;



'X-Black Oval' in carbon for Triumph Tiger

and the popular 'Rhomboid' X-Black Oval in carbon, light satin stainless steel, black stainless steel and titanium.

For the GSX-750, dealers can choose between the rigid and lightweight X-Black Evo in stainless or black finish, the X-Black Conical and Oval in clear coated satin stainless steel, black satin stainless steel, carbon and titanium - all said to guarantee weight savings - and the Classic Round X-GP in light satin steel, black satin steel, carbon and titanium.

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Accessories for Tracer 900



Italian accessory specialist GIVI has introduced a range of parts and accessories for the Yamaha Tracer 900 and Tracer 900 GT, focussed on improving riding comfort and safety as well as providing enhanced luggage options.

For riding comfort, the EH2139 handguard extensions are made of smoky plexiglass and mounted directly to the original handguards.

There are two windscreens available, the smoky D2139S is 6 cm taller than stock at 55 x 46 cm, while the transparent windscreen exceeds the original by 20.5 cm (69.5 x 48 cm) and requires the D2139KIT stainless steel connections to allow height adjustment.

The O4SKIT screw kit is for handlebar mounting of the S900A Smart Bar and the Smart Mount S901A, which act as an anchor point to the supports made by GIVI for the Garmin Zumo and Tom Tom Rider respectively. Attachment kit LS2139 allows mounting a pair of additional spotlights, S310 or S322, when there is no tubular skid plate. The additional splash spray guard

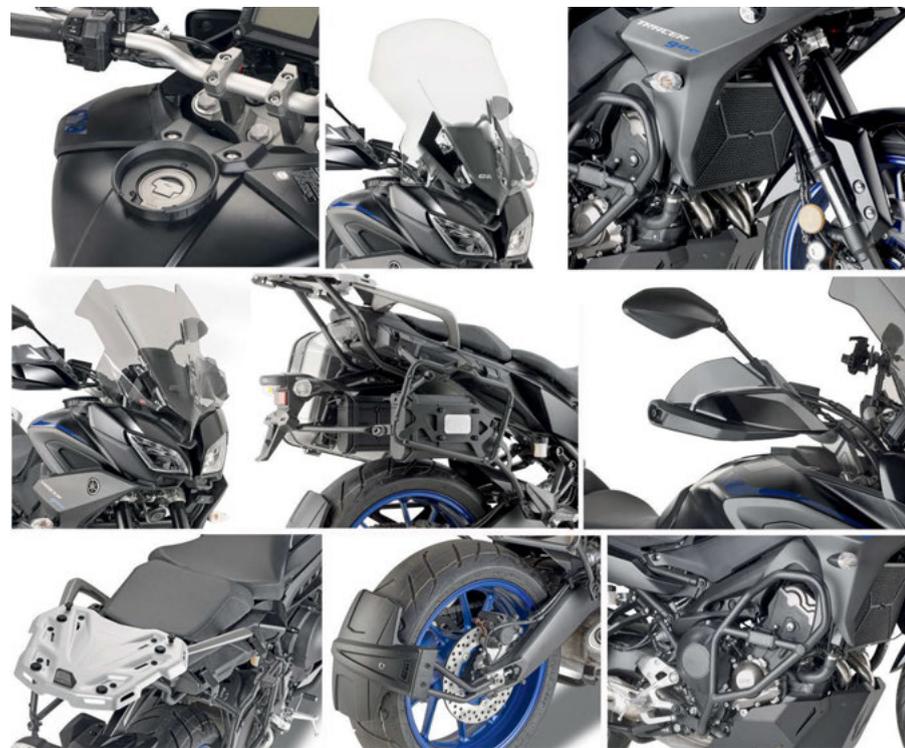
RM02 is mounted cantilevered on the rear wheel using the specific RM2139KIT for the benefit of passengers. For stops on a non-compact surface, ES2122 is a support that widens the support surface of the side stand, made in anodised aluminium and

316 stainless steel.

To protect the bike, TN2139 is a skid plate made of 25 mm diameter tube painted in black, as well as RP2139, a protector made from black anodised aluminium to prevent damage to the catalyst when mounting a pavement. Additionally, a radiator guard made from a stainless steel black mesh panel is available.

Luggage options include the EA118, ST603 and UT810, attached through the company's TankLock and TanklockED release system (attached to the tank using the BF23 flange). The SR2139 is a rear attachment on which to fasten the top case support plate for both Monokey and Monolock systems. This attachment includes a system consisting of reinforcements for the motorcycle frame, mounted in the undertail, invisible from the outside. Installation of the side cases includes three different solutions: the PLR2139 kit with quick release is specific to Monokey cases; the PLXR2139 kit, also with quick release, allows mounting the V35 and V37 Monokey side cases on the Tracer 900 (seen here); and the PL2139CAM is the support for the Trekker Outback case in aluminium.

Additional accessories available include the S250 tool box with two kits available to attach it to the bike.



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Top triple clamps

Italian race bike parts specialist Bonamici has introduced these CNC-machined high strength, lightweight aluminium top triple clamps for selected Superbikes.

Intended "to improve performance and riding pleasure without weight gain" in a "modern and attractive" design, they are available in Race and Street versions for Aprilia RSV4 '15-'18 (Street/Race), BMW

S1000RR '15-'18 (Street/Race),
 Ducati Panigale V4, Honda CBR
 1000 RR Fireblade
 (Street/Race),



Kawasaki ZX-10R '16-'18 (Street/Race),
 Suzuki GSX-R 1000 '17-'18 (Street/Race) and
 Yamaha YZF R1 '15-'18 (Street/Race).
 The Street version retains the original
 ignition block (where provided) with no
 modification or adaptation of the
 production bike required. Standard colours
 are black and silver; other colours on
 request.

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Moose Racing M1 'Agroid' racewear

Parts Europe has announced availability of a new line of Moose Racing apparel. Owned and sold by Parts Europe parent company LeMans in the United States, Moose is one of the top selling brands in the world and part of an impressive portfolio of own brand apparel and accessory programmes available to dealers exclusively through Parts Europe, that also includes ICON and Thor MX. Parts Europe offers products of more than 600 brands and delivers to all of Europe, the Middle East, North Africa and South Africa.

"Cutting-edge design and superior construction set the Moose Racing M1 'Agroid' racewear



apart from the competition. Based on the race-winning M1 racewear chassis, the new M1 'Agroid' racewear line features a brand new look that has been 20 years in the making.

"Combine the innovative look with premium features such as a semi-vented and moisture-wicking jersey, triple-stitched pants with full grain genuine leather knee panels and you have the ideal set of racewear for any condition". Available in four different colourways and seen here with the matching Moose MX2 glove.



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Electronic control for BMW screens



Spanish specialist Puig has "gone a step further" in terms of custom windscreen solutions for riders of different stature and in differing riding conditions with its new Electronic Regulation System for 2013-2019 BMW R1200-1250GS and GSA models.

This new electronic lifting/lowering mechanism system (part #9718N) works at the touch of a button to raise or lower the motorcycle's screen while riding, enabling the rider to regulate the air flow around the helmet and upper body.

The mechanism allows for the OEM windshield to be raised 60 mm higher than with the original OE manual mechanism and by up to 20 mm lower for off-road riding.

The installation does not require any additional

hardware since it "substantially improves the rigidity of the OE assembly mechanism". The ERS has been designed to be model-specific and can be mounted with either the OEM screen or Puig's own screens. The company says the installation does not require mechanical or electronic knowledge and comes with simple printed instructions with additional videos available on the company website.

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Putoline Oil introduces N-TECH additive technology



Since its founding in 1970, Putoline Oil says it has been a leading player in the international lubricants market - exclusively for the motorised two-wheel segment. "Experience and specialised technical knowledge enables us to continuously focus on product innovation. In recent years, we have worked hard on the development of an all surpassing additive technology called N-TECH.

Part of the N-TECH additive technology is a new API group 5 fully synthetic base oil. This "superior" base oil quality with new features has recently become a suitable motorcycle oil additive. By opting for a precise dose of the N-TECH additive technology, a "product of superior quality has been created".

The company says that ten years ago it was the first to introduce Nano technology into its motorcycle lubricants and that the brand is now moving forward again with its N-TECH technology – "the next step in additive technology for motorcycles and the worthy successor to the Nano-Tech range". The top of the new Putoline range is the N-TECH PRO R+, which is available in various

viscosities in both Road and Off-Road versions, said to be suitable for most "conceivable and diverse conditions from year-round use to extreme competition". Next to this range, various other Putoline oils have also been re-engineered with the new N-TECH additive technology, and a completely new racing product is expected later this year, one that is being developed to offer "ultimate protection for motorcycles under racing conditions". Simultaneously with the introduction of N-TECH, Putoline Oil is introducing a completely new label design "in line with the current corporate identity and market trends. In collaboration with a 3D render artist, various representative motorcycles have been created digitally in recent months. This new approach focuses on the motorcycles in the label designs, while the chosen models are neutral and typical of the application of the product. This state-of-the-art 3D visualisation gives N-TECH the



ultimate look". In the coming months Putoline Oil will introduce the N-TECH additive technology and its new label designs with an "Unleash Your Adventure" themed campaign. The kick-off is a video campaign in which "the adventure and the search for the exclusive N-TECH additive is captured. With these new Putoline products everyone can start their adventure, whether it is during daily use, in competition or extreme adventure".

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Ilmberger carbon parts for Panigale V4 and R nineT



German carbon parts specialist Ilmberger has a range of parts available for the Ducati Panigale and the BMW R nineT in a choice of three finishes - "glossy", "matt" and "racing" versions.

Launched on showbikes at EICMA, Ilmberger's focus for the Panigale V4 has been to develop parts that are strong and lightweight, with the new race parts also resulting in a lower engine temperature through improved cooling.

Their new closed rear fairing "looks super sporty and gives the 'Racing Panigale' a very special touch. All parts are in proven Ilmberger quality, which means extremely light and yet extremely strong. The tank fairing, installed on the matt road version and the racing bike, includes additional side crash pads".

For the BMW R nineT "we are especially proud of the classic handlebar trim in R90S style and the carbon tank," says Managing Director Julius Ilmberger. "Back in black or a dream in black carbon. Super light and yet super stable."

Founded in 1991 by former racer Julius Ilmberger, Ilmberger Carbonparts has been a leading supplier of carbon parts for the international market ever since. The Ilmberger focus is on the distribution of racing accessories and carbon parts for the most popular motorcycles for normal road use, currently selling around 1,500 different carbon products - fairings and accessories for motorcycles from manufacturers such

as Ducati, Aprilia, BMW, Buell, Harley-Davidson, Honda, Husqvarna, Kawasaki, MV Agusta, Suzuki and Triumph. All the parts manufactured by Ilmberger are sealed with a TÜV-tested plastic coating and supplied with an ABE general operating permit (except racing accessories).

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BA10 dual charger, Zarco and Quartararo sponsorship

BS Battery says its BA10 is the "most practical battery charger for motorcycle batteries - small, safe and easy to use, you cannot get it wrong. This charger will always deliver a good charge whether in maintenance of full recharge mode". "It offers a 6V/12V switch that will enable you to recharge old motorcycles or classic cars and other vehicles that use 6V batteries, and it is compatible for both lithium and lead acid batteries". The BA10 is a 3-stage, 100% automatic charger delivering 1 amp, able to recover tired, deeply discharged or sulphated batteries. It is compatible with all kinds of lead acid batteries - GEL, AGM, DRY or Calcium batteries, as well as Lithium LifePO4, delivered with isolated BS clamp and fused ring connection set.

In other news from the Paris headquartered battery manufacturer, BS Battery says it is "very proud to announce sponsorship of the two French MotoGP riders Johann Zarco and Fabio Quartararo. "Zarco is now riding for the KTM Factory team and Quartararo for the Yamaha Petronas SRT team. Zarco received the Rookie of the Year Award for 2017 and 19-year-old Quartararo became the youngest MotoGP rider ever in 2018".



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'Tanger' jacket

Founded in 1988, Spanish apparel specialist Rainers Sports has launched the 'Tanger' jacket. It is made from 600 D nylon, featuring removable thermal lining and a removable and waterproof membrane,

removable front and back ventilation panels and special fabric reinforcements on the forearms. The jacket is available in four different colour options: black/grey/yellow fluo, black/red details, black/cream/brown and black/yellow fluo accents and is made according to CE certification 17092.

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Matris SDK/SDR steering damper designs

Italian suspension specialist Matris has been manufacturing some of the "best speed-sensitive dampers in the world for a long time" with a design that reacts to sudden movements by automatically increasing their damping without restricting movement at slow speeds.

The short wheelbases and high-performance engines of modern sportbikes, by their nature, are more inclined to "nervous, twitching movement", regardless of frame or suspension design.

Matris' new steering damper design improves the control the rider has of the front axle, damping all the oscillations and the rapid setting changes.

The SDK and



SDR



SDK

SDR dampers are said to reduce shaking of the front wheel and provide greater safety at high speeds.

Matris steering dampers "offer 13 or 16 'active', fully adjustable, hydraulic damping options with calibrated holes and micrometric points of resistance and hardness - Matris' 'speed-sensitive' progressive hydraulic damping system". The twin tube system with titanium external cylinder and aluminium alloy coaxial internal cylinder and high tensile alloy steel single piston rod, hard chrome coating and lapped finish with PVD TIN (Titanium Nitride) surface treatment effectively delivers "zero" stiction - the friction which tends to prevent stationary surfaces from being set in motion. They have an external tank for controlled heat compensation of fluid expansion, pressurised with nitrogen gas for greater stability at high operating temperatures.

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HM Quickshifter Auto Blipper



Noted British specialist HM Quickshifter, "a world-renowned leader in gear shift technology", has developed what it describes as a "cutting edge 'Quickshift-Auto Blipper' for the latest generation superbikes, delivering more accurate and consistent gearshifts".

Although the system can have a significant effect on race times for both racers and track day enthusiasts, road riders can enjoy also a slicker, more accurate feel going both up and down the gearbox.

Quickshift-Auto Blipper was proven in the highly competitive Pirelli National Superstock Championship by the Tyco BMW team, helping Keith Farmer to a hard-fought title.

Developed as a direct replacement for bikes which have an 'up and down' quickshifter as original equipment, the HM version offers "vast improvements over the OE fitment". The crucial difference is the use of an ultra-sensitive 'strain gauge', as opposed to the simple OE switch and spring.

HM Quickshifter's owner Gareth Hopkins said that "the OE systems have in many cases been shown to be unreliable, whereas the HM unit has no moving parts for mechanical failure. Riders of all levels also report that the OE design has a lack of 'feel' for positive upshifts and downshifts, losing much of the benefit of a quickshifter, while the replacement HM unit is fully adjustable for sensitivity".

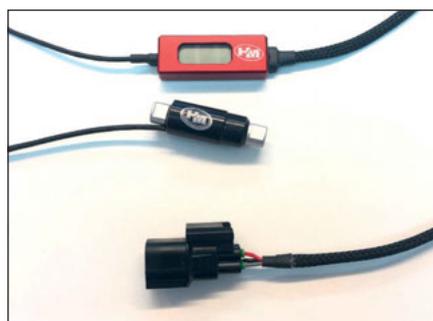
Developed to simply 'plug and play', the device fits directly into the existing Quickshifter port, suitable for both road or race gear shifting (standard or reverse

direction); it also fits standard and aftermarket rearsets.

Varley went on to say that "we're excited to be able to offer the benefits of HM Quickshifter 'strain gauge' technology to riders of the most sophisticated superbikes and exceed the qualities of the original equipment. Racers can save tenths every lap, track day riders can concentrate on their lines, whilst road riders can enjoy smoother gear changes and maximise their riding enjoyment, so it's a 'win-win' for all types of riders!"

Available for BMW S1000RR (2015 and up), Ducati 1299 Panigale (2016 and up), Ducati V4 (2018 and up), Honda CBR1000RR (2017 and up), Kawasaki ZX10R (2017 and up), Suzuki GSXR1000R (2017 and up), Yamaha YZF-R1 (2017 and up). Bikes without auto blippers but with ride by wire throttles can use the company's SBAS (Stand Alone Shifter Blipper).

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Tiger 800 XR/C rear hugger



British bodywork specialist Skidmarx has updated its rear hugger for the Triumph Tiger 800 to include the XR and XC models from 2018 on.

Made in the UK from GRP glass fibre in a high-quality gloss black finish, it features an integral chain guard and fits neatly round the adventure sportbike's 17" rear wheel, shielding the rear shock absorber and suspension linkage from the dirt and debris thrown up by the back tyre. It is designed as a direct replacement for the OE chain guard; the hugger is supplied with a tailor-made fitting kit. For riders who want to keep weight to an absolute minimum, a carbon fibre version is also available, weighing approximately a third less than the GRP version.

Skidmarx, UK; www.skidmarx.co.uk



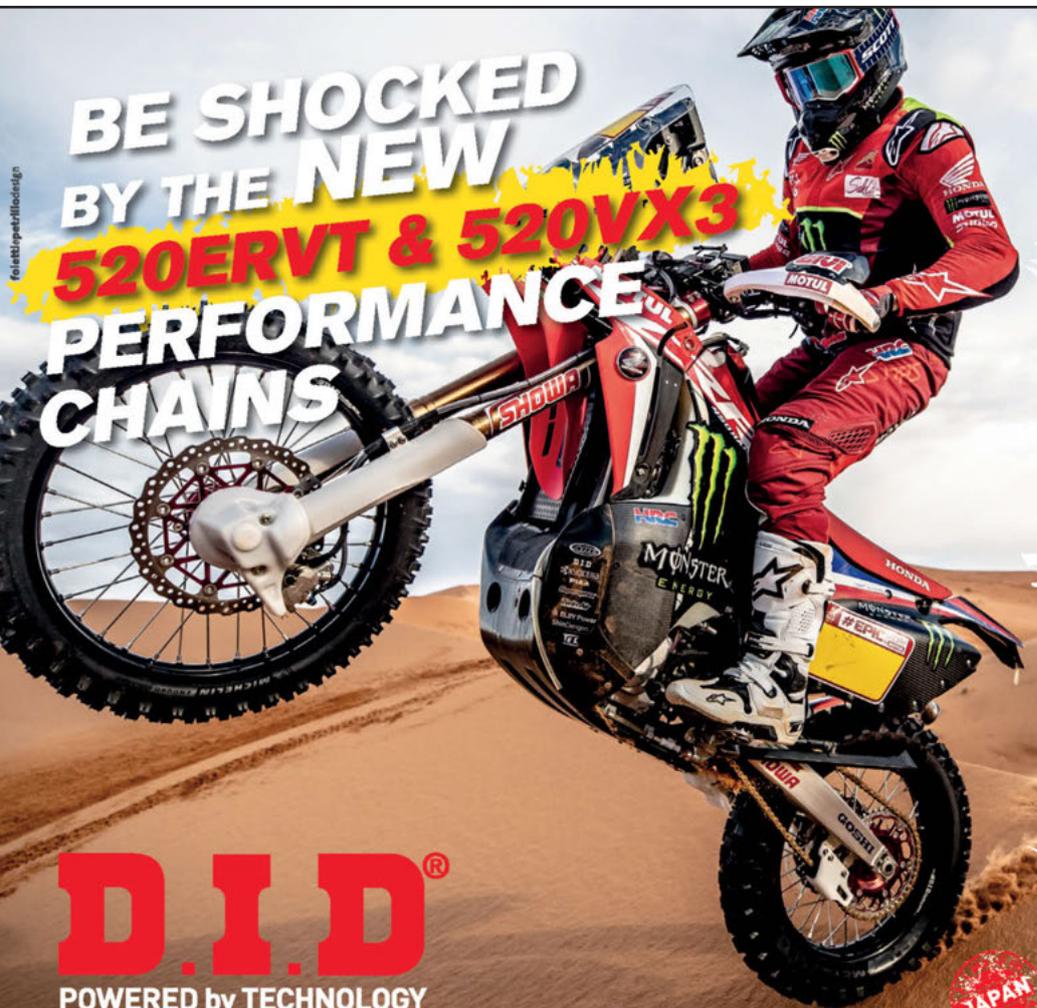
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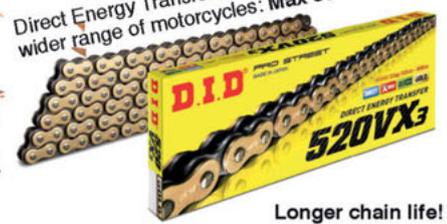
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OptiMate Ampmatic battery rescue chargers

How many times do you hear of riders arriving at an event after driving for many hours, towing the motorcycle on a trailer or with them in their van to find that when it is offloaded there's a problem - the battery is dead! Any number of things could have drained that battery during the trip - the alarm tripped en-route or the key was left in accessory position - but the results are the same. No battery. No starting. No riding. Or if it is entered into an AMD custom motorcycle event, disqualification is staring you in the face! Sure, you can jumpstart the bike, but how long do you need to run the engine to be sure it will start again in the morning? And if it is a lithium battery, well, jumpstarting is simply NOT recommended.



The OptiMate Ampmatic range of powerful battery chargers are the ideal rescue - hook it up and the charger does the rest, even for a battery as low as 1/2 a volt. Ampmatic chargers will determine battery condition, then how many amps it can accept to get it back up as fast as possible. The OptiMate 6 Ampmatic delivers up to 5 amps, which is perfect for any size of 12V lead-acid power sport battery, but for a 12V battery sized from 20 to 30Ah, the kind typically found in bagger/touring V-twin motorcycles, the super-powerful new OptiMate 7 Ampmatic

delivers up to 10 amps. For 12.8V/13.2V lithium (LiFePO4) batteries, the OptiMate Lithium 4s 5A has a lithium-specific Ampmatic charge programme that will safely nurse the battery back to life and then get it back up to 'start' level fast. When it comes to lithium, TecMate CEO Martin Human says "never JUMP, always charge. A flat lithium battery is very sensitive to sudden high current bursts and you run a high risk of permanent damage, and you might even see a little smoke being released if you jumpstart a dead-flat lithium battery." If it is a small battery, there's no adjustment to be made on any of the OptiMate Ampmatics as the smart Ampmatic processor matches the charge rate to the battery's size and condition. Martin says: "Ampmatic means total ease of use, or as North Americans might say, it's a 'no brainer' charger. Hook up your OptiMate Ampmatic and it gets you up and running as quickly as possible."

TECMATE
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www.tecmate.com
www.optimize1.com



Rukka 3-layer laminate leathers



Rukka is aiming for broad appeal with its new 3-layer aniline leather laminate suit that "offers high functionality, optimum breathability and a trendy leather look", with the "innovative" jacket and trousers protecting against all adverse weather conditions.

The suit is wind- and waterproof, and the jacket includes a removable stretch collar to prevent water entry, while perforated leather ensures breathability.

There are large air vents on the sides from the hem all the way up, and it includes a removable thermal inner lining with full-length sleeves. The trousers also come with a removable lining and elastic at the inside of the leg openings. The Aramos Corium+Platinum is equipped with D30 LP1 joint protectors (CE standard EN 1621-1:2012) and a D30 All Back Level 1 protector (EN 1621-2:2014) and features six pockets, four of which are waterproof.



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Barkbusters BMW hardware kit



Australian manufacturer Barkbusters, the leading motorcycle handguard specialist, has released

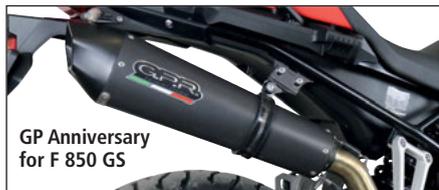


another new bike-specific hardware kit for the BMW F750GS and F850GS from 2018. Two mounting points secure the full wrap-around aluminium design with a heat-treated aluminium backbone for added strength and impact protection. The kit is compatible with the company's JET, VPS (seen here), Storm or Carbon guards (each sold separately), "so every rider can tailor their Barkbusters to suit their individual style and needs".

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GPR EVO4 exhaust family - three options for F 750/850 GS

Italian specialist GPR Exhaust Systems has launched a new "family" of pipes - EVO4, for the BMW F 750 GS and BMW F 850 GS. Euro 4 homologated, the EVO4 family is a group of exhausts developed specifically to



GP Anniversary for F 850 GS



M3 Titanium for F 750 GS

maximise performance while being compliant with emissions and anti-tampering regulations, and that includes the use of anti-tampering screws and seals. The new exhausts available in the EVO4 range are the Sonic, GP Anniversary and M3 lines, all constructed with safety grille and



Sonic for F 850 GS

anti-tampering screws, meaning that the db killer can only be removed by destroying the original screws, a clear violation of the control measures.

The silencers are all CNC-machined in titanium for maximum weight saving with Ergal heat shields and a model-specific 304 TIG welded stainless steel 304 pipe. The power increase is +4% compared to the OE exhaust, which is within the maximum of 5% permitted by the regulations, with a weight saving of around 3 kg.

GPR is currently looking for additional dealers and distributors.

GPR EXHAUST SYSTEMS
BY G.P.R. ITALIA S.R.L.
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Classic II Rebelhorn riding jeans

Rebelhorn riding jeans by Powerbike "not only have a great casual look" but, according to the company, "also deliver CE-certified, outstanding protection and durability". Features include DuPont Kevlar layer, triple seams and removable Level 2 protectors, held securely in user-friendly zip pockets at the knees, allowing them to be converted from riding to casual wear jeans in seconds without the need to take them off to get at the protectors. Classic II 'Rebelhorn' jeans are available for men and women, in slim-fit or regular, in choice of blue, dark blue and black. So confident is Powerbike in the quality of the range that dealers and distributors can contact the company for a free sample by emailing contact@rebelhorn.com.



Powerbike, Poland; www.rebelhorn.com

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All-round protection options

Off-road performance plastics specialist Polisport has released a new range of frame protectors for selected Yamaha, Kawasaki, Honda, KTM and Husqvarna models.

"This new performance part will provide the best protection to the frame from roost, impact and riders' boots. It has a slim and low profile design to avoid interaction with the boots and is produced in a highly resistant plastic material to make it durable.

It has a "grippy" texture to increase the

adhesiveness, and with its OEM and black colour options it will give a factory look to the bike". Mounting kit provided.

Polisport's 'Fortress' plates are highly durable and resistant injection moulded skid plates that provide full coverage to the engine and frame rails. Being made of plastic, the 'Fortress' is quieter than metallic skid plates and has a slim fit to prevent mud, dirt or rocks getting caught and building up between the protector and the frame.

Available with or without linkage protection, the innovatively designed mounting system makes the installation easy, using a quick-install lever clamp, especially for otherwise difficult 4-stroke model installations. Available initially for selected models of KTM and Husqvarna in orange, black and white.

Polisport's new 'Nomad' handguard is a full wrap-around (2-point mount) plastic handguard, designed with a large protective shape that is said to be perfect to shield from roost and weather; the ergonomic mounting kit features fewer components for easy assembly.

The 'Nomad' is described as "suited for off-road and on-road use – rally, dual-sport, trail, enduro – and will be available in white, black, blue, orange, red and in our special Nardo Grey".

Finally, Polisport's disc and bottom fork guards are now available for more Sherco racing models from 2013 onwards. "This is the perfect part for all enduro and extreme enduro riders looking for robust protection of the fork shoe and brake disc," says Polisport.



Frame protector



'Fortress' skid plate



'Nomad' handguard



Disc and bottom fork guards for Sherco racing models



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Shoei EX-Zero - "Neo Retro" full-face

Based on its original EX Series from the 1980s, the Shoei EX-Zero is described as a "Neo Retro" full-face with contemporary technology.

It is manufactured in three sizes of Shoei's AIM shell – a high strength, lightweight, shock absorbent, layered multi-composite and high-performance fibre construction that has "optimal elasticity".

Features include an "almost invisible" integrated CJ-3 visor (in choice of 5 colours), multiple density EPS liner system, detachable and washable centre and cheek pads and chin strap, Double D-ring and optional V-480 peak.

Also seen here are new colourways of Shoei's only 'flip-up' helmet – the dual P/J homologated Neotec 2. Also in AIM shell construction, with multiple density EPS, it has a QSV-1 sun visor with CJ-2 outer, integrated spoiler for aerodynamics, and multiple venting system inlets (at the upper head) and outlets (at the rear and neck).

Finally, and as worn by Marc Marquez, the feature-rich X-Spirit 3 is made in four sizes of Shoei's 6-layer AIM+ shell, with modular multi-density EPS liner system and mist-retardant CWR-F Pinlock visor and

emergency quick release system (EQRS). The sophisticated aerodynamic system features a rear stabiliser equipped with flaps and lower air spoiler, the ventilation system includes six closable air inlets, six outlets and a new cheek vent system.

SHOEI (EUROPE)
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Ex-Zero



X-Spirit III



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'Infinity 2 Mesh' jacket

Belgian clothing specialist Richa has a new 2019 collection available and includes what the company says is a "new standard in all-weather touring jackets, with the long 'Infinity 2 Mesh' having the perfect touring fit".



It has a 3-in-1 construction in strong and durable Cordura fabric and is equipped with large area abrasion-resistant front and rear mesh panels for optimal air ventilation. The D30 protection in the elbows, back and shoulders can be optimised with extra chest protection. Any pair of Richa pants can be attached quickly and easily with the short connection zipper.

The removable waterproof and breathable liner is made from 100% nylon taffeta with 100% polyester mesh; the Level 1 D30 back, shoulder and elbow protectors are CE EN 1021 certified and upgradable to Level 2; the Richa air ventilation and circulation system (AVS) has closable air vent zippers and mesh panels.

The 'Infinity 2 Mesh' is one of Richa's top-of-the-line 2019 fabric jackets and can be matched with their Aivent Evo pants.

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Z-Frame knee brace

New from noted Cape Town, South Africa based specialist Leatt, the new Z-Frame knee brace is said to "replicate the mechanics of the knee, either deflecting or absorbing impact as required", and "at a very competitive price point". The Z-frame is made of an injected composite chassis with slim hinges for "superior bike feel" and engineered to help reduce forces - it limits knee injuries and is CE certified as both a medical device and as impact protection.

"Certified medical device and top-rated impact protection that won't break the bank, this is where science and performance combine to deliver pure, unrivalled thrill", according to Leatt.

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'Classic Racer' Black Edition for Honda REBEL

LeoVince has developed a new line of exhaust systems for the '17-'19 Honda CMX 500 REBEL: the 'Classic Racer' Black Edition.

Described as an "exclusive product that fits well with the modern Urban Racer style, the 'Classic Racer' Black Edition is a tribute to the cafe culture, with its trumpet-shaped classic style, that, combined with LeoVince's use of innovative materials and design experience, gives a unique retro look and unmistakable sound".

Fully made from AISI 304 stainless steel, to "ensure its long-lasting durability", it is said to have a

"refined" matt black, high temperature resistant ceramic coated finish".

A new end cap design has a "brushed finish and gives the classic Cafe Racer touch, which distinguishes the 'Classic Racer' Black Edition, embellished with an embossed LeoVince logo.

The 'Classic Racer' Black Edition is ECE-approved and said to be easy to install and a "perfect way to

find 'vintage' charm without giving up the renowned LeoVince quality". The LeoVince LV-10 Black Edition is also available for the Honda CMX 500 REBEL.

LEOVINCE
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www.leovince.com



D.I.D chain upgrades



D.I.D Europe has announced two new performance chain upgrades - the 520 VX3 (an upgrade to the existing VX2) and the 520 ERVT G&G (an upgrade to the existing 520 VT2 G&B).

The 520 VX3 features "Direct Energy Transfer", which is said to let the rider "feel every twist of the throttle with amazing

acceleration response". It is available for a wider range of motorcycles up to 800cc (127ps/125HP) from the previous recommended limit of 750cc for the VX2 it replaces.

D.I.D says that the VX3 delivers "a longer chain life due to the increased X-ring retention and durability, and a greatly improved sealing performance".

The 520 ERVT G&G is described by D.I.D as a "revolutionary chain for Motocross and Enduro racing - born by breaking down the concept and preconception that MX chain has to be a non-sealed chain".

Described as being lighter and delivering longer life, changing the materials used has produced a 2% weight saving and 15%

longer life while maintaining the tensile strength. The 520 ERVT is said to be "the clear choice of top AMA teams" because of its improved reliability, durability and performance.

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KV32 'Orlando' modular helmet

With over 60 years of experience, Italian parts and accessories brand Kappa has introduced

'Orlando', a new "flip-open top-of-the-range modular helmet". It is available in two colour versions, 'Basic' and 'Linear'; both have double jet/full-face certification and can be used open or closed. Aimed at younger riders, the 'Linear' version offers "striking styling, characterised by vivid colour combinations and the fresh and gutsy graphics". The 'Basic' version is available in seven classic solid colours.

The helmet is manufactured with a thermoplastic shell and features a technically updated



system to flip up the chin guard. Ventilation is

supplied by two adjustable front intakes (upper and on the chin guard) and a vent positioned at the rear that cuts across the shell horizontally like a blade, in addition to the flip-up chin guard. The main visor can be adjusted to five settings and can take the Pinlock 70 DKS002 optional anti-fog lens. There is a small smoked internal sun visor, and the inner is carefully crafted in

non-allergenic, fully removable and washable material.

As standard, both nose guards and wind deflectors are supplied. Sizes are unisex and range between XS/54 to XXL/63.



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Upgraded SBS sintered brake pads for new generation ADV bikes

Leading Danish brake pad and disc manufacturer SBS is offering an upgraded SP compound for modern adventure, sports and touring bikes, including their SBS960-SP for the new BMW R1250GS, SBS706-SP for KTM1290 Super Adventure and SBS940-SP for the Honda CRF1000 Africa Twin.



The pads deliver "fade free, consistent and reliable performance under extreme riding conditions and throughout the long brake pad lifetime. They have a high thermal stability in combination with very low brake disc wear.

"This state-of-the-art Direct Resistance Heating/EVO sintered compound is developed for strong initial bite to give instant brake feeling, easy modulation and

powerful in-stop performance. The NUCAP NRS technology we use secures a mechanical and indestructible bonding of the compound". For ideal brake balance and to avoid rear wheel lock-up, SP is recommended for the front and LS for the rear.

SBS FRICTION
Svendborg, DENMARK
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sbs@sbs.dk
www.sbs.dk



'Syncro' touring boot

Dedicated to the touring segment, the 'Syncro' is "an ultra-lightweight boot with the capacity to adapt to the shape of the leg", an idea based on a past Stylmartin model.

Made from water repellent full-grain leather and internally concealing a waterproof and breathable lining with a "layered" opening. Two full-length side zippers and two posterior openings with Velcro make the boot "extremely easy to put on and can then be adjusted to fit the lower leg and calf". 'Syncro' has protections and reinforcements in the areas subject to wear and tear as well as a gripped support

in the heel area to improve the grip on the footrests. The lining is waterproof and breathable (bootie construction) and the sole is oilproof and made of anti-static rubber.

Available in black with charcoal grey reflexive inserts, this new model meets EU regulation 2016/245 and harmonised technical standard EN 13634:2017.

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MIVV Z900RS and GTS 300 options

Italian exhaust manufacturer MIVV has updated the application list for its popular 'Ghibli' silencer and added a new 'GP Pro' design for the Kawasaki Z900RS.

The company says that the Z900RS is "the perfect example of a "new classic bike" - no longer a mere replica of models that have left a mark on the motorcycling world, but a homage to the cornerstone Z1, the first 4-cylinder bike produced by Kawasaki and the first Superbike of that era".

Sensitive to being consistent with that design paradigm, MIVV says its new 'GP Pro' is an evolution of the popular race-derived GP exhaust, with welding "executed with a semi-artisanal TIG process, the precision fit and convincing sound with a removable, protective grille in the end cap concealing the internal dB-Killer".

Offered in three versions - black painted stainless

steel, "pearly" effect titanium and gloss finish carbon. Those looking for more of a "Classic Look" can choose the 'Ghibli' - a stainless steel, fully TIG welded slip-on with an extractable dB-Killer and "unique and robust" sound.

The 'Ghibli' is quoted as delivering torque and power improvements in the 5,000 to 7,000 rpm range with an increase to 89.8 Nm and 97.3 hp respectively, with a -0.5 kg weight saving.

The 'GP Pro' is said to boost power output to 97.4 hp, with particular gains where it is needed most.

Also seen here, a new full system for the GTS 300 Vespa adds to the already offered 'Urban' stainless steel silencer options. The complete kit includes a stainless steel manifold, fitted with a Delta Race tailpipe. Usually fitted to sports and naked bikes, "it appears surprisingly at home on this scooter" and is compatible with all GTS 300 models produced from 2006 onwards (Euro 3 and Euro 4) thanks to the optional Cat.

It is said to enhance both power and torque, especially at low revs, with a significant -3.4 kg weight saving compared to the OE system, the main improvement being above all the power at low revs. Weight savings are also significant, recording -3.4 kg compared to the factory item.

The Delta Race tailpipe design sees the shape transition from conical to hexagonal and features carbon end caps, with double riveted perimeter



bracket retaining band, solid machined inlet bush to ensure maximum coupling precision and an aerodynamically tuned main body. It is available in brushed stainless steel (INOX) with a "pearl" effect and a "Black Moon" effect finish that is obtained by using a ceramic-based paint for a "particularly aggressive" look.

MIVV S.P.A.
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Touratech R9X, "the ultimate off-road Boxer"

Always producing exciting 'specials', German adventure touring specialist Touratech made an exclusive short run of five of their proven 1200 cc R9X - "equipped with premium components". Features include 7 inch small, round headlights made by JW Speaker, Magura handlebar with HC3 hydraulic instruments, foldable hand levers with "robust" protectors and ultra-compact Motoscope Pro cockpit information centre. The mainframe is reinforced by two bolted girders for greater stiffness and has robust skid plate mounting independent of the engine. The

adapted OE rear frame has been reinforced by struts with two robust rescue handles replacing the pillion crossbeams. An ultra-slim, especially designed sports seat is completed by tiny lights, combining indicator, taillight and stoplight. Like the levers, the premium footpeg construction is from lightweight, high-strength CNC-machined aluminium. A 48 mm upside-down TT Suspension sports fork leg has closed cartridges with adjustable spring preload and damping of the traction and



compression phase are adjustable. The 21 and 18 inch spoked rims are made with high-strength aluminium with enduro style hubs. Features also include a sinter clutch made by ZF Race Engineering and stealth-style silencer by AC Schnitzer.

TOURATECH GMBH
Niedereschach, GERMANY
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Kawasaki Z900RS slip-on

British exhaust manufacturer Scorpion has a new EC certificated 'Red Power' brand silencer for the Kawasaki Z900RS.

"In keeping with its throwback '80s styling and incorporating cutting-edge technology, our new "Red Power" slip-on excels all boundaries of design and performance. The discreet tapered outer sleeve features a state-of-the-art laser-etched logo and culminates in a multi-faceted CNC-machined end cap that incorporates Scorpion's world famous "Red Power" outlet port.

"Manufactured to our usual exacting standards, the "Red Power" silencer

gives an impressively deeper, more sports suited sound that reflects the internal build quality of the pipe. Developed initially for the Kawasaki Z900RS, the kit comes complete with all fittings for ease of installation".

Dyno-tuned to ensure that no remapping is required, the company says that it delivers "a livelier throttle response and greatly improved aesthetics. Scorpion technicians also developed the slip-on system to house the OE heat shield. Buyers will be able to keep a retro feel by selecting a polished sleeve finish or add a slightly more modern look with the black ceramic option". All variants are EC certificated.



SCORPION EXHAUSTS
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www.scorpion-exhausts.com

Adjustable Multistrada gear/brake levers

Italian specialist CNC Racing is offering these machined, lightweight alloy, anodised gear and brake lever kits for the 2019 Ducati Multistrada 950/1260 with slide adjustment to allow customisation of the peg position by between -7 and +10 mm compared to the OEM lever position. The gear lever can be used with road or reverse shift gearing patterns. The levers are solid lever pegs to give the opportunity to combine with the preferred folding or fixed peg. CNC Racing, Italy, www.cncracing.it



ZTechnik - VStream Windscreens for the 2019 F 850 GS

Noted Maywood, Illinois based manufacturer ZTechnik is offering new VStream Windscreens for the long-awaited successor to the popular F 800 GS - the 2019 F 850 GS.

Designed to "withstand years of rugged use", they are made in three different sizes and tints to "meet most GS riders' needs, all offering improved wind protection and riding comfort compared to OEM or other aftermarket windscreens".

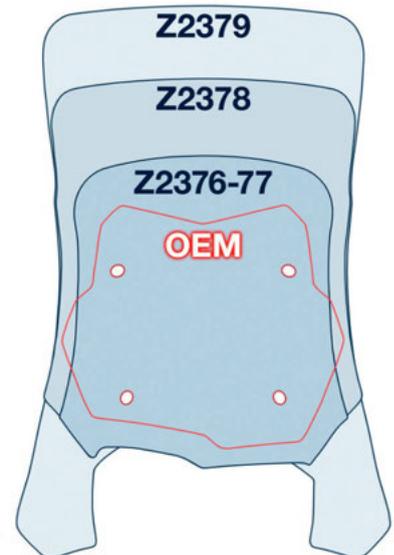
VStream gets its name from its unique patented

shape. The advanced "V" profile and dimensional contours push the wind vortex out and away from the rider's helmet, resulting in a peaceful, quieter riding environment.

Made from tough 4.5 mm Quantum hardcoated polycarbonate, this high quality material along with state-of-the-art manufacturing techniques, provides outstanding clarity, impact strength and scratch resistance - "unmatched by any windscreen maker worldwide".



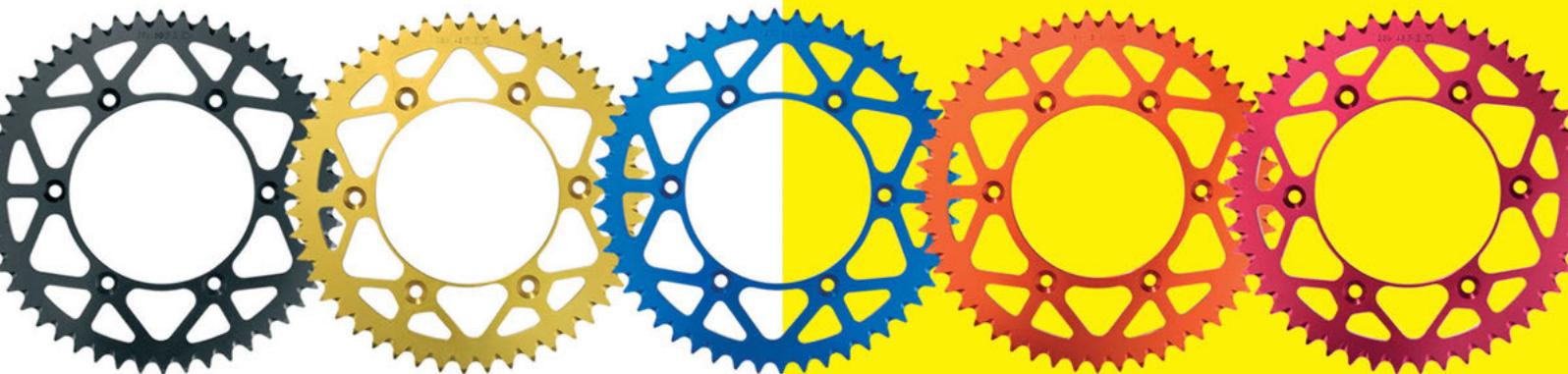
(Z2377 VStream) Sport Windscreen, DarkTint; (Z2376 VStream) Sport Windscreen, Light Tint; (Z2378 VStream) Sport-Tour Windscreen, Light Tint; (Z2379 VStream) Touring Windscreen, Clear



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 commonly used acrylic or 'aircraft plastic' windscreens". VStream Windscreens are easy to install and protected by a 3-year warranty against breakage.

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'Clima' Gore-Tex Surround boots



In the latest of a series of innovations, TCX has partnered with Gore to apply its Gore-Tex Surround technology to a motorcycle boot for the first time - the 'Clima' touring boot, unveiled at EICMA last year. The structure of the boot's sole is the "main innovation", which has a rubber tread with a non-slip design and is bonded to a thermoplastic rubber midsole with a special ventilation grille which

channels all moisture and heat towards holes on the sides. This "exclusive" sole construction works in combination with the breathable and wear-resistant Cordura upper and with the Gore-Tex extended comfort membrane for guaranteed all-round climate comfort, as confirmed by tests conducted between 5 and 35 degrees C. The boot's upper features micro injections, which



give it movement and structure without stitching. The internal panel is made of microfibre, while "comfort and flexibility of fit are enhanced by padded front and rear folds". An elastic zip concealed by a discreet Velcro band enables easy and secure closure. The boot is reinforced in all sensitive areas (malleolus, shin plate, toe and heel counter) and fitted with a PU shift pad. EC certified to EN 1634:2017 regulations.

TCX S.R.L.
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'Venge' S441 S-Line full-face

French specialist Sifam has added to its S-Line own brand helmets programme with the 'Venge' S441, a full-face road helmet that they describe as "quiet and functional with a sporty look - an ideal choice for everyday comfort". The newly designed interior uses a removable and washable liner with high density foams that deliver good support,



comfort and optimal sound control. It has an internal smoked sun screen and a large field of vision that is maintained in all conditions thanks to its included Pinlock anti-fog lens, delivered as standard. The aerodynamic 'Fast-Back' style shell features an optimised ventilation system with a wide chin port and two front vents with double outlet extraction at the rear. Closure is by double-D buckle.



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Duke tail tidy for an "aggressive" look

Austrian CNC milling specialist MG Biketec has this new tail tidy fender eliminator for 2017 and up 125/200/390 KTM Duke applications. Complete with integrated licence plate mount, it is available in a choice of two sizes, with LED light. Said to "drastically improve the look of the original rear end by replacing the oversized factory mud guard and number plate assembly, this very lightweight and compact unit is made from high strength aluminium and anodised in matt black to ensure a durable finish. The number plate mount is available in two sizes: 157x157 mm and 146x70 mm. The LED number plate light and reflector both come with CE markings and are therefore road legal.

With the exception of replacing the original plug which leads to the LED number plate light, there are no other permanent modifications required for proper installation and it is fully compatible with original or many aftermarket indicators/blinkers. All MG Biketec products are designed, manufactured and assembled in Austria since 2008. Dealer applications welcome.

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EXO-Tech flip-back helmet

Scorpion says that its new EXO-Tech is an alternative to modular flip-back helmets, but with a "unique full-face design". The helmet has a reduced shell size, a chin opening mechanism, a large upper air intake easily opened with a tension spring, "guaranteeing good air flow when the helmet is in full-face mode". The Pinlock-ready visor "offers great visibility", while a large retractable internal sun visor can take 40 mm speakers through a Bluetooth communication kit.

The helmet's aerodynamic shape reduces wind noise, with further turbulence reduction provided by the shell aligning perfectly with the chin opening when open. The removable and washable interior is made from soft 3D foam covered with



hypoallergenic, antimicrobial and breathable KwikWick III material. An internal bearing system allows easy application of most types of glasses. The weight is 1,700 g (+/- 50 g) and the helmet is guaranteed for five years. Solid colour options include black, white, opaque black and opaque anthracite, with 'Pulse' and 'Time-Off' graphic options also available.

SCORPION SPORTS EUROPE
Hoerdt, FRANCE
Tel: +33 (0)3 90 22 22 99
info@scorptionsports.eu
www.scorptionsports.eu



EVS TUG impact vest



EVS Technical Under Gear (TUG) products are built to enhance overall riding experience. TUG products feature technical details designed to integrate seamlessly with protective riding gear for enhanced mobility and all-day comfort. Soft touch KWIK-DRI fabrics wick sweat from skin and help regulate core temperatures.

The perforated fabric of the air mesh impact vest seen here allows air to flow unimpeded, while still providing protection from abrasion and sunlight. Race collar compatible, the reactive memory foam is soft and pliable in its natural state but hardens when force is applied to it, providing a protective barrier. Strategically placed impact pads add an extra layer of protection in key areas, and for maximum comfort the under-jersey design uses pliable RMF roost deflection technology. It is made in compression-fit, breathable and moisture-wicking mesh and meets CE 14021 standards.

EVS SPORTS,
Rancho Dominguez (CA), USA
Tel: +1 888 873 8423
cs@evs-sports.com
www.evs-sports.com

Polini "Advanced" Vespa crankshafts

Italian specialist Polini has these "Advanced" crankshafts available - developed specifically for the iconic Vespa PE200. They are recommended for all applications, but Polini says they "deliver their maximum potential when used with our upgrade cylinder kit".

They are suitable for street and race engines, with the connecting rod machined from a solid block of aluminium alloy to increase its resistance to stresses. The position of the intake has been modified to improve engine performance, and the design of the crankshaft has been optimised to reduce vibrations - "safe and reliable, this assembly is recommended for original and tuned engines".

Two versions are available - 57 stroke, as an OE replacement, and a longer 60 stroke for upgraded



engines. They are compatible with Vespa PE, PX and 200 Cosa.

POLINI MOTORI SPA
Alzano Lombardo (BG), ITALY
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news@polini.com
www.polini.com

Alpha T for 790 Duke

Chino, California based Yoshimura R&D of America has a new Alpha T slip-on available for the KTM 790 Duke. Yoshimura's Erick Bartoldus told IDN that the KTM 790 Duke has been "one of the most anticipated bikes to come from KTM in years. This parallel twin-engined naked bike is built for excitement on the streets, and we couldn't wait to see what we could add to this new orange machine. Known for its racing prowess and its ability to deliver performance, we developed an Alpha T works finish slip-on for the new 790. The aesthetics are perfect, and the sound was enhanced along with the performance. Peak horsepower was increased by as much as +4% and the Alpha T removes 3 lbs (nearly 1.4 kg) compared to the stock system".

Yoshimura R&D of America, USA, www.yoshimura-rd.com



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This INTERNATIONAL DEALER NEWS INDEX is a complete listing of all the items in this edition. It includes all our advertisers and the product, feature and news items published this month. The INDEX will act as a quick reference guide, and will be useful when searching this and other editions either for contact details for a particular company, or for a specific item that has appeared. The INDEX appears in every edition of IDN.

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NEWS BRIEFS

In addition to extending its formal partnership with Honda Racing for 2019, Spanish parts and accessory specialist Puig has renewed its collaboration agreement with the official Kawasaki WorldSBK team for the 2019 and 2020 seasons. Puig has been the technical supplier of the Kawasaki Racing Team during the 2017 and 2018 seasons.

Fort Worth, Texas based Tucker Power-sports has announced that Tucker is to distribute Lextek exhaust products. Based in the United Kingdom, Lextek produces "high-quality, low-cost exhaust products that exceed customer expectations". The company was voted "Motorcycle Product Brand of the Year" two years running by British Dealer News.

German accessory specialist SW-Motech will be celebrating its 20th anniversary with a 10th annual Open House event at its Rauschenberg headquarters in June this year.

The Financial Times has reported that London-based private equity group Bridgepoint, owner of motorcycle racing rights owner Dorna since 2006, has seen off interested rivals who were bidding to acquire the Spanish company by selling it from one of its owned funds to another! Following the appointment of bankers to explore a potential sale - a bid process that attracted the likes of CVC, Eurazeo, Blackstone, General Atlantic and KKR - Bridgepoint used the price set by the bid process to sell Dorna from a fund it raised in 2008 to a flagship fund it raised in 2017. Under the private equity model of ownership, buyout funds are rarely able to hold assets for more than a decade and are forced to sell. It is the second time Bridgepoint has moved Dorna between funds, having initially done so a couple of years after buying it in 2006 for a reported \$500m. Investors in Bridgepoint's 2008 fund will receive about three times their money if the deal is completed, now valuing Dorna at more than €2.5bn.

HRC and Puig Hi-Tech Parts extend partnership

Spanish specialist Puig Hi-Tech Parts and HRC have agreed a two-year extension to their current collaboration. Puig and the Repsol Honda team have worked together since 2016 and in that time have taken three MotoGP World Championship titles together, including two Triple Crowns in 2016 and 2018. Based in Barcelona, Puig is one of the largest accessory suppliers and has been designing and manufacturing motorcycle accessories since 1964, exporting to over 60 countries. Using 3D simulation technology during the development process allows for rapid experimentation to help meet the demands of racing, and the results speak for themselves - the company is internationally recognised for their dedication to maintaining high standards of design and

manufacturing in their accessories for racers and road riders. Tetsuhiro Kuwata, HRC's Director and General Manager of their Race Operations Management Division, said: "Puig Hi-Tech Parts are one of several important technical partners we have. When it comes to supplying parts for the Honda RC213V, we must be able to guarantee the best quality, and Puig are always able to deliver this. They supply what we need and fulfil our requests quickly. We at HRC are very pleased to continue working together." Puig Hi-Tech Parts' CEO Joan Puig (seen on the right with Manager of the HRC racing Team Alberto Puig) said: "Working closely with HRC across several seasons has provided us with an opportunity to test materials, design and manufacturing processes



which we then apply to our accessories for road motorcycles. As a team, they demand only the best and also often need a quick production time, which we are able and pleased to meet. I am sure that we can continue to emulate the success we have already achieved together".

www.puig.tv

ICON Spring 2019 catalogue

With a new helmet, new racing suit, new jackets and new gloves "it's worth taking more than just one look at the ICON Spring 2019 catalogue", says Germany based exclusive distributor Parts Europe. "If there is a manufacturer of motorcycle clothing that has its own style, it's definitely ICON. No matter if helmets, jackets or boots - the designers from Portland/USA always deliver new impulses that are far from being mainstream. "The new ICON Spring catalogue is packed with a lot of new stuff for everyone. The sporty rider will find a one-piece leather suit called Hypersport, and there are also

CE approved gloves (compulsory in France). "Also, the retro line ICON ONE THOUSAND offers a new jacket with matching pants called 'Nightbreed', which will be hard

to top in terms of their simplicity. "But the most exciting new product is definitely the new AIRFORM helmet. It takes up the form of the AIRFLITE shell, but it comes with a more classical shield emphasising the aggressive look. The helmet is equipped with an integrated sun shield as standard and the rear spoilers can be easily replaced by different spoilers, for example one with the same mirrored design as the shield".



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