

INTERNATIONAL DEALER NEWS

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**AUG/SEPT '19
ISSUE #150**

STATZONE 6-8

Bihr Distribution establishes German subsidiary with exclusive Arai, Bell Helmets, Answer and RST apparel contracts; expands into other markets

Bartenheim, France based distributor Bihr Distribution has announced an expansion of its distribution activities into new markets and extensions, some of them exclusive, to major distribution partnerships.

The headline news is of exclusive deals to sell Arai helmets, Bell helmets and the British owned and designed RST riding apparel line in Germany and the establishment of a new German subsidiary (Bihr GmbH) to provide customer service to German dealers, with logistics being handled out of the company's international distribution centre in north east France, near the Swiss and German borders.

The deal with Arai starts in September 2019 and is an exclusive one for Germany. It is an extension of Bihr's existing relationship with the famous Japanese helmet brand - a relationship that sees Bihr already handling Arai dealer sales in France and Belgium.

Michio Arai, grandson of founder

Hirotake Arai and current CEO of Arai Helmets Ltd., said: "We are very pleased to have found an agreement with Bihr to distribute our helmets in Germany. The Bihr team has clearly



Bihr CEO Christophe Piron

demonstrated their ability to distribute our products in France and Belgium, and we are more than happy to expand our collaboration to Germany."

For Bihr, CEO Christophe Piron, who

took over at Bihr in March this year, said: "We are very honoured to have the opportunity to distribute Arai products in Germany. Arai has a fantastic range of products with a safety reputation second to none. Our partnership with Arai in France and Belgium has been extremely successful and we are thrilled to expand it into Germany."

The Arai story is the stuff of legends, with Hirotake Arai starting out as a hatmaker in 1926 and then starting to make motorcycle safety helmets in 1950.

Bell helmets are an equally storied brand, having been started by Roy Richter in the garage of a southern Californian Speed Shop in 1954. Bihr's deal with Bell sees them becoming the exclusive distributor for Germany and Austria and takes the number of European markets in which Bihr represents Bell to 12, including France and Spain.

Christophe Piron commented: "We are very excited about starting the

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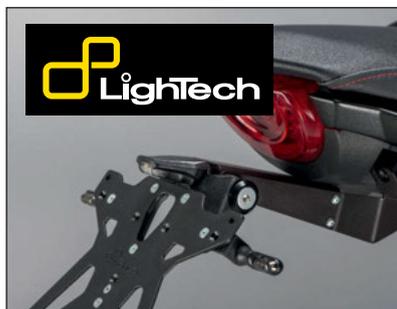
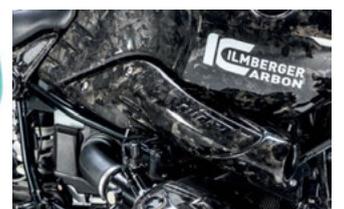
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Comment 4

Second quarter ACEM data points to market softening - Robin Bradley reads between the lines of the latest ACEM registration data for the first six months and finds that not everything looks as good as the headline news suggests ...



MV Agusta 21

The shape of things to come? The now Russian-owned Italian icon succumbs to temptation as it signs lightweight displacement deal in China with "more to come" ...



Rapid Bike 26

Italian performance specialist Rapid Bike rolls out new applications for popular models, with more additions scheduled for later in the year.

PROGUIDE 22-44



SIEBENROCK



Second quarter ACEM data points to market softening

The latest data from ACEM, the Brussels based international motorcycle industry trade association, shows motorcycle sales in the 28 European Union countries (ICE/Internal Combustion Engine only) as growing by +8.67% compared to the first six months of 2018 (612,690 units, up from 566,107 units), with four of the smaller EU markets still to report (Bulgaria, Cyprus, Denmark and Malta).

Last year new motorcycle registrations for the first six months represented over half of the eventual total for 2018 at 53.74%, with 80.74% of registrations for the first six months of 2019 coming from the 'Big Five' EU markets of Italy (137,994 units, +6.0%), France (108,453, +12.2%), Germany (104,966, +7.9%), Spain (86,839, +11.6%), and the UK being the softest of the 'majors' (56,439, +2.1%).

The data presented in this month's 'StatZone' (pages 6 to 8) is a mixture of national trade association reporting (as opposed to ACEM data) and includes some results for July as well as for the first six months of the year.

The data available that already includes July does indeed appear to suggest somewhat of a softening of new ICE motorcycle registrations (Germany and the UK for example) as we head into the second half of the year.

If overall growth in the second half does soften from the +8.67% ACEM is reporting for the first six months, then rather than looking undercooked, our initial forecast for 2019 of +3 percent (+/- 2 percent), which I revised quite dramatically to around +8 or 9 percent in the context of ACEM Q1 data, is looking more realistic than I'd hoped.

The ACEM Q1 data had new registrations of ICE motorcycles for the EU 28 at around an always unsustainable and still probably Euro 4 influenced +19%.

The ACEM Q2 data shows new registrations of ICE motorcycles for 24 of the EU 28 as having grown by +2.87% compared to Q2 of 2018 (369,994 units in 2019; 359,657 in 2018).

This means that the trend underlying the headline figure of +8.67 percent for the first six months of 2019 as a whole is not everything it appears to be.

There is no question - based on the ACEM data for the first two quarters (and therefore YTD through end of June), the market is softening and doing so at an alarming rate.

Unless there is a quite dramatic and counter-intuitive uptick in new ICE motorcycle registrations in the second half of the year, then our original forecast of around +3% for the year is not just back in play but, actually, may be optimistic. The eventual outcome may be an essentially flat year.

Coming into 2019, there already was adverse trend evidence and, despite a storming first quarter in most markets (especially the 'Big Five'), what we are

now seeing play out is a continuation of the 'real' 2018/2019 trend.

For the record, ACEM is reporting electric vehicle registrations in 24 of the EU 28 for whom it has data so far as +82.7% for motorcycles (5,812 units for the first six months of 2019 Vs. 3,181 for the year ago period) and +76% for electric powered mopeds (28,577 units Vs 16,259 in the first six months of 2018).

In addition to ICE motorcycles and electric vehicles, ACEM's ICE moped data shows that market as having grown by 10.98% for the first six months of 2019 at 119,249 units (107,453 for the first six months of 2018).

So, how to explain the softening of demand for 'conventional' motorcycles? Well, one of the classic pillars of negative wisdom can be ruled out as, increasingly, the motorcycle manufacturers are doing a better job of offering better products in technology and reliability terms, with forward-facing platforms that simultaneously recognise where the market's retro vibe and neo-custom zeitgeist 'happy place' is to be found.

Pricing of all that tech and future-facing platforms is an issue, for sure, and that also goes to the impacts of one of the two remaining possible areas of explanation. The market definitely needs to quicken the pace of its lightweight and, above all, middleweight displacement embrace and to be more realistic about where that sweet spot lies and to take notice of what manufacturers such as Royal Enfield

are doing to bring price, displacement, retro and performance together into a demographically convincing alliance of verities.

The other primary issue is likely to be that age old enemy of 'macro economics' and consumer confidence - especially in the context of the U.S. administration's apparent determination to ignite a new cold war with trade as the battlefield, and bomb the rules-based economic order it itself authored with the Bretton Woods System back in 1944.

Having largely stood the test of time for some 70 years, it looks like, in the absence of an Iron Curtain, the present administration is bent on erecting walls of all kinds - including trade barriers. With the pace of electric PTWs adoption dragging and the various major market deadlines for abandoning internal combustion engines racing towards us, there is no question that even our market's issues have got issues!

" +3% now looks realistic again "

Robin Bradley
Publisher
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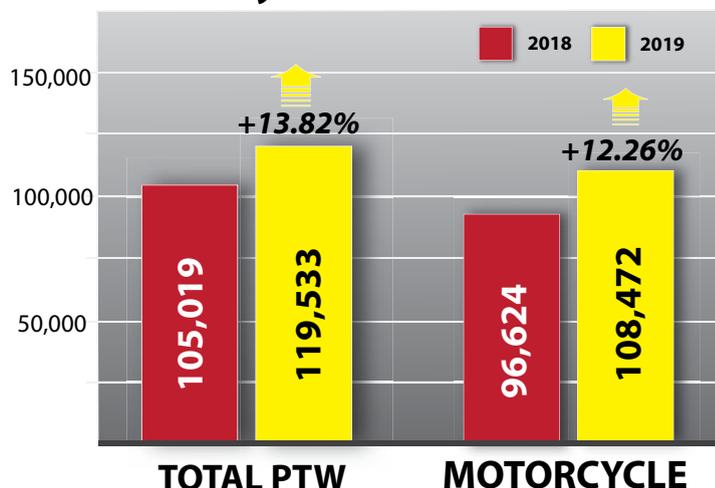
Spain: motorcycle registrations +12.26% Jan-July

The latest data from ANESDOR, the motorcycle industry trade association in Spain, shows motorcycle registrations +17.28 percent for July (20,431). This is the strongest July market performance in Spain since before 2009, having been +6.07 percent in June (18,627 units) and +3.17 percent in May (17,620 units).

For the first seven months of 2019, Spanish new motorcycle registrations were +12.26 percent at 108,472 units - also the best since before 2009. The moped market in Spain appears to be recovering (+31.76 percent, 11,061 units YTD), and in total PTW terms the YTD in Spain was +13.82 percent (119,533 units

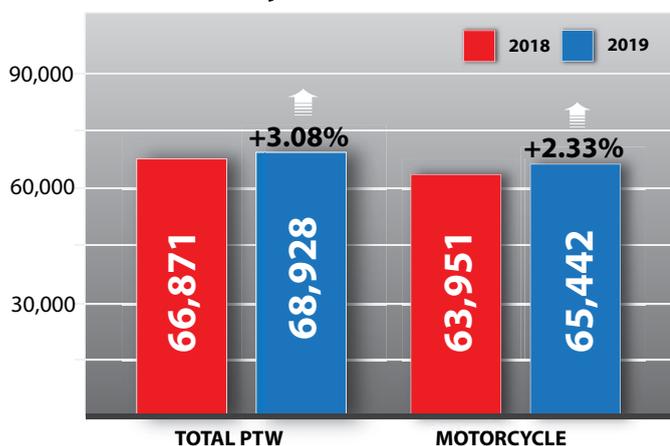
registered in total - also the best first seven months in Spain since before 2009). Honda remains market share leader in Spain so far this year selling 22,778 total units YTD for a 21.0 percent market share. Yamaha was second (15,651 units/14.4%); Kymco third, followed by Piaggio fourth and BMW fifth. The electric bike sector grew by +242 percent in July, taking 7.8 percent of registrations in July, with the Silence S02 selling 885 units in July and 2,494 units YTD 2019. Some 5.4 percent of motorcycle sales in the first seven months of the year have been electric motorcycles.

Spanish registrations Jan - July 2019



UK: motorcycle registrations +2.33% Jan-July

UK registrations Jan - July 2019



The latest data available from the MCIA, the motorcycle industry association in the UK, shows new motorcycle registration growth slowing during the summer months from the good start to 2019.

In July the UK market was +2.85 percent (9,223 units), having been -11.76 percent (11,038 units) in June. For the first seven months of 2019 new motorcycle registrations in the UK were +2.33 percent at 65,442 units YTD - still the best seen in the UK since 2016. Moped market volumes remain low in the UK, but there is growth of +19.38 percent YTD (3,486 units) to put total new PTW registrations at +3.08 percent YTD (68,928 units).

The largest single market sector in the UK remains 'Naked' style bikes, which

accounted for 22,742 units for a growth rate of +5.6 percent. The Adventure Sport sector is the second largest, growing at +9.5 percent YTD (12,820 units). In percentage terms, the biggest losers were the relatively small Sport/Tour (-23.6%) and Touring (-16.2%) sectors; Trail/Enduro bikes are +5.2 percent YTD in the UK. Scooters were +7.2 percent YTD at 15,198 units.

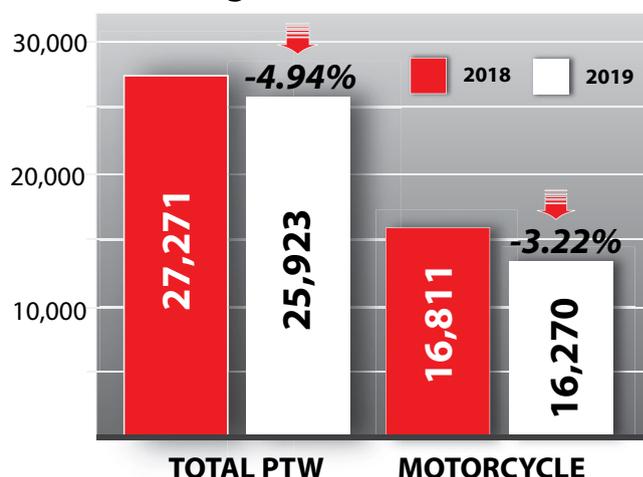
Honda was market share leader in July (1,903 units), followed by Yamaha, Kawasaki, Triumph and BMW - the R 1250 GS Adventure was the top selling Adventure Sport model in the UK in July (116 units), with the R 1250 RT leading the Touring sector and the Kawasaki Z1000 SX the best selling Sport/Tour model.

Switzerland: motorcycle registrations -3.22% Jan-June

The latest new registrations data released by Swiss industry association MotoSuisse shows total new motorcycle registrations down for the six months to June 2019 at -3.22% (16,270 units), having been down by -19.46 percent in June (2,744 units). In total PTW terms, the Swiss

market was running at -4.94 percent YTD at 25,923 units. In total PTW market share terms (motorcycles, scooters and mopeds), Yamaha continues as market leader so far this year, with 4,608 units sold, followed by Honda (3,918), BMW (2,697), Vespa (2,025) and Kawasaki (1,768).

Swiss registrations Jan - June 2019



Poland: new motorcycles +38.39% Jan-June

The latest data from the motorcycle industry trade association in Poland (PZPM) shows new motorcycle registrations at +20.90 percent for June 2019 (2,401 units), having been +23.90 percent in May (2,483 units). The figures show that the modest improvement of the new motorcycle market in Poland since the summer of 2018 appears to be sustaining. For the YTD (January - June 2019) new motorcycle registrations were +38.39

percent at 11,531 units - the best since 2016 and third best since before 2006. 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 +24.64 percent (10,485 units), putting total new PTWs in Poland at +31.49 percent YTD (22,016 units -

the best since 2016). 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

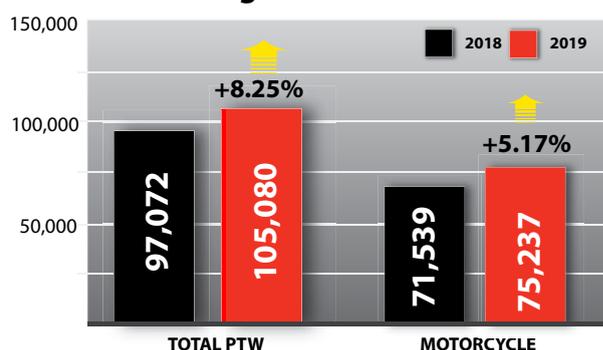
they buy from. When the used motorcycles receiving their first registration in Poland are factored in, the total number of new and used motorcycles sold was +2.63 percent in June (9,661 units) and were running at +11.24 percent for the YTD (50,177 units - the best since before 2010). Total new and used PTWs were +12.72 percent (65,577 units YTD) - the best since 2016.

Germany: motorcycles +5.17% Jan-June

The latest data from the IVM, the motorcycle industry trade association in Germany, shows motorcycle registrations down by -10.28 percent in June (11,518 units), having been -1.38 percent in May (13,660 units). For the YTD (the first six months of 2019) the German motorcycle market was +5.17 percent (75,237 units in total), which in spite of the soft May and June registrations, is still the best German motorcycle market first half year performance since before 2009. In total PTW terms June was -5.88 percent (17,324 units), having been +2.13 percent in May (19,801 units), making the YTD

+8.25 percent at 105,080 new PTW units registered in total. The top selling model YTD remains the BMW R 1250 GS (7,035 units), way ahead of the Yamaha MT-07 in second place (2,349 units), the Kawasaki Z900 (2,052), Z650 (1,820) and the Honda 'Africa Twin' in fifth place (1,409) and the KTM 790 Duke in 6th (1,361 units YTD). With seven models among the top 30 best sellers, it is no surprise that BMW has stretched its German market dominance still further having sold 17,820 units in total YTD for a commanding 23.69 percent market share (and up 14.14% on last year's sales). Kawasaki was second with 8,737

German registrations Jan-June 2019



units sold for an 11.61% market share; Honda was third with 8,531 units sold (11.34% share); KTM fourth (8,346 units sold, 11.09% share); Yamaha fifth (7,347 units sold, 9.77% share) and Harley-

Davidson sixth (6,533 units, 8.68% share). Suzuki was in 7th place, followed by Ducati, Triumph, Husqvarna, Aprilia, Royal Enfield, Moto Guzzi and Indian Motorcycle in 14th.

Australia: Powersports market sales -11.4% first six months of 2019

The latest data from the trade association in Australia that includes motorcycle representation (the Federal Chamber of Automotive Industries/FCAI) revealed 42,457 motorcycles, ATVs and scooters were sold during the first six months of 2019, a -11.4 percent decline compared with 47,909 for the same period in 2018. Tony Weber, chief executive of the FCAI, said the softer motorcycle sales reflected the current tough market environment. "The first six months of 2019 have seen several events which

have contributed to the sensitivity of the market, including environmental factors such as drought and flood, a tightening of financial lending and the recent Federal election." Honda was the overall leader with a 24.2 percent share of the national market, followed by Yamaha with 21.1 percent and Kawasaki with 10.7 percent. Across the industry segments, Scooters defied the market trend with a +18.8 percent increase in sales during the first half. Honda held a 39 percent share, followed by Vespa with 15.25 percent

and Piaggio and Suzuki equal on 15.1 percent each in the segment. The ATV/SSV category showed a decline of -13.9 percent. Within this category, Polaris maintained market leadership with a 27.9 percent share, followed by Honda with 24.7 percent and Yamaha with 18.8 percent. Off-road category sales fell -5.9 percent compared with the first half of 2018. Honda now leads this segment with a 28.5 percent share, followed by Yamaha with 28.2 percent and KTM with 16.7 percent. The Road segment fell by -17.7 percent.

Harley-Davidson was the market leader with an 18.7 percent share, followed by Yamaha with a 17.5 percent share and Honda with a share of 17.47 percent. Overall the ATV/SSV sector took 22.7% of sales (up from 17.5% in Q1 2019); Off-Road took a 34.5% share of available sales (up from 32.9% Q1); On-Road bikes were the largest single sector of the Australian market, taking 36.9% of sales (down from 42.2% in Q1), and though the only sector to grow compared to 2018, Scooters took just 5.9% of sales, which was down by -7.4% compared to Q1 2019.

Austria: motorcycles -12.64 for Q2

Having been +33.59 percent up in Q1 (on low volumes, 3,496 units), the latest data released by the motorcycle trade association in Austria (Arge2Rad) shows registrations of new motorcycles

down by -12.64 percent for Q2 (6,414 units) and -0.49 percent for the year to June 2019 (9,910 units). In total PTW terms, the Austrian market was -3.39 percent in Q2

(17,152 units) and is +6.05 percent for the first six months of 2019 at 24,833 units in total. In its home market KTM is motorcycle market share leader, having sold 2,434 units in Q2 for

a 24.56 percent market share. BMW is second (1,366 units sold, 13.78% share), Honda third (10.68% share), followed by Yamaha (10.52%), Kawasaki (7.02%), with Harley-Davidson, Suzuki, Husqvarna, Ducati, and Triumph making the top 10.

Italy: motorcycles +8.78% Jan-July

The latest data released by ANCM, the motorcycle industry trade association in Italy, shows the Italian motorcycle and scooter market continuing to grow after a dip in May. New motorcycle registrations were reported as being +12.27% in July (11,516 units) after being broadly flat at +0.93% in June (10,859 units). For the YTD (January to July) new motorcycle registrations were +8.78% at 74,577 units - the strongest first seven months Italy has seen since before 2014.

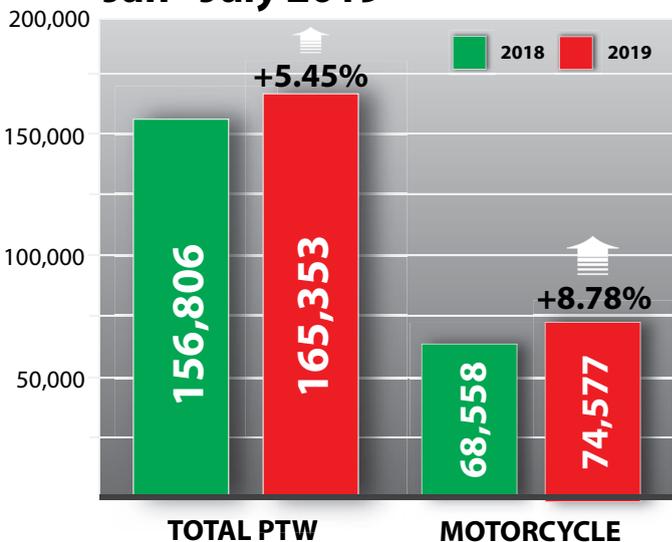
In total PTW terms, the Italian market is reported as having been +11.73% percent in July (29,497 total units) and +3.16 percent in June (28,429 total units), making total PTW sales for the first seven months of 2019 +5.45% at 165,353 units - the strongest comparable Italian market performance since 2011.

Scooter registrations were +6.26% for the first seven months of 2019 at 93,776 units registered, with the top three best sellers being Honda's Italian made SH 150/300/125 range selling 19,445 units between them YTD, with Piaggio's Beverly 300 ABS in fourth spot (6,116 units) and its Liberty 125 ABS fifth (4,258 units), ahead of Kymco's Agility 125 R16 (3,622) and Yamaha's XMAX 300 (3,455 units registered so far in 2019).

The top selling motorcycle in Italy YTD was the BMW R 1250 GS (3,326 units), followed by Honda's 'Africa Twin' (2,595), the Benelli TRK 502/X (2,364 units sold) and the Yamaha 'Tracer' 900 (2,187 units).

For the full year of 2018 the Italian motorcycle market was reported at +12.73 (92,991 units) and +7.35 percent in total PTW registration terms (219,465 units).

Italian registrations Jan - July 2019



Japanese made motorcycle exports to Europe -24.12% Jan-June

After modest growth seen in the final quarter of 2018, the latest data released by JAMA (the automotive trade association in Japan, which includes representation of motorcycle manufacturers among its membership) shows exports of Japanese made motorcycles to Europe continuing to decline in 2019, by -24.12 percent for the first six months of 2019 at 87,563 units; they peaked at 259,000 for the first six months in 2007.

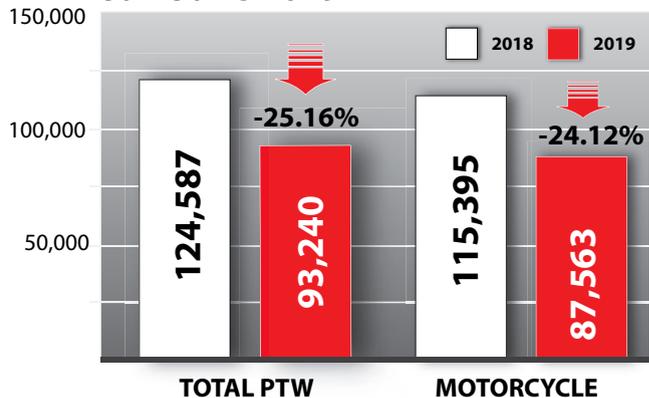
Exports of Japanese made motorcycles to USA YTD were -20.48 percent through June at 29,762 units. Total Japanese factory manufactured motorcycle exports worldwide were -19.70 percent for the YTD

at 156,188 units.; they peaked at 518,000 in 2007.

Total PTW exports to Europe (motorcycles, scooters and mopeds combined) were -25.16 percent for the six months to June 2019 at 93,240 units; -12.71 percent to USA (47,196 units) and -18.22 percent worldwide (197,946 units). The peak was seen at 824,000 units in 2001.

The increasing number of units being made by Japanese manufacturers elsewhere in Asia, the US and South/Central America goes some way to providing historical context for the data, though the majority of higher value larger displacement Japanese brand machines, especially those being sold in

Japanese exports to Europe Jan-June 2019



Europe, are still made in Japan. Their overseas factories are primarily engaged in making and selling scooters and smaller capacity units in 'emerging'

markets (where import tariffs are high) and in making ATV/UTV units - especially in the United States where demand for such machines is strongest.

Sweden: motorcycle registrations +12.12% Jan-July

The latest data available from the motorcycle industry trade association in Sweden (McRF) shows new motorcycle registrations up by +33.76 percent in July (1,355 units), having been -8.17 percent in June (1,427 units), -2.65 percent in May (1,981 units) and +4.40 percent in April

(2,181 units).

The January to July YTD motorcycle registrations are +12.12 percent at 9,001 units - the best first seven months for new motorcycle registrations in Sweden since before 2014.

The Swedish moped market was -7.03

percent for the first seven months of the year at 8,977 units, meaning that total new PTW registrations are up, but only by +1.66 percent YTD at 17,978 units in total (road and off-road motorcycles, mopeds and scooters) - also the best market performance in Sweden for the first seven months

since before 2014.

In 2018 new motorcycle registrations were down for the full year at -10.83% (10,279 units), with Mopeds up by +22.71% (16,155 units), putting total new PTW registrations at +7.06% (26,444 units) for the year - the highest such figure for several years.



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distribution of Bell products in Germany and Austria. Bell is a strong, charismatic brand with a unique promise and an unparalleled legacy. From the start of our partnership with Bell in 2016 we have been investing heavily in the development of the brand in our territory. I am thrilled to be celebrating our success in the past three years with the addition of two more important new markets."

Kasper L. Kreiler, Director of EMEA Sales & Business Development of Bell Helmets, is quoted as saying: "We are very pleased to have found an agreement with Bihr to distribute our helmets in Germany and Austria. The Bihr team has clearly demonstrated their ability to distribute our products and to live up to Bell brand values in other European countries, and we are more than happy to extend our working relationship with Bihr."

In addition to Arai and Bell, Bihr's new German subsidiary will be selling the British RST apparel brand and the American (Tucker Powersports/MAG) Answer off-road apparel and riding gear range to dealers in Germany.

In Austria Bihr is also now selling its full ranges of apparel and accessories and is additionally opening up full product range distribution to the Czech Republic, Slovakia and Slovenia. Christophe Piron went on to say that "we are very pleased to be opening our new offices in Germany, Austria, the Czech Republic, Slovakia and Slovenia. We can accelerate our current growth with an expansion of our geographical presence, which is an important measure to provide our customers and vendors with an even better service".

Founded in 1975 by industry legend Cyrille Bihr, Bihr Distribution is part of the 2 billion Euro turnover Kontich/Antwerp based Alcopa Group that traces its origins in the automotive and motorcycle business back to 1937 when Albert and Constance Moorkens



started their motorcycle distribution business.

Bihr has over 40,000 sq m of distribution space in total in France and Spain, is now active in 15 European countries, employing 400

people and selling some 300 brands and 200,000 items to up to 14,000 active dealer accounts. Bihr says it can supply almost all European motorcycle dealers within 24 hours.



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Moose Racing for 2020

PARTS EUROPE



Distributed in Europe by Wasserliesch/Trier based Parts Europe, Moose Racing's new collection includes Off-Road, MX, Adventure and ATV equipment, and for 2020 features redesigns of its Sahara, M1 and Qualifier MX lines and its Enduro and ATV developed XCR line.

"When it comes to MX clothing, Moose Racing offers three different clothing lines, all adapted to the specialty needs of MX and Off-Road riders and their personal preferences and riding environments.

"The 'Sahara' line comes with an athletic fit and is made for warm weather using highly ventilated fabric at the right spots. The very light 'Sahara' gear is based on the newest technical developments and promises unrestricted mobility, including ventilated polyester mesh pants with reinforced high denier polyester seat and structured mesh knee panels to promote improved ventilation around the knee area. The more discreet placement and sizing of the Moose Racing logo gives a street-style inspired note to six new colour combinations of the Sahara line.

"The M1 collection is the all-rounder of Moose Racing's MX apparel lines. The durable, multi-talent level design is made to fit all levels of riding skills, offering a comfortable standard fit and

more extrovert colourway choices when compared to the Sahara range. The jerseys are in quick drying fabric, with high denier polyester pants with triple stitched seams and structured mesh knee panels.

"Made for hobby racers and beginners, the 'Qualifier' range fits everyone with all that is needed for the first rounds in the dirt. This line is available from children's sizes up to extra large and promises a comfortable riding experience without a high price tag".

The waterproof and windproof XCR line for Enduro and ATV riders now comes in three different colourways with updated design details. The stretch nylon chassis is durable, waterproof and breathable and performs well in all conditions. Five zippered intake and exhaust vents regulate body temperature. Additional features include durable high denier nylon panels in high wear areas, ergonomic sleeve design with stretch panes and internal polyester mesh liner to wick moisture and improve the comfort of the waterproof, breathable materials.

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NEWS BRIEFS



Italian suspension specialist Bitubo has appointed well known Dayton, Ohio performance parts specialist Brock's Performance as a distributor of its shock absorber, front end and 'Digi-Shox' electronic suspension system product lines for race, street, sports and cruiser applications in the United States.



Eicher Motors Ltd (EML) of India, owner of Royal Enfield, has announced Vinod K. Dasari as the CEO of RE with a seat on the EML board. Dasari takes over from Siddhartha Lal, who was named CEO of Royal Enfield in 2001. Lal will continue as Managing Director of Eicher Motors Ltd. At Royal Enfield, Siddhartha, who has masterminded its entry into the 650 twins market in Europe and USA, will continue to support Vinod and the team in RE product and brand related areas. Dasari has served time at Ashok Leyland, Cummins India, Timken and General Electric and has also served as the President of the Society of Indian Automobile Manufacturers (SIAM).

Avon's Cobra Chrome OE on Rocket 3 roadster line-up

Triumph Motorcycles' eagerly anticipated high performance Rocket 3 muscle roadster features the Avon Cobra Chrome as the manufacturer's spec tyre. Available in two models, the R and GT, the Rocket 3 boasts the world's largest production motorcycle engine capacity of 2,500 cc, which is said to deliver unparalleled acceleration and the highest torque of any production motorcycle. Avon Tyres, the OE supplier to Triumph Motorcycles, "contributed to the end result by developing a new Cobra Chrome tyre especially for the Rocket 3 line-up. Imposing tyre sizes of 150/80 ZR17 at the front and 240/50 ZR16 at the rear add to the roadster's distinctive muscular presence". The Cobra Chrome tyre features



snakeskin style edge tread and raised Cobra head logo, with a front and rear tread pattern developed for "exceptional grip and incredible mileage," says Dominic Clifford, Avon's recently appointed Global

Motorcycle Manager. "We are proud to be the tyre of choice for such an iconic brand as Triumph Motorcycles. The Rocket 3 roadster is the pinnacle of motorcycles. To see our Avon Cobra Chrome tyre fitted on both models really is a testimony to the tyre's performance." Founded in 1904 and still based at Melksham in the UK, Avon Tyres is owned by the American Cooper Tire & Rubber Company. www.avontyres.com



Sources: AMD, IDN, FT, Reuters, PCB, MPN, B&B, BDN, MCN, AP, Bloomberg, MNW



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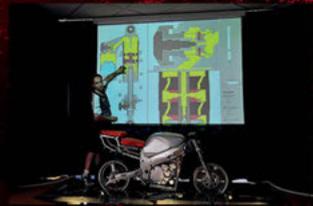


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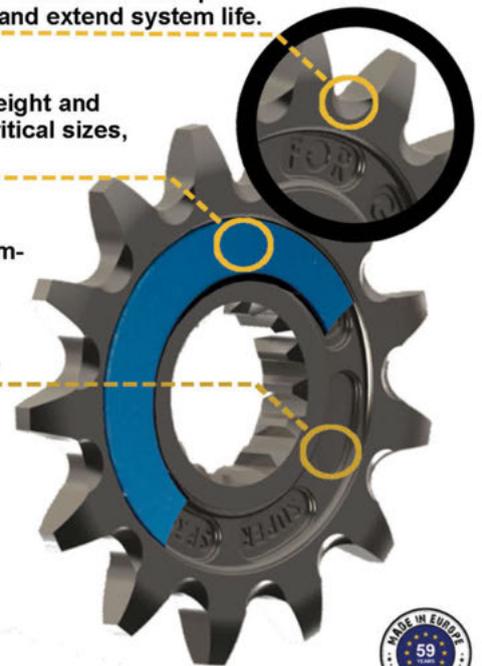
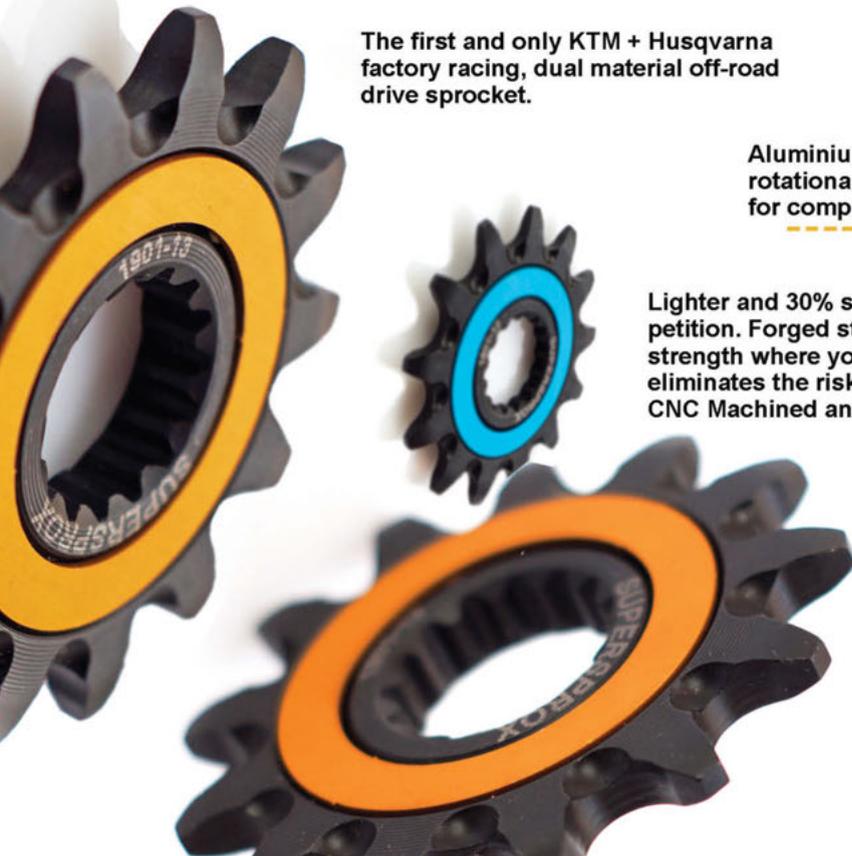
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NEWS BRIEFS

As a patron of the event, FEMA (the Federation of European Motorcyclist's Associations) will speak at the First International Conference on Road Safety for Motorcyclists - Friday 20 September 2019 at the AISICO Test House & Lab in Pereto, Italy. Staged in collaboration with the European Union Road Federation (ERF), the ongoing work to make guardrails more motorcyclist-friendly is a priority theme. FEMA says the need of an international debate about this subject arises from the release in April of a new Italian decree about the road safety system for motorcyclists. The decree follows the EU regulation CEN/TS 17342:2019 and describes the technical specifications to reduce the impact severity of motorcyclists' collisions with safety barriers.



Vertex Pistons of Italy (VP Italia) scored a first and second in the 85 cc 2019 European Motocross Championship Class, winning with young Latvian Edvards Bidzāns (first, Husqvarna) and Valerio Lata (second, Marchetti Racing, KTM) at Loket in Czechia, July 27-28.

BMW Motorrad was able to increase deliveries of its motorcycles and maxi-scooters in the second quarter of 2019 to 54,582 units (2018: 51,117 units; +6.8%), resulting in a corresponding increase in revenues to €727 million (2018: €658 million; +10.5%). Six-month deliveries rose to 93,188 units (2018: 86,975; +7.1%). Segment revenues amounted to €1,313 million (2018: €1,182 million; +11.1%). EBIT increased to €191 million (2018: €175 million; +9.1%), resulting in an EBIT margin of 14.5% (2018: 14.8%).

After three years in Berlin and a 'Road Trip' in 2018, BMW's Pure&Crafted Festival is moving from Berlin to the Taets Art and Event Park at Amsterdam for three days from Friday 27 to Sunday 29 September - three days of beer, bikes, bands, food and culture.

Cooking the Press

Granollers, Barcelona based brake components specialist Galfer hosted several of Europe's leading journalists for a two-day factory visit in June. Press representatives from five different countries got to see the advanced manufacturing, expensive R&D and exhaustive quality control procedures that

are behind every Galfer brake pad, disc and hose. Galfer demonstrated its semi-metallic and sintered metal brake pad manufacturing technologies as well as its 'Disc Wave' precision laser-cutting operation, live dynamometer brake testing with brake discs reaching a maximum



temperature of up to 680 degrees C. The heat continued the following day when, on bikes loaned by KTM España, Galfer's guests enjoyed a 150 km brake test and demonstration ride through the Montseny Massif, which rises up to 1,700 m above sea level between Barcelona and Girona - just as most of western Europe baked in record heat with temperatures on the ride of up to 42 degrees C!
www.galfermoto.com

Silkolene One Shot range has counter appeal

World famous oil brand FUCHS Silkolene says it has given motorcycle retailers and dealers a boost with the introduction of its new One Shot range. The small 100 ml One Shots are the latest addition to the Silkolene maintenance family and designed to "offer added protection and boost engine performance. The One Shot products can either be simply added into the fuel tank or added to the engine oil prior to a scheduled oil change," says Sally Travis, Marketing Manager at FUCHS Silkolene. "They have been designed to stand either on the counter or on vibrant Silkolene product stands, giving dealers the chance to increase sales and profits." The range includes PRO FST, Engine Flush and Octane Booster.

"This new range complements our current 'Maintain' range and offers dealers the chance to secure brand new sales from existing customers. The products come in 100 ml brushed metal tins, using the designated blue 'Maintain' range colours. They clearly display the famous Silkolene brand name and product information on the front label and are competitively priced as an 'added value' impulse buy, either at the counter or as a customer browses the shop floor." To celebrate the launch, FUCHS Silkolene UK is offering UK-based dealers the chance to buy one case of Engine Flush and one case of Octane Booster and receive one case of Pro FST and optional countertop P.O.S. free of charge.



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Sources: AMD, IDN, FT, Reuters, PSB, MPN, B&B, BDN, MCIN, AP, Bloomberg, MINW

SIXS 10th anniversary limited edition base layer shirt



TS1, celebrates SIXS' 10th anniversary

This year sees SIXS celebrate its 10th anniversary and to mark the occasion the company has produced a special limited edition short sleeve commemorative base layer - the TS1 Anniversary - limited to 1,000 pieces. Designed for athletic performance at high temperatures, the celebratory short-sleeved base layer shirt is said to have been made with the lightest fabric ever used in a SIXS product (90% Polypropylene, 7% Elastane, 3% Carbon), making it 33% lighter than the already incredibly low weight TS1L, resulting in the "best breathability ever".

The company has also unveiled a new logo as it looks forward to its next decade, with a new strapline - Innovative Solutions For Sport - that highlights the brand's high tech materials and advanced manufacturing technologies. The two TS6 (long, in WindShell Carbon underwear material) and TS7 (short, in Carbon Underwear material)



TS6 long, in WindShell Carbon Underwear material



TS1 short-sleeved multisport crewneck jersey

multisport garments launched earlier this year "guarantee perfect breathability and a constant body temperature during all seasons and in all weather conditions".

They combine an Antistatic System and seamless construction with Air Shield technology by SIXS. A thin layer of breathable windproof fibre creates a micro-cushion of air to defend the body without causing the classic "greenhouse effect" that increases sweating.

Launched earlier this year, the TS1 short-sleeved multisport crewneck jersey for motorcycle and scooter riders is said to "guarantee maximum comfort in all conditions for city, touring and track".

Manufactured in a mesh made of SIXS' own patented Carbon Underwear material, it features a "careful mix of technical fibres and a specially developed weave" said to "guarantee perfect breathability and a constant body temperature during all seasons and in all weather conditions".

"Unlike the sleeveless version (SMX), the sleeve wraps the upper portion of the arm and the armpit, keeping the epidermis fresh and dry. Polypropylene fibre, the lightest and most breathable fibre on the market today, is woven with carbon yarns that have thermoregulating and antistatic properties using seamless technology, protecting the body from the electrical load caused by rubbing multiple synthetic fabrics together.

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NEWS BRIEFS

LeoVince

Italian exhaust brand LeoVince is celebrating its 65th anniversary this year - "innovative research has always been at the heart of everything that LeoVince stands for. We started on the streets, but soon ended up on the racetrack, looking for innovative materials and construction techniques. The art of manufacturing exhaust systems for champions seeking maximum performance has always been our school - bringing those same exhausts to the road for today's bikers".

Indian conglomerate Mahindra's first new model in its Classic Legends Pvt Ltd BSA relaunch for the Indian market (initially?) is being branded as a BSA Gold Star. It will feature an engine made in Austria by BRP owned Rotax - an updated version of the 652 cc single as supplied to Aprilia for the 650 Pegaso and BMW F650 Funduro. This follows Mahindra's relaunch of the once massively popular in India Jawa brand in 2018.



Led by shops in Austria, Switzerland and Germany, calls are growing in Europe for the formation of an independent motorcycle dealer association. At present the only opportunities for dealers to organise are through their OE dealer groups. The mood music among over 100 dealers who attended the February meeting of the Austrian trade association's meeting was that up to a third of dealers could be facing threats to their existence.

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

No plan for new motorcycles in Europe to have compulsory speed limiters

The Federation of European Motorcyclists' Associations (FEMA) has moved to counter rumours about the introduction of speed limiters on new motorcycles sold in Europe by getting the European Commission to issue a clarification to correct the widespread and erroneous reporting that has been seen online and in print on both sides of the Atlantic.

"After the news broke in April 2019 that 'Europe' wants overridable Intelligent Speed Assistance (ISA) for cars, we quickly noticed that a large part of the automotive and motorcycle press described the overridable Intelligent Speed Assistance as "speed limiters for cars and motorcycles". This is not correct," says Dolf Willigers, General Secretary of FEMA.

Ms Ró a Thun, the member of the European Parliament who steered this legislation through the European Parliament, clearly stated: "We are not introducing a speed limiter, but an intelligent system that will make drivers fully aware when they are speeding", but some journalists have kept insisting that Europe was about to make speed limiters on bikes mandatory.



"To clarify this matter once and for all, FEMA wrote an official letter to Matthew Baldwin, the Deputy Director-General for Mobility and Transport and European coordinator for road safety and sustainable mobility. In our letter we voiced our concerns about possible ISA on motorcycles and we made the point that no technological developments regarding a possible improvement of road safety should be implemented without proper consultation of motorcyclists.

"We stressed the fact that certainly a measure like ISA should not be implemented without first clearly establishing the need for introduction on motorcycles. In our letter we also invited the European Commission to confirm that the



new regulations do not concern motorcycles and that a possible future regulation will not affect speed either by braking or by reducing engine power and will be tested to guarantee the safety of the motorcyclists."

In response, Baldwin stated: "You mention some information circulating in the media to the effect that Intelligent Speed Assistance will be required for motorcycles. This is certainly not true. As you are aware, motorcycles are not within the scope of the General Safety Regulation and the Pedestrian Safety Regulation.

"Even if the Commission were eventually to make a proposal making ISA systems mandatory for motorcycles, this would require an impact assessment and a cost-benefit analysis. This evaluation would take into account the specificities and needs of these vehicles and the paramount need for the safety of riders."



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Four-bank chargers - "Keeping batteries fresh and ready"

Co-branded by Drag Specialties, Moose, Honda and Triumph, the OptiMate 3 is described as TecMate's most trusted charger in powersport.

"This charger has saved many thousands, if not millions, of batteries over the years with its unique save mode that brings a sulphated battery back from as low as 2 volts and its unique 24-7 long-term maintenance programme that keeps that saved battery ready to fire up the engine of the powersport vehicle it is in."

This same charger is available as a dual bank (OptiMate 3 x 2) and four-bank (OptiMate 3 x 4), ideal for dealers and workshops, and a fact that American Honda has recognised by approving the OptiMate 3 x 4 for new battery preparation.

Ideal for 12V AGM, GEL and STD lead-acid batteries, the seven-step programme on the 3 x 4 can save dead flat 12V batteries from as low as 2 volts or automatically bring a new battery to full charge "within hours." For high performance 12.8V/13.2V 4-series Lithium Ferrous Phosphate (LFP/LiFe) batteries, the OptiMate Lithium 4s 0.8A x 4, derived from the highly regarded OptiMate Lithium 4s 0.8A, is globally recommended by Yamaha and Kawasaki. "Each station's nine-step programme can save a flat battery from as low as 0.5 volts or automatically bring a new battery to full charge - including batteries with a built-in sleep mode that needs waking before receiving charge.

"Preparing or servicing batteries could



OptiMate 3 four-bank

x4

not be easier with any of the OptiMate four-bank fully automatic battery chargers," says TecMate CEO Martin Human. "The integrated wall mounts allow for perfect positioning above the battery service area. The rest is easy.

"Simply connect the batteries and each charge bank's smart programme does the rest automatically, from activating a new battery for service or saving a flat battery a customer may have returned.

"Keeping new batteries fresh and ready for sale is a snap. The OptiMate 24-7 maintenance programme guarantees that each new battery leaves the dealership fully charged and healthy. With OptiMate four-station chargers, it is truly as simple as connect and forget, no more battery problems.

"OptiMate also keeps cost in check for the dealer. A lesser known fact is that all OptiMate battery chargers, including the four-bank models, can accept universal/global power rated between 100Vac to 240Vac. This universal input power conversion system is more efficient and reduces power usage, i.e. OptiMate uses less power than most to charge batteries right.

"Lower cost to charge batteries, almost no batteries coming back, and those dead flat batteries that do are usually due to customer error, and even those can be fixed by OptiMate - now that's a win-win-win formula for any dealer if there ever was one," says Martin.

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First vehicle under Yamaha's 2050 50% CO2 emissions reduction strategy



August sees Yamaha launching the EC-05 - the first vehicle under a strategy that aims to reduce CO2 emissions by 50 percent. The EC-05 is the result of a collaboration started in September 2018 by Yamaha with Taiwan based Gogoro Inc. Designed by Yamaha but based on a Gogoro production vehicle platform, the EC-05 will be produced by Gogoro and sold under the Yamaha brand through Yamaha Motor Taiwan sales channels. The EC-05 will be able to use the more than 1,200 GoStation battery-swapping stations installed in Taiwan by

Gogoro Energy Network. Yamaha says that "as part of the Long-Term Vision and Medium-Term Management Plan announced at the end of last year, we specified resource and environmental issues as one of the serious social issues which Yamaha Motor can help to address by leveraging our strengths. "We aim to reduce CO2 emissions from our products by 50% by 2050 compared to 2010 levels and are promoting the manufacture and sale of compact electrically-powered products as one method of addressing this issue. The EC-05



represents the first launch under the electric product strategy in this Medium-Term Management Plan period, with more releases to come. The EC-05 is the fifth electric

motorcycle launched by Yamaha Motor after the Passol in 2002, the EC-02 in 2005, the EC-03 in 2010 and the E-Vino in 2014. EC-05 production is targeted at sales of 20,000 units.

Husqvarna Motorcycles launch first ever electric motorcycle - the EE 5



Husqvarna Motorcycles is launching the new EE 5 - an electric motor Minicycle that "continues the brand's pioneering motocross journey and delivers a complete and fully adaptable, five-kilowatt competition machine. "Set to rival any 50 cc fuel-powered motorcycle, the quick-charging EE 5 combines the latest high-quality componentry with bodywork specifically designed to give young riders an ergonomically effortless, all-electric riding experience.

"The EE 5 offers youngsters an environmentally friendly way to learn, compete and have fun. Easily adaptable, the ride height can be simply adjusted to keep pace with an improving or growing rider. Delivering two hours of riding enjoyment for beginners and 25 minutes for serious racers, the supplied charger takes just 70 minutes to fully charge the lithium-ion battery." Said to feature the latest suspension



technology, the EE 5 is fitted with 35 mm WP XACT forks that offer 205 mm of travel and combined with a fully-adjustable WP rear shock ensure exceptional damping characteristics. A high strength chromoly frame, hydraulically operated brakes, lightweight wheels and tapered NEKEN handlebars and "striking graphics complete Husqvarna Motorcycles pioneering, all-new EE 5 machine".

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NEWS BRIEFS



MPN reports MIC data that puts the number of dual-sport motorcycles sold in Q2 2019 in USA (ADV/Adventure Touring models) at about 11% of the market for two-wheelers. Overall in 2018, the MIC said that of the 12.2 million motorcycles in use, 5% were dual-sport bikes and that of the nearly 30 million people reported as riding a motorcycle in 2018, nearly 10m of them ride both on-road and off-road.

Annual SxS retail sales in the US were higher than motorcycles for the first time in 2018. Cited MIC data puts US SxS sales at 458,000 new units in 2018, against 457,000 new motorcycles.

Triumph's UK and Ireland Sales Manager Bruno Tagliaferri retired at the end of August after 29 years with the company and after 44 years in the motorcycle industry, including time with Honda. Tagliaferri was one of the first to join the reborn Triumph in 1990.



As part of the celebrations for the 25th anniversary of the Ducati 916's production launch, the Ducati Museum is now featuring design guru Massimo Tamburini's 916. The 916 on display is one of the three prototypes from which he developed the bike until its industrialisation in 1994. Tamburini, who had already developed the Paso 750 for Ducati, unleashed what Ducati are describing as "a real revolution" with the 916 with aerodynamics and chassis developed on the roads of Rimini and at the Misano and Mugello circuits for six years without ever using the wind tunnel! The example in the museum features details that are more similar to those of the 916 SP series, the highest performing model of the 916 series.

The Piaggio Museum in Pontedera (Pisa), the largest motorcycle museum in Italy and one of the biggest in Europe, has been recorded in the TripAdvisor Hall of Fame, obtaining a Certificate of Excellence for the fifth consecutive year. The 5,000 sq m museum first opened in 2000 and underwent a major refurbishment in 2018. It has attracted 700,000 visitors since it opened and features more than 250 historic vehicles.

Newfren - "certified quality and continuous evolution"



Newfren has invested heavily in new manufacturing technology at its 10,000 sq m site near Turin.

Newfren produces its own line of brake shoes, brake pads, brake discs and clutch discs near Turin and at its own factory in Tunisia.

Founded in the 1950s by Alessandro Barbero, 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 10,000 sq m site near Turin and 3,000 sq m facility in Tunisia. Ahead of industry requirements where environmental manufacturing and compound formula requirements are concerned, Newfren has been granted UNI EN ISO 9001-2000 certification for their quality control systems and ABE certification from the German KBA for many of their products.

Speaking with Valter Barbero on the Newfren booth at EICMA last year, it was clear that he sees his company's ability to achieve advanced recognition status for its processes and product quality as central to success in an always competitive and ever-changing market.

"As an aftermarket as well as OEM supplier we have to ensure that our procedures meet the very highest standards at all times", Valter said. "So, in the early 2000s we started to certify our own ISO 9001 processes and have subsequently also met the updated ISO 9001:2015 standard.

"It is interesting though, because while manufacturers are familiar with what an ISO standard means, it is surprising how many industry customers, and especially consumers, still do not fully realise just how high the quality bar is set for a manufacturer to reach the

standards - it is the ultimate assurance of product quality, and nothing could be more important where brake components are concerned, but there is still uncertainty about exactly what these standards mean.

"ISO (International Organisation for Standardisation) is a worldwide federation of national standards bodies, a non-governmental organisation that comprises standards bodies from more than 160 countries, with one standards body representing each member country.



Valter Barbero, seen here in the middle at Newfren's 2018 EICMA booth.

"The ISO rules determine the requirements of a management system to certify the quality for an organisation. The monitored requirements are of a general nature and can be implemented by any type of organisation. The ISO 9001 is the reference standard for those who want to submit their production process to quality control.

"The start-point for defining the requirements are the needs that the customer has of a product, and the monitoring and standards of the entire production process flow upwards from that - the consumer's needs for a safe

Recently launched PRO RACE brake shoes.



and reliable product are at the focus of ISO 9001 in terms of how they apply to a brake component manufacturer. Every activity, application and monitoring of activities and processes is aimed at determining the maximum satisfaction of the end user.

"Next to the evolution of the processes to achieve that there is then the development of the products themselves. Here at Newfren we continue to adapt our product lines to the demands of the market and the performance of new vehicles."

During 2019 Newfren demonstrated its ongoing development of new products that are tuned to the needs of the market with the launch of what has been described as a revolutionary line of Turin made off-road brake discs.

"People sometimes think that ISO is a single, settled and static concept, but it isn't. In the motorcycle industry we all live and work in a dynamic business environment, and ISO is as much about preparing for the manufacturing challenges of the future as it is about proving the quality of the way things have been done. ISO is a platform that allows a manufacturer to move forward with R&D and to meet new business opportunities and customer requirements with confidence."

www.newfren.com



Newfren's 3,000 sq m facility in Tunisia.



MV Agusta in Loncin, China, light/middleweight cc deal



In the latest spin of the wheel in the motorcycle industry's burgeoning light and middleweight displacement direction of travel, Russian-owned Italian manufacturer MV Agusta has announced a partnership with Chinese manufacturer Loncin Motor Co for small displacement motorcycles.

The deal will see Loncin manufacturing MV Agusta branded 350-500 cc models in what is described as a "long-term strategic partnership agreement that has, as a base, the development of an all new family of MV Agusta products. "The vehicles will be completely designed by MV Agusta to occupy the premium segment of the high growth Chinese market. Like all MV Agusta products, this new 4-model family will embody the unique MV Agusta DNA - its unique sound and vehicle dynamics will spark a strong connection with all the new riders. "This strategic alliance will enable MV Agusta to enlarge its current product portfolio with the objective of increasing our riders globally and expanding access into Asia. The collaboration marks a significant progress towards a major pillar in the MV Agusta accelerated growth plan. The company objective is to expand access to the MV Agusta brand and driving incremental sales – both of the new, smaller displacement motorcycles and of the current Italian 675, 800 and 1000 cc MV Agusta product range".

The new models are slated to be in Chinese dealerships by the end of 2021.

Interestingly, MV Agusta and Loncin have confirmed that their partnership "will not be limited to the development of the new family of products in the 350-500 cc range". It also includes MV Agusta assisting Loncin in entering the premium segment market with MV's 800 cc platform. Through CRC (Castiglioni Research Centre), its state-of-the-art design and engineering centre in Italy, MV



MV Agusta CEO Timur Sardarov with Loncin President Yong Gao

Agusta will develop an entirely new family of products for VOGÉ, Loncin's premium high-end brand. The family of VOGÉ products will target the mid and large size capacity market through sharing MV Agusta technology and engineering. One of the most 'storied' of motorcycle brands, the company that eventually became the MV Agusta we know today was originally founded as an airplane manufacturer by Sicilian aristocrat Count Giovanni Agusta in 1907. Following its full take-over by Russian multimillionaire oil and gas magnate Rashid Sardarov in 2018, Giovanni Castiglioni, the last connection to the Castiglioni dynasty, was ousted as Chairman and CEO. New CEO **Timur Sardarov** is quoted as saying that "this strategic alliance is an important step to consolidate our vision for the future of MV Agusta. Our target is to reaffirm our leadership in the production of upper-premium motorcycles, while also enlarging our customer base by offering a broader range of products without compromising our distinctive design and performance. We are looking forward to grow with the right partners and the right products, making sure that our clients enjoy a larger choice of models, all of which share the same DNA and MV Agusta pedigree."

The President of Loncin, **Mr. Yong Gao**, announced: "The conclusion of the strategic agreement is conducive to Loncin's and MV Agusta's joint

response to the changes in global market demand and to the coordinated development of both sides. Loncin will use advanced manufacturing resources and Chinese market knowledge to help MV Agusta expand its product line and enhance product competitiveness. MV Agusta's technology and advanced design experience of high-

performance motorcycles will support Loncin's VOGÉ brand in becoming the market leader of premium motorcycles in China. I am looking forward to our strategic cooperation based on the principles of mutual benefit and success."

Loncin produces over one million vehicles a year - mostly PTWs (Powered Two-Wheelers) and related units - and has annual production capacity for 2,500,000 motorcycles, 3,000,000 motorcycle engines and 150,000 ATVs. Since 2005, Loncin has additionally been in a long-term strategic partnership with BMW, providing them with around 100,000 products, including some 35,000 350 cc Scooter and 650/800 cc GS engines. In 2017 Loncin bought Italian engine maker CMD.

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High-tech licence plate options



One of the first products riders consider changing after the purchase of a new or used motorcycle is the licence plate holder, and Italian parts and accessory specialist LighTech offers a huge range of model-specific options.

Each is offered in a choice of two versions - an OE replacement and a kit that additionally includes a replacement homologated plate light and retroreflector.

Made from a compound of a special PA12 polymer mixed with carbon fibre to make the support very light, very resistant to vibrations, durable and aesthetically attractive.

LighTech has also introduced an upgrade consisting of practical adjustable supports for turn signals and the retroreflector. The company has a wide choice of spare parts and accessories available designed to customise the licence plate holders. Kit options include coloured special 'Ergal' bolts (7075 zinc alloy aluminium) or coloured licence plate lights in red, white and blue (black is supplied as standard with the LighTech kit).



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'Typhoon' motorcycle vest

New from Italian apparel brand Hevik is the 'Typhoon' vest with an "urban flair". Said to be "versatile and suitable for the summer season", the vest is a multi-pocketed garment made entirely of polyester, resistant and breathable with a wide micro-perforated mesh area at the front and over the majority of the back ensuring "that the rider's chest keeps cool and ventilated". The vest



has a total of eight pockets, including an inner pocket and a wide rear pocket. The two frontal pockets have a flap and are waterproof, as is the rear pocket. The "high-tech" nature of the vest is apparent in reflective inserts applied to the pocket flaps and the snap buttons on the neck and bottom hem, the latter allowing the garment to be adjusted for fit. The 'Typhoon' vest comes in black in sizes from S to 4XL.

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Universal fork tube removal kit



Developed by the R&D team at Italian suspension specialist Andreani Group, this new fork inner tube removable tool for street and off-road forks is the latest addition to its range of



specialty, precision-made wrenches and equipment available for professional technicians.

Described as a "practical and indispensable accessory" it is designed for simplified, easy and convenient fork tube removal without the risk of damage to the fork tube - "this is the tool that our technicians use all the time" according to the company.

Sold in a durable, practical case, the kit contains the universal tool and a wide selection of adaptors in 35, 36, 37, 41, 43, 45, 46, 47, 48, 49 and 50 mm diameters.

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G.P.R. - more 'Sonic Revolutions' and 'Powercones'



More news this month from Italian exhaust specialist G.P.R. Italia's Mauro Orlandi about further additions to the company's "revolutionary" 'Sonic Revolution' product line, introduced earlier this year, and its 'Powercone' Evo 4 range.

"It's simple for a client to find an exhausts producer for the top selling models," Mauro says, "but it is much more difficult to find great systems, especially homologated systems, for higher value models that are produced and sold in lower volumes - most exhaust manufacturers just can't make a return on their tooling and R&D investments without selling high numbers.

"However, here at G.P.R. we have a uniquely efficient and modular production process, which means we can make high or low volume equally as easily. Our production processes include handcrafting and hand finishing of exhausts, which is ideal for lower volume



Latest 'Powercone' Evo 4 for Vulcan 650

production runs."

The new Euro 4 'Sonic Revolution' addition is for the Moto Guzzi V85TT - Moto Guzzi's versatile 850 cc all-terrain Enduro all-rounder - and its latest 'Powercone' Evo 4 is for the Vulcan 650 - Kawasaki's parallel twin cruiser. Both of which, in their very different ways, being models aimed at the fast growing middleweight market - the Millennial 'sweet spot'.

In both cases these new options are available either as slip-ons or with the G.P.R. racing header with 'decat pipe' to eliminate the catalyst and maximise weight saving and power.

The 'Sonic Revolution' range is a race-bred, track-tested design intended primarily for Enduro, Naked and Sport scooter road use. "It is an extremely innovative design," says Mauro, "with high quality materials such as Ergal (high strength, light weight, durable and ductile 7075 zinc alloy aluminium) for the magnificent end cap, producing an exhaust that is a lot lighter than the OEM fits it replaces.

"The external body is titanium, with a titanium internal canister and mounting support band. The result is an extremely light exhaust with a personality all of its own - the 'Sonic Revolution' looks as great as it sounds and performs".

The 'Sonic Revolution' range made its debut earlier this year with fits for the BMW R 1250 GS, R 1200 GS, F 850 GS, F 750 GS, F 800 R and Yamaha T-Max, and more fits will be added regularly throughout



'Sonic Revolution' for Moto Guzzi V85TT

the rest of 2019.

Other additions to the homologated 'Powercone' line earlier this year included the KTM 790 Duke and Adventure and the BMW F 750/850 GS variants. The 'Powercone' line features a muffler protection grill that is fixed with anti-tampering screws - meaning the db Killer is removable only through manipulation of the exhaust. As a range, G.P.R. 'Powercones' are noted for weight savings of anything up to -50% and, with the 'decat pipe' installed, power gains that make the most of the +5% permitted by the regulations.

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Polisport make-over additions

Polisport has released a new restyling kit for the YZ that includes a YZF number plate and front fender to bring the look of the more modern 4-stroke bikes to the YZ. The kit (seen here) is available in OEM colour, white or black and will include the airbox. The kit allows restyling of the older YZs from '02-'14 and from 2014 onwards. Also new from Polisport are MX kits with exclusive vintage colours for the Yamaha YZ450F ('18-'19) and YZ250F (2019) and KTM SX/SX-F/XC/XC-F ('19-'20) models. The YZF has a complete Vintage Yellow kit recalling the old Yamaha models. For KTM

models there is a Penton Edition with two different kits with different colourways. Finally, new headlight mask kits for KTM and Husqvarna are available as a spare part and as a part of Polisport's model year-specific Enduro kits. These parts and kits will also be available in FLO yellow and Nardo Grey special colours.

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888 Fast-Action Throttle for Yamaha R1



British motorcycle controls specialist Venhill has introduced a version of its 888 Fast-Action Throttle for the Yamaha R1. Developed in conjunction with the Seton Tuning endurance team and designed with track riders in mind, it enables riders to select the throttle action that best suits the track and riding conditions along with their riding style. It is supplied with two rotors, and the fastest setting gives 80 degrees of rotation, around 45% faster than standard throttles, while the standard setting gives 90 degrees of rotation, around 25% faster than OE. Settings can be changed "quickly and easily" by undoing two hex socket bolts which secure the throttle body and changing the rotor inside. It also saves time as it enables the throttle cable to be changed without having to remove the throttle housing from the bar.

Tiger 800 4-Track

Italian exhaust specialist HP Corse says it thinks that designing a system that improves on the already excellent performance of the Triumph Tiger 800 family - "probably the most daring ADV model yet built" - is quite a challenge, but not one to pass up. "The Tiger has Triumph's new generation three-cylinder engine, extremely responsive power delivery and optimised ergonomics delivering excellent performance both on and off-road, with surprising

acceleration on any type of terrain. "However, we have been able to develop a solution that takes the Tiger 800 to another level with a model-specific development of our strongest and most powerful exhaust - the 4-Track.

"Available in three different materials, design-wise it is unlike any other single redesign for the rear of the Tiger 800, enhancing its aesthetic characteristics, agility and sound".

Designed as an exhaust for sport touring, ADV, maxi Enduro and crossover applications, the new 4-Track "was created to do many kilometers and withstand the most demanding situations. Tested for a long time on the bench and on the road, the 4-Track guarantees solidity and reliability, a reduced weight compared to the original Triumph exhaust system, and improvements to the performance of the three-cylinder engine, especially at medium and high speeds".

Euro 4 approved, the 4-Track is 400 mm long, has an octagonal shaped body with a weld-free, hydroformed end piece and a carbon heat shield and silencer body. It is available in titanium, satin steel or black steel.



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The Venhill 888 has a cast alloy body and durable nylon throttle tubes and rotor, and is supplied as a kit to fit the '15-'19 R1. The kit comes with matching Venhill Featherlight throttle cables, made using marine-grade stainless steel inner wire for minimum stretch and low friction PTFE liner for a smoother action, and removes the need for lubrication. Made in the UK, Venhill also supplies Featherlight clutch cables and race set-up brake lines for the R1.

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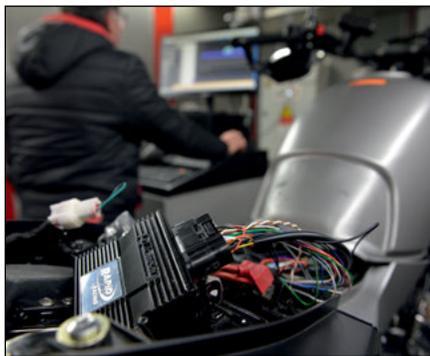


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Rapid Bike adds tuning applications

Italian performance specialist Rapid Bike (part of Dimsport Group) has been rolling out a range of new applications for some of the most popular motorcycle models, with more additions scheduled for later in the year. For the 2019 Moto Guzzi V85 TT 2019, Rapid Bike has a model-specific version of its fuel injection and ignition remapping technology available, with either the EVO or RACING add-on fuel injection tuning modules. Said to "secure a more agile riding style, even in challenging driving conditions, for the new Moto Guzzi we can also offer our EASY2 stock lambda signal modulator to improve air/fuel ratio and throttle response at lower and medium rpm," says Business Development Manager and motorcycle product specialist Maurizio Bellucci.



For the 2017-19 Benelli TRK 502 and Leoncino, Maurizio says "we can give riders consistent performance improvements throughout the entire power curve, coupled

with the benefit of extended 900 rpm and full management of both lambda sensors.

"We have the same option of rpm extension available for Kawasaki 2019 Versys 1000 four-cylinder engines, delivering stronger and smoother torque with the installation of the Rapid Bike EVO and RACING kits. Also, for the 2017-19 BMW GS 310 we can give riders an additional 600 rpm using the EVO fuelling kit, while for the bike in stock configuration the entry level EASY2 kit can be a valuable solution for performing tuning operations without any need for additional software requirements.

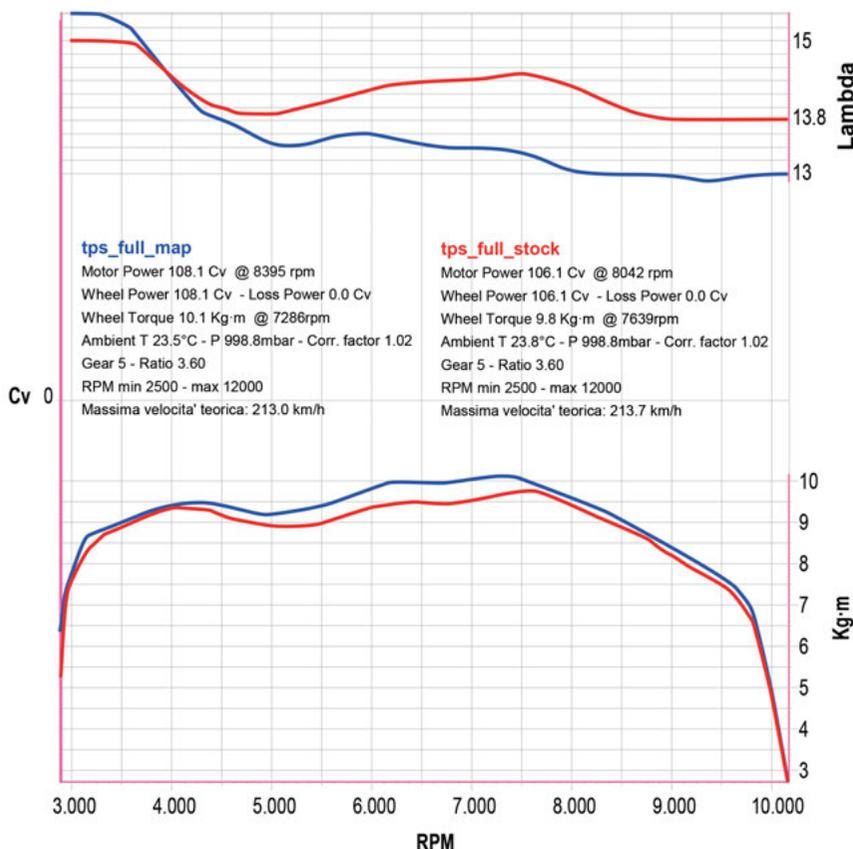
"Interestingly, we have found that the Ducati 2018-19 Scrambler 1100 and Multistrada 950 are extremely sensitive to fuel injection remapping and recalibration of the air/fuel ratio, with a particular attention to the critical closed loop area.

"These remarkable results are further enhanced thanks to the exclusive fuelling values adjustment feature that is specific for each cylinder and performed while riding the bike – this is the perfect solution shared by all EVO and RACING kits - the ability to reach optimal fuel injection mapping in every riding situation, while also responding to and calibrating for specific climate conditions and any further changes to the stock bike such as the installation of an aftermarket open exhaust and high flow air filters.

"Multistrada 950 owners can also add the benefit of Rapid Bike up/down shifter assist and truly enjoy a 'new' bike". The dyno test results seen here refer to a Multistrada 950 in stock configuration with a Rapid Bike RACING kit for fuel injection and ignition remapping.

Rapid Bike EVO complete kits are delivered with a pre-loaded fuel injection map, while the RACING kit includes injection and ignition maps; complete and updated application lists can be reviewed on the company's website.

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Multistrada 950 in stock configuration with Rapid Bike Racing kit for fuel injection and ignition remapping

'Oregon' jet helmet

The KV37 'Oregon' jet helmet by Kappa comes in three versions, 11 colours and multiple graphic designs, aimed to appeal to a wide riding audience who prefer "colour blocking" and unusual graphics. Features include a thermoplastic, neatly hugging, lightweight shell, an elongated anti-scratch, transparent visor, a smaller smoked inner sun visor and an upper wide air intake. The inner lining is made of hypoallergenic material, fully removable and washable, and the closure strap can be micro-adjusted.



The available versions are 'Oregon Basic' with timeless colours, with 'Oregon Zone' and 'Oregon Twist' featuring lively bold graphics. The unisex KV37 jet helmet comes in a wide size range.

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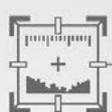
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The SPORT-T is a range of hybrid, thermoformed bags, characterized by aggressive lines and compact volumes. Designed for sport-touring and aimed at those riders looking for small to medium load capacity. The range includes one set of side bags, one expandable tail bag, one leg bag and three different sizes of tank bags, all featuring reflective inserts for improved visibility under any weather conditions. They also feature quick-release latches, safe and secure thanks to the TANKLOCK and MULTILOCK systems patented by GIVI.



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Twin Air 2019 CRF450X/L applications

Veghel, Netherlands based filter manufacturer Twin Air has added applications for Honda's two new 2019 CRF450X and CRF450L models, as a result of Honda's completely new airbox design. Twin Air is offering original replacement air filters, a complete PowerFlow kit that includes an aluminium cage and 44 mm universal bolt, an airbox cover and radiator sleeves.

Twin Air has been a leading foam air filter manufacturer for almost 50 years and only makes motorcycle and ATV air filters - with off-road and motocross performance its speciality. A major OE filter manufacturer, with the added reach of its aftermarket programme, Twin Air can claim to have been the filter of choice for "more World and National Champions than all other air filters combined - over 300 World Champions have been supported by Twin Air since 1972".

Effective, durable, washable and reusable, Twin Air foam filters are "available for all motocross and ATV



vehicles and distributed worldwide, OEM-specified for 20+ motorcycle companies, and are the official air filter of worldwide factory teams such as Honda HRC, Kawasaki Racing Team, Yamaha Racing, Red Bull KTM, Rockstar Husqvarna and many more".

Twin Air's design and technology is based on recognition of the two quite different and often competing characteristics needed from a motocross air filter - high air flow and maximum particulate

restriction.

"By doubling-up on the filtration process with a fused dual-layer design that has become the go-to standard air filter architecture, the fused layers of open-pore foam and fine inner foam layer trap even the smallest particles. The rounded design boosts airflow, and with a revolutionary micro-gluing process to minimise the seams - shorter seams mean more flow - we have a combination that makes it possible to maximise the protection for the engine and horsepower-boosting performance of improved air flow volume and speed - where air flow is concerned speed means more speed - and that comes from minimum possible disruption and restriction of the air flow," says Pieter Does, General Manager.

"We manufacture some models with a backfire-resistant foam layer laminated to the filter so we can even eliminate the restrictive stock backfire screen from the air box. As engine technology has advanced, so too filter technology has had to not just keep up, but be ahead of OE engineers' requirements in order to help them access the full potential of the machines they are designing. One of our 'secret sauce' ingredients is the quality of foam we specify - one that means that the cells are evenly sized and distributed throughout the structure of the air cleaner, making for a smooth, predictable and consistent air flow. This is a huge advantage to the engineers and to professional as well as amateur racers and means that our filters are truly fully washable and durable - the structure is stable and uniform. Reusing a Twin Air motorcycle or ATV filter at least 50 times is common. We also use a high-quality, greaseless sealing ring, with every filter assembled by hand and inspected for a perfect fit".

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Adventure model-specific hardware kits

Barkbusters, the leading motorcycle handguard specialist, has added further to its line-up of model-specific mounting kits for more of the year's best-selling adventure bikes.

Following the addition of a kit for the 2019 Yamaha Tenere 700, the Kawasaki Versys 1000 (2019 and up), Barkbusters has added kits for the 2019 Honda CB500X, the BMW R1250GS (2018) and R1250GSA (2019), and the well received 2019 Moto Guzzi V85TT.



Barkbusters handguard kit for the Tenere 700 - destined to become one of the best-selling adventure models in 2019.



Two mounting points secure the full wrap-around aluminium design, with a heat-treated aluminium backbone adding strength and impact protection. The kit is compatible with their JET, VPS, Storm and Carbon handguards (each sold separately), so there are Barkbusters protection options available to suit many of the best-selling current adventure models. The company is well known for a range of leading handguard designs and safety solutions, including their state-of-the-art, aerodynamically designed AERO-GP lever guards - "conceived with safety in mind, but created to be beautiful when fitted to your machine," says Robert Veljanoski, Barkbusters' General Manager. The AERO-GP is compatible with most makes and models, including fully faired sportsbikes, tourers and scooters. Established in 1984, Barkbusters handguards are manufactured in Australia by Rideworx Pty Ltd. and available through distributors worldwide.



RIDEWORX
Unanderra, NSW, AUSTRALIA
Tel: +61 242 718 244
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www.barkbusters.net

W2 'DZF' touring boots

Italian boot specialist Wind Trading has introduced these 'DZF' (Double Zipper Fitting) all-weather touring boots to the W2 range. They are made of



microfibre leather with a rainproof breathable membrane lining and are closed by a double zipper system for optimal fit and comfort.

Other features include double density rubber outsoles, ankle protection and a replaceable anatomical footbed. They are available in black in sizes 37-47.

The W2 range of boots was launched in 2002, offering "a technical range of top-level boots from road racing to touring to off-road" which are tested and used by top riders around the world.

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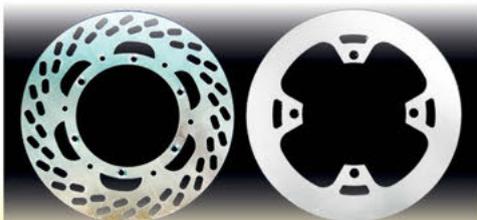


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PRO GUIDE

Panigale V4 suspension upgrades

As a result of its race experience and recent collaboration with Eugene Laverty and the Go Eleven WSBK Team, Italian suspension specialist Bitubo has developed new suspension options for the much admired 2018 Ducati Panigale V4 ABS 1100.

Bitubo's ECH29 pressurised cartridge has been developed "to offer excellent front end stability thanks to precision control of deceleration forces, even under extreme braking. Its features provide the best control under braking, even at extreme lean angles and the most challenging corners on any track.

"Adjustable in hydraulic spring preload, compression and rebound, this cartridge contains innovative systems, such as lightweight components, our patented low pressure gas pressurised 'Full Pressure System' (FPS) to ensure immediate response by eliminating cavitations by the internal fluid, and 'Easy Charger' - a quick spring replacement system and exclusive new cartridge dismantling technique".

Bitubo says that under braking, the front fork deforms - becomes oval-shaped - which increases

'Sliding Kit S'



'SSW A1' shock-absorbing steering kit

static friction. The original bushings and seals create higher than necessary fork friction at the very first moments of initial response to the brakes. This happens due to the surfaces "pasting". Bitubo says the front fork 'Sliding Kit S' uses its superior grade bushings, low 'stiction' coefficient seals and 7071 zinc alloy aluminium hardware ('Ergal') to decrease the static friction of the surfaces while the fork is deformed.

Bitubo's 'SSW A1' shock-absorbing steering kit is "adjustable in 18 positions, complete with joints, for

XXF31 rear monoshock with hydraulic spring preload



ECH29 pressurised cartridge

XXF11 racing rear monoshock with manual spring preload

adjustability that is the equal of the original component. The joints are integral to light alloys and they are CNC-machined from solid with our patented coaxial pressurised shock absorber chamber design. Also seen here, further development of the company's racing rear monoshock with manual spring preload (XXF11) and XXF31 rear monoshock with hydraulic spring preload for the Panigale V4 has resulted in an overall weight decrease, new settings that are even more race-ready and an upgrade aimed at better performance and adjusting simplicity of the length and hydraulic spring preload adjustment.

"These shocks allow the rider precise control and increased maximum grip, as well as even tyre wear as a result of the immediacy of the damping force. This gives the rider improved confidence in the corners at extreme lean angles, during fast direction changes and under hard acceleration. At the same time, it provides excellent stability, even under extreme braking.

"The innovation is in the internals of the shock, with new solutions for improving the damping coefficient and increasing damping consistency at high temperature. The 14 mm rod improves sliding, while the 30 mm piston reduces the mass of the fluid in motion.

"The adjustments are all positioned in the upper portion and allow modifying the spring preload, extension and double compression, with the XXF31 also delivering hydraulic spring preload and length adjustment".

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Zandona 'Net3 Technology' protectors

Italian motorcycle protections specialist Zandona's "NetCube Chest RS" chest protection is described as a "special protective device developed with exclusive Net3 Technology to guarantee an optimal protection to the breastbone area during racing and road use.

"It is perfect to be used with tracksuits, and the Level 2 homologation guarantees a high protective level. Made of breathable textile with an ergonomic shape, Net3 Technology is an innovative structure made of nitrile anti-shock rubber with patented 3D netting - the result of precision studies that allowed us to obtain a winning match of shape and high performance material to guarantee substantial impact energy absorption".

The "NetCube Chest RS" is 100% breathable and CE certified to EN 1621-3 Level 2 and features internal padding in E.V.C. (Evolved Viscoelastic Cells), waterproof anti-shock material with high performance, weight and density ratio and reduced thickness. Made in Italy, it is available in child and adult sizes.

Also seen here, "Hybrid Back Pro" is a Level 2 back protector that is described as "combining optimal protection, ergonomics, comfort and state-of-the-art design - representing an exclusive concept of hybrid protection: a back protector that provides extra protection to the spinal column, mixing the evolution of the high quality plates with the exclusive Net3 Technology.

"This is to guarantee a really high level protection to the whole back, without ignoring the user's comfort". The central structure has high quality plastic plates to protect the spinal column. An Anti-Torsion System is said to provide a resistance system against harmful prone torsion.

NetCube Chest RS



It is Level 2 CE approved to EN 1621-2 and has a minimum thickness to optimise its wearability, internal E.V.C. and S.R.T. Technology (Sweat Removing Textile), a very breathable 3D textile that transfers sweat to the outside.

Also in Zandona's "NetCube" range, its **Net3 Technology kneeguard** has been developed for protecting knees from impacts and bruises with the ergonomic shape and Velcro elastics said to guarantee an optimal stability.

Features include the company's Net3 nitrile anti-shock rubber structure with patented 3D netting for optimal impact energy absorption, E.V.C. internal padding, breathable and waterproof anti-shock material, and extra Neoprene padding on the upper closing strap for comfort; CE certified to EN 1621-1 Level 2.

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Back Pro



Net3 Technology Kneeguard

'Classic' muffler for BMW

German aftermarket BMW parts specialist Siebenrock is offering these 'Classic' muffler series options that are said to "radiate nostalgia even when stationary".

Made in chrome plated steel, they are said to bring "release of the sonorous cycles of the two cylinders into the modern era" and are EU emissions and sound compliant with an ABE compliance certificate included, along with all necessary retaining plates, clamps and screw connections.

Delivered as a set, they are available for all BMW /6 and /7 models with 38 mm; BMW /7 models with 40 mm, and fit BMW R 45 and R 65 models from 1978 up to 1985.



SIEBENROCK
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www.siebenrock.com

Off-road clutch covers



Ventura, California based manufacturer Barnett is one of the world's oldest established and most respected complete clutch and clutch component manufacturers. These Barnett clutch covers for off-road motorcycles and ATVs are precision-machined from aerospace quality billet aluminium, then powder-coated with a textured black finish. To finish it off, the Barnett logo is applied in an attractive machined contrast cut. "Torture-tested in Baja, these covers are sure to provide added protection and great looks to any machine".
Barnett Clutches & Cables, USA;
www.barnettclutches.com

'Top-End' piston kit

Italian specialist VP Italy says its 'Top-End' piston kit has been further expanded to include "even off-road motorcycles, ATV and UTV, and is available for all 2019 models".

Developed by VP Italy to make the repairing process easier, saving time and money, the 'Top-End' kits "come with everything needed to replace the piston, top end gaskets and wrist pin bearing or chain".

For 2-stroke models the kits include a Replica or Race version piston, rings, wrist pin, circlips, top end gaskets "and even the wrist pin gasket bearing". The 4-stroke kits include a Replica or High Compression piston, rings, wrist pin, circlips, top end gaskets, wrist pin bearing "and a free cam chain".

VP says that "these kits have the advantage of including all the required parts to update and renew

the thermal section of the engine at a very convenient cost. By purchasing the Top-End piston kit, you spend more than 10% less than if each component is purchased individually".

VERTEX PISTONS/VP ITALY S.R.L.

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Sound mode choice for 2019 KTMs

Netherlands headquartered exhaust sound control specialist Dr. Jekill & Mr. Hyde has added new exhaust systems for a selection of KTM models for 2019.

Dr. Jekill & Mr. Hyde provides the rider with the opportunity to switch between three different performance modes, at the simple touch of a button, while riding. The exhaust has a built-in valve which can be closed, opened or half opened - also known as the Dr. Jekill & Mr. Hyde 'Dynamic' modes.

The exhaust is available for the 2019 KTM 1090/R, 1290/R/S and 1290 Super Duke R/GT models. Customers can configure the exhaust of their choice at Dr. Jekill & Mr. Hyde's online configurator.

THE JEKILL & HYDE COMPANY

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www.jekillandhyde.com



SPV-6 glove and 'Riverside' jacket

Recent new products from Spanish apparel specialist Rainers Sports include the SPV-6 glove and 'Riverside' summer jacket.

The SPV-6 glove is made from cow's leather with an inner lining of Coolmax and Kevlar upper and polyester lower part. The TPU knuckle protector is designed in two pieces for increased flexibility, and there are TPU protectors on the finger joints and in the metacarpal area. There are further protection panels in hard-wearing 'Superfabric' and flexible soft carbon laminate on the top knuckles. The TPU cuffs have some Kevlar thread stitching. The glove closes with a double Velcro fastening and is available in black/neon/white and black/white colour combinations in sizes XS-3XL.

The 'Riverside' summer jacket has mesh panels at the front and back combined with polyester fabric and reflective details. There are adjustment buttons in the upper area of the sleeves and on the lower part of the



waist, an elastic adjustment band at the waist and the sleeves are adjustable with Velcro.

There are CE protectors at the shoulders and elbows and neoprene at the neck for better adjustment and comfort. Further features include a removable, waterproof membrane with a zipper and polyester lining and one inner pocket.

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Battery Tender Li-ion with BMS and activation switch

Florida based Deltran's new Battery Tender brand next generation Lithium batteries are said to be "safer, smarter, lighter weight and deliver longer battery life," according to Clinton Green, VP Sales for North America.

"The advantages of Lithium-ion batteries are immense," says Clinton. "Increased fuel economy, a constant current compared to the variable current you can get from AGM batteries, up to four times longer battery life and a 99% more efficient charge and up to two times lighter than the equivalent conventional battery are just some of the most obvious advantages."

Features of the Battery Tender Lithium include quad terminals providing for accessory hook-up options; Smart Battery Management System (BMS) that monitors, optimises and protects the battery; a battery activation wire that connects the battery activation switch to the BMS; a fireproof coating for thermal protection - an engineered mechanism that supports high current flow during voltage discharge - and an IP67 water and dust resistant bottom case with high melting point.

The BMS detects possible overcharge or discharge and will shut off the battery to prevent permanent battery damage; the user can reactivate the Lithium battery by pressing the battery activation switch on the quick disconnect cable to allow the battery to be charged again with a Battery Tender Lithium-specific



charger. The quick disconnect cable has three terminals - one to positive, one to negative and the third to the battery activation switch.

DELTRAN USA, LLC
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www.batterytender.com

'Holeshot' hoodie

In addition to its S-Line own brand helmets programme ('Venge' S441 full-face, S770 'Kyle' jet, American design SWAP'S Industry S818 MX style), French specialist Sifam has added to its apparel programme with this 'Holeshot' hoodie for men - "an urban and casual jacket that protects."



Made of thick and reinforced cotton (Dupont Kevlar), the 'Holeshot' is "extremely soft and protective with an elastic hem at the base and cuffs for a perfect fit. It is designed for comfortable and safe riding". Further features include CE approved elbow and shoulder protectors with a pocket for an optional CE back protector, and additionally has Dupont Kevlar reinforcements at the elbows, shoulders and back "for better resistance to abrasion".

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B32 BOLD top case and S903A smartphone support

GIVI has introduced the B32 BOLD top case with a squared shape. The accessory range also includes two other models, the B34 and B330, with different dimensions and load capacity.

The top case of the GIVI Monolock line is known for its flowing contours and a rounded design, but the shape of the B32 BOLD breaks this mould with a satin silver band. The 32 litre load capacity with a maximum load of 3 kg can accommodate a full-face helmet (405 x 303 x 433 mm L x H x D). Similar sized top cases, but with a more "traditional" design, are the B34 (34 litre capacity, 425 x 340 x 455 mm) and B330 (33 litre capacity, 436 x 314 x 440 mm) models, both available in the "Tech" version and customisable with covers in different shades.

All three new

models include a rack and universal fitting kit, with an optional security lock.

GIVI has also designed the new S903A smartphone support (Smart Mount RC) to be directly attached to the rectangular shaped brake/clutch reservoir and says it is "highly appreciated by owners of maxi-scooters lacking rear mirrors on the handlebars such as the T-Max and the Burgman 650, as well as the Forza 125/300, and by many other motorcycle owners with difficult to adapt supports".

The positioning flanking the bike avoids obscuring the instrument panel and makes it less vulnerable to knocks and bumps compared to installation on the rear mirror arm. Now motorcycles equipped with handlebar halves and rear mirrors positioned on the fairings can use this support if they have a rectangular oil reservoir cover.

It is made from aluminium, CNC-machined from solid, successively micro shot peened, polished, anodised and laser-branded. The grooves on the base act as both a weight saving feature and as slots to enable installation on the brake/clutch oil reservoir



B32 BOLD

cover. There are three specific screw kits available and it allows a wide range of adjustment.

GIVI S.P.A.
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S903A smartphone support



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PBR 'C-Light' and 'Ergal' sprockets for 2019 MX models



Italian sprocket manufacturer PBR has extended its 'C-Light' and 'Ergal' off-road rear sprockets range to give coverage for the bestselling 2019 models.

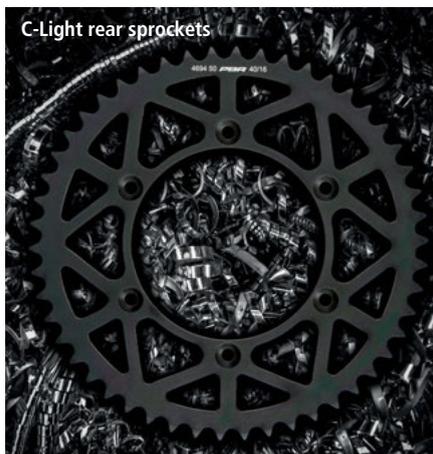
Developed in collaboration with World Champion Kiara Fontanesi, "PBR sprockets have all the latest technical requirements to ensure high strength and light weight. They are precision CNC-machined to improve quality and reliability and handcrafted in Italy with an attractive design for the weight-reducing holes".

PBR's 'C-Light' range is made in C45 medium carbon steel and then black zinc-coated or available in tempered steel "to further enhance durability for the most extreme conditions".

The 'Ergal' sprockets (7075 aluminium zinc alloy) deliver good ductility, high strength, toughness and good resistance to fatigue and corrosion; they are available in additional colours such as gold, blue, orange and red to complement the classic black version.

The 'C-Light' and 'Ergal' sprocket ranges are available in sizes for two and four-stroke MX and Enduro Honda, Kawasaki, Suzuki, Yamaha, Husqvarna and KTM models, can be combined with PBR front sprockets and are described as offering "an excellent quality/price ratio".

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www.pbr.it



CBX stators



Internationally acknowledged as a world-leading OE replacement and upgrade electrical components manufacturer, Hampstead, New Hampshire based Rick's Motorsport Electrics offers dealers an alternative to waiting for an OE stator to be rebuilt with brand new stator replacements. The new stators come with OE style connector and grommet for easy installation - customers just have to reuse the OE brush plate base and they are 'good to go'. "With the rise of interest in vintage bikes, whether it's restoration projects or custom cafe racers, there was a need for a replacement with little or no downtime for the builder," says company President Rick Shaw. "Honda doesn't make this stator anymore, so we knew we needed to step in to keep them on the road!"

RICK'S MOTORSPORT ELECTRICS
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www.ricksmotorsportelectrics.com

Hornig for BMW F 850 GS

German BMW parts and accessory specialist Hornig has turned its attention to the popular BMW F 850 GS with a series of conversion parts, many of which are also compatible with the F 750 GS variant or are model-specific versions of parts available for models such as the R 1250 GS/R/ADV/RT, R 1200S, G series and the other displacements and variants.

"To protect the rider, the light tinted Touring windshield is especially suitable for long-distance trips and significantly reduces wind pressure. The windshield is framed by the extended mirrors, and for behind the windscreen we have a GPS mount that optimises the device position and, underneath, we have protective foils for the connectivity display.

"Our one-piece seat alteration achieves a more relaxed sitting position; the 25-litre tank bag leaves no storage option unused and the upgraded handlebar risers significantly improve riding ergonomics and comfort.

"The full range of options includes fork crash

protectors, engine crash bars, fairing crash bars, ABS resin mud guard, shift lever extension, brake pedal enlargement, side stand foot enlargement, and a replacement black oil filler plug that can only be opened with a Torx key. As a Remus distributor we top it off with a Remus HexaCone Black Hawk exhaust".

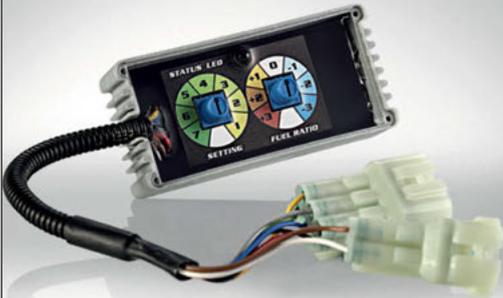


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Ilmberger 'Black Diamond Carbon'



Race-ready screens

Founded in Germany in 1990 by Julius Ilmberger, the company is one of the best known and most highly respected carbon parts manufacturers in Europe - indeed worldwide. His latest creation - 'Black Diamond Carbon' (BDC) - is a forged carbon material with a "striking appearance, away from the usual carbon texture". Like all parts offered by Ilmberger Carbon, the new BDC collection offers the usual Ilmberger maximum strength, dimensional stability, accuracy of fit and longevity. Julius says that his company can undertake execution of even the most complicated shapes, so every part in their programme is now additionally available in the new BDC finish.

Production of Black Diamond Carbon parts is done exclusively for each customer, on order, so every customer can choose between a matt or glossy surface finish. "As of now, there is nothing more exclusive available on the market than our Black Diamond Carbon and demand is massive," says Julius. The company offers one of the widest ranges of carbon parts on the international market. The product range currently includes approximately 1,500 motorcycle accessories for manufacturers such as BMW, Ducati, Aprilia, Buell, Harley-Davidson, Honda, Husqvarna, Kawasaki, MV Agusta, Suzuki, Triumph, Beta and Gas Gas. Manufactured in 100% carbon, Ilmberger parts are manufactured exclusively in an autoclave and carry a TÜV-certified clear plastic coating that protects the carbon parts permanently.

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www.ilmberger-carbon.de

Best known for its wide range of street bike windscreens, when British manufacturer Skidmarx tells you its designs are "race bred", it is not joking. The 'trickle down' for sportsbike riders is an expanded range of Skidmarx track screens for models such as the Ducati Panigale V4R and Kawasaki ZX-10R. The British manufacturer has a long racing pedigree and currently supplies screens for the PBM Be Wiser



Ducati British Superbikes (BSB) team and also James Hillier's Quattro plant Kawasakis, which he raced to podium finishes at the famous NW200 and IOM TT. "Skidmarx have done a top job with my screens for this year - and they are an important piece of the puzzle for the high speeds of road racing," comments James.

All Skidmarx racing screens are manufactured in the UK from 2 mm cast acrylic, which is 33% thinner than the material used for road bikes. This is partly to save weight, but also because it offers better optical clarity - important for riders who spend most of a race tucked in behind the screen.

Race screens are available in standard (super stock), double bubble and TT Tall sizes, Skidmarx even offers a made-to-measure service for riders with specific requirements; they can be supplied pre-drilled with 6 mm diameter holes, so they can be fitted to standard fairings using race fixings, or undrilled, so they can be customised to fit race fairings.

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LED headlights and supports



Based at Granollers near Barcelona, Puig continues to innovate with this new range of auxiliary LED headlights located at either side of the headlights



with a model-specific line of supports for popular Naked and Touring bike models.

Different to other designs on the market, these supports mount the lights directly to the motorcycle instead of attaching them to the crash bars.

Initially Puig has them available for the Honda CB1000R Neo Sports Cafe 2018 through 2019, Suzuki SV650 2016 through 2019, the Yamaha MT-09 Tracer 2015 through 2019 and MT-09 Tracer 2018 through 2019, with further applications in development.

The new LED auxiliary fog lights "enhance the visibility of the vehicle on the road in reduced visibility with new, advanced Puig LED technology that guarantees reduced electric consumption for longer battery life".

They are equipped with fuses and a wiring harness for direct connection to the battery, plus a waterproof switch that installs on the handlebar. The housing that surrounds the headlight is specially designed to favour heat dissipation and Puig offers optional metal grills for off-road riding.

Also seen here is a new protective engine cover designed by Puig in ultralight but durable 4 mm polypropylene for a wide range of models (selected BMW, Ducati, Honda, Kawasaki, Suzuki and Yamaha models) with more applications under development. Providing "a higher degree of engine block impact resistance from debris and accidental damage while



riding, we have paid special attention to preserve the aesthetics of the motorcycle with these model-specific designs with the part offered in a matt colour. The assembly of the piece is easy, clean and fast with the protective caps attaching to the motorcycle by screwing onto the engine housing itself".

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Racing remote adjuster and dash cover



Italian sportsbike and race parts specialist Bonamici's new racing remote adjuster in CNC-machined billet aluminium was developed through the company's racing experience and is used by WSBK teams.

Said to be the ideal product to adjust the brake lever during race sessions, the Twin Bearing System (TBS) eliminates cable torsion with a click on the adjuster, not on the levers that now have a micrometric adjustment.

The slim bracket allows it to be mounted on all

handlebars, even those with additional switches. Available in black for Bonamici Racing, Brembo 19 x 20 and Brembo RCS/RCS Corsa Corta brake levers. Also seen here, this robust Bonamici dash cover protects the original dash, effectively protecting the instruments in the event of an accident with an anti-fog system plexiglas screen on models such as the Ducati Panigale V4, '17-'19 Suzuki GSX-R 1000 and '15-'19 Yamaha YZF R1.

BONAMICI RACING
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Speed Triple accessories

German specialist SW-MOTECH has a series of accessories available for the Triumph Speed Triple, stating that "visually the models have remained much the same, but their engine has undergone a radical transformation.

"The 1,050 cm³, three-cylinder engine with a torque of 117 Nm and 150 hp is now even more powerful, the handling of the Speed Triple 1050 S and the top model RS even more agile. So, for those who also want to step on the gas when it comes to accessories, we have more than 160 luggage, safety, protection, ergonomics and navigation products available for the model. "Our lightweight 'Blaze' saddlebags complement the sporty look of the Speedy S, and the removable support arms prevent



the bags from swinging or flapping - even at high speeds. Best of all, when riding without luggage, the removable support arms can be taken off in a single movement.

"Alternatively, SW-MOTECH offers SLC side carriers for both Speed Triple models, on which our aerodynamic URBAN ABS side cases or soft SysBags can be clicked. The URBAN ABS series also includes a top case that can be attached, via quick-release fastener, to the STREET-RACK.

"For short trips, an EVO tank ring and a choice of EVO tank bag capacities are usually enough for storing small essentials. "Our discreet protective components keep a clean look, like crash pads for the front axle and frame and KOBRA handguards integrated into the sporty profile of the Speed Triple. Our centre stand also manages every curve and ensures secure footing".

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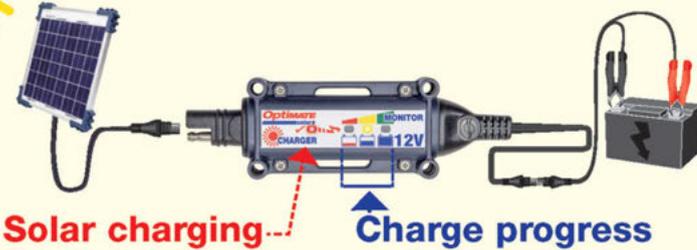
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iXS - adventure and racing

From adventure touring to sports riding, two new riding apparel combinations demonstrate the breadth of the iXS brand offering.

The Tour LT jacket Montevideo-Air 2.0 is an all-rounder, which means "riders will always be wearing the right thing if durability, ventilation and comfort are required".

The jacket is made of 600D polyoxford with leather reinforcement and has an antiseptic polyester mesh lining with water barrier, adjustable elbow and upper arm width, a large-scale ventilation system at the chest and back area, including air intakes and adjustment options.

Safety includes Level 2 shoulder and elbow protectors (SAFETECH 421/520) certified according



Tour LT jacket Montevideo-Air 2.0

to EN 1621-1:2012 and a back protector (PROTECT 851) certified according to EN 1621-2:2014, Level 2. There is an optional detachable solto-TEX membrane and separate wearable inner quilted jacket.

The matching trousers are in a 100% polyester shell with bovine leather reinforcements.

The RS-1000 one-piece sports suit is made in bovine nappa leather and has a breathable mesh lining, 3D mesh lining in the back area, perforated leather zones on sleeves, legs and front area, shoulder caps with replaceable colour elements, elbow caps and sliders with replaceable colour elements, back area with aerodynamic hump and preparation for drink system, ergonomic accordion leather stretch along the sides for performance fit and optimal free movement with double layers of leather at the seat and knees, stretch inserts at the sleeves, crotch, back of the knees and calf and coccyx padding.

Safety features include SAFE TECH (432/520) shoulder, elbow and knee protectors, certified according to EN 1621-1:2012, Level 2; impacTec ETP-03 hip protectors certified according to EN 1621-1:2012; and optionally retrofittable back protector pocket (PROTECT SC1) certified according to EN 1621-2:2014, Level 2.

RS-1000 one-piece sports suit



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Matris tools for rear shocks



Italian suspension specialist Matris has developed two "professional and easy to use" tools, PG19 and T08.

The PG19 is a precision nitrogen charger tool consisting of two units for adjusting the gas pressure inside shock or fork cartridges. PG19.1 is a valve unit, supplied with a flexible hose, with connection for shock absorbers equipped with a gas valve. PG19.2 is a needle holder unit supplied with two interchangeable needles for shock absorbers with a silicone valve. The T08 length gauge enables quick and easy adjustment of the length of a rear shock.



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VStream for Multistrada

Maywood, Illinois based windshield specialist National Cycle's new VStream windscreens for the '15-'19 950/S, 1200 and 1260 Ducati Multistrada is a "stylish windscreens that lives up to this bike's rugged reputation. These windscreens are made in three different sizes and tints to satisfy almost any rider. All will offer improved wind protection and riding comfort compared to other aftermarket windscreens".

VStream gets its name from the 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".

National Cycle makes these VStream windscreens from tough 4.5 mm Quantum hardcoated polycarbonate. "This high-quality material, along with state-of-the-art manufacturing techniques,

provides outstanding clarity and strength characteristics unmatched by any other windscreens maker worldwide.

"Quantum hardcoated polycarbonate is the material of choice for serious motorcycle riders. Polycarbonate has impact resistance of up to 20 times greater than windscreens on the market made from commonly used acrylic or "aircraft plastic", along with the best scratch resistance in the world". VStream windscreens are easy to install and protected by a three year warranty against breakage.

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



Exan for Multistrada 1200



From left to right: Sport windscreen, dark tint; Sport-Tour windscreen, light tint; Touring windscreen, clear



Superbike handlebar conversion kit

Breisach, Germany based sportsbike accessory specialist ABM has added to its pre-assembled Superbike handlebar conversion kit applications with a model-specific complete assembly for the Triumph Sprint GT.

The ready-to-mount kit includes a new CNC-machined fork bridge, custom clutch cable, retainer and tubing for the original brake fluid reservoir, and

all the hardware needed for this model-specific conversion - apart from the matching 'Superbike Booster' handlebar which is available separately from ABM.

The conversion raises the handlebar position by about five centimetres compared to the standard version, enabling a more upright sitting position for improved comfort and safety. An eight centimetre increase in width is also said to improve handling. ABM says that "only high quality materials are used, and all conversion parts are developed, assembled and tested in-house by us in accordance with German safety standards. The included parts report allows easy entry of the upgrade into the vehicle documents and ensures valid insurance coverage". An "inexpensive and user-friendly 'gofer' handlebar drilling template" is also available.

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www.ab-m.de



Italian exhaust manufacturer Exan has four slip-on silencer options in a range of materials and finishes for the 1200 cc '17-'18 Ducati Multistrada - all Euro 4 homologated and fitting to the standard downpipe. Described as tuned for the specific ergonomics and sporty and elegant design of the 1200 cc Multistrada and the Ducati Testastretta engine's excellent torque curve, Exan says its range of options offers a "combination of performance and comfort that improves any journey without giving up all the potential the Multistrada can offer on any terrain and in any condition". The Carbon Cap Oval is available in carbon, titanium, steel and black stainless steel and is said to be "extremely light, offering excellent performance at all engine speeds". The Oval X-Black is a silencer with a beautiful "rhomboid" carbon finish, aggressive lines and a carbon-made finish for a racing character, available in light satin stainless steel, black stainless steel, titanium and carbon.

The X-Black Evo-D is available in stainless steel and black and features a moderately shaped hydroformed conical body. Developed as an evolution of the conical X-Black, it offers enhanced rigidity and weight saving.

The Exan X-GP (seen here) has a moderately retro cylindrical shape and is the most convincingly racing oriented of the four design options. Very light, it is said to enhance the Multistrada's handling agility, especially in the corners, and to improve the performance of the engine, especially at mid-range and high revs. Available in carbon, titanium, stainless steel and black stainless steel - "it is immediately recognisable due to its stainless steel pipe with visible welds - perfect for those looking for an even more aggressive look".

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NEWS BRIEFS

KTM Industries AG announced unit sales in the 1st half 2019 up +7% compared to the previous year. In the first half of 2019, KTM sold approximately 136,000 vehicles worldwide under the KTM and Husqvarna Motorcycles brands. The increase is said to be due to the ongoing growth of the European motorcycle market (total industry sales are more than +10% for the first six months of 2019 in Europe) and strong sales growth in India (+30%).



Ducati owner Volkswagen (VAG) has signed an as yet unspecified cooperation agreement with Chinese made electric scooter maker Niu. Founded in 2015 with what quickly became China's most successful crowdfunding campaign, and one of the 10 most successful at the time, Niu is NASDAQ listed and with importer KSR Group has more than 400 dealers (with workshops) in Germany, Austria and Switzerland alone.

In USA the MIC lobby efforts against Trump administration tariffs appear to have fallen on deaf ears. As of September 1st, the US will apply a 10% tariff to an additional \$300bn of Chinese goods. The list (China List 4) includes safety headgear, safety clothing, rain gear, speakers, motorcycle covers, parts, accessories and motorcycles in the 50-800 cc range. This new levy is in addition to the 25% already applied to List 4 items.

After 30 years of discovering the beauty of Africa and a decade of adventure exploring the spectacular landscape of South America, 2020 sees the Dakar Rally making its debut in the Middle East, in Saudi Arabia, from January 5 to 17.



EICMA 2019 - the year of 'Revolutionary Motion'



The campaign for the 77th EICMA/Milan' Show (International Bicycle and Motorcycle Exhibition, 5th - 10th November 2019) has been launched with the role of the two-wheel market as a driver of future-facing urban mobility solutions up front and centre, with creative cues recognising the 500th anniversary of the death of Leonardo da Vinci.

Describing EICMA as the stage for 'Revolutionary Motion', the organisers say that the show's theme will "revolve around tomorrow's mobility and the passion for two wheels". Tuesday November 5th and Wednesday November 6th are theoretically reserved for press and professional/trade attendance.

EICMA says its creative imagery for 2019 "exalts the dynamism of the industry and its capacity to move the frontiers of technological development even further

forward". Following on from the 2018 "We can see roads that do not exist yet" strapline, EICMA says that this is the "second stage of a conceptual exploration which, after having conquered new knowledge of the red planet, is back on Earth, in Milan, with one objective: to make the world of two wheels evolve, revolutionising it.

"This is what our exhibitors' investments in innovation and research are all about - moving the two-wheel solution ever forward - and with their help this is what the show can do for the future of the two-wheel industry", says EICMA Chairman Andrea Dell'Orto.

"The centrality of the topic of the evolution and use of technical and astronomic expertise represents, on the 500th anniversary of his death, an opportunity to pay tribute to the legacy of the genius of Leonardo da Vinci and the extraordinary contribution he made

to meeting man's desire for movement and, more in general, to knowledge and the progress of humanity.

"The successive editions of EICMA are never unrelated to one another - last year we started out on an ideal path, a sort of journey developed as a solid foundation of communication, which is based on the capacity of our industry to arouse amazement and emotion, and to reinterpret the market and the new need for mobility.

"At the end of every EICMA the world of two wheels is no longer the same - this is the effect of 'Revolutionary Motion', and this year's expo promises to be full of innovations and developments. The road to EICMA 2019 is therefore officially open and with it a new challenge for fans, visitors and professionals of the sector - are you ready to be part of this 'Revolutionary Motion'?"

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

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