

INTERNATIONAL DEALER NEWS

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Motorcycle registrations (ICE) in the EU +8.1% for first nine months of 2019

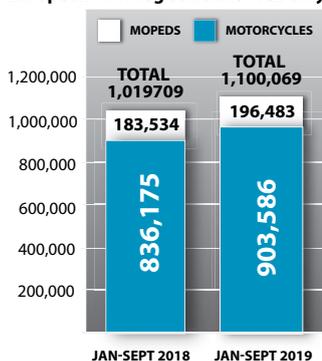
The latest new registrations data from ACEM, the Brussels based international motorcycle industry trade association, shows new Internal Combustion Engine (ICE) motorcycle registrations at +8.1% for the first nine months of 2019 at 903,586 units, from 836,175 for the corresponding period in 2018.

Italy remains the largest European ICE motorcycle market with 196,956 units (a +5.9% increase on a year-on-year basis), followed by France (159,927 units, +11.2%), Germany (149,726 units, +6.9%), Spain (133,491 units, +9.6%) and the UK (84,276 units, +1.5%). Those 'Big Five' markets were worth 80.17% of total ICE registrations in the 28 EU markets in the first nine months of 2019; motorcycle registrations are reported as up in all EU markets.

Among the next largest EU markets, Greece was sixth largest with 30,434

ICE registrations YTD (+12.5% for the period), Austria seventh (25,790 units, +7.1%), followed by Portugal (24,863 units, +7.6%), Belgium (21,198 units, +1.2%) and Poland tenth largest (16,801 new units, +35.3%).

European PTW registrations - ICE only



The good news for the small cc market is that Moped registrations in the EU overall continue to increase, having been +7.1% YTD at 196,483 units.

France has been the largest Moped market YTD at 59,000 units (+29.7%), followed by the Netherlands at 40,478 units (-1.8%), Germany third at 21,069 units (+4.6%), Poland fourth at 14,144 units (+8.9%) and Italy fifth at 13,735 units (-7.6%).

The total number of electric units registered in EU markets for the first nine months of 2019 (PTWs - electric Mopeds and Motorcycles) were +66.9% at 56,244 units. However, 46,858 of those units were Mopeds (+64.8%), with Motorcycles growing quickly at +78.31%, but at just 9,386 units, volumes continue to be surprisingly low with price-points, inventory levels, dealer network availability charging point access and increasing use of rental points likely to be the primary reasons for slow take-up.

Some 2,051 electric Quadricycles were registered in EU markets YTD, which is down by -16.4% on the first nine months of 2018.

FREE WITH THIS ISSUE



2020 YEAR PLANNER

SHOW REVIEW



NINE NEW TYRES



BST WHEELS





ON ROAD. ON TRACK. **ON AVONS.**



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International motorcycle industry specialists

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Comment 4

Robin Bradley drills down into the new registration data to find a third quarter that is up by +6.8% after the Q2 scare suggested the year may not turn out so well after all.



EICMA 23-30

The 77th EICMA 'Milan Show' was "rocking"! IDN presents Part I of our review of vendor company and product news from a show that generated a universally positive response.



Dell'Orto 17

"Racing performance every day" - founded in 1933, Dell'Orto is one of the most revered names in the motorcycle industry, and a business that has adapted to, indeed led the changes in motorcycle performance in the past three decades ...

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ROTOBOX p46

Third Quarter +6.8% - now the clouds are retreating!

This has been a roller coaster year where new Internal Combustion Engine (ICE) registration data is concerned. After a storming first quarter for most of the (currently!) 28 EU markets, growth was +19% over Q1 2018 on 242,696 units (204,163 units for Q1 2018).

For the first six months of 2019 the ACEM data cited growth of +8.67% on 612,690 units YTD (563,820 units for the first half of 2018).

However, the growth for the second quarter alone, the period April, May and June of this year, was down to +2.9% on 369,994 units for the second quarter of 2019 (compared to 359,657 units for Q2 of 2018).

This appeared to throw the early forecasts of an annual 2019 growth rate of between 7 and 9% into considerable doubt. Indeed, if the down trend were to have continued, then it appeared quite likely, statistically, that the second half of 2019 would have been negative, or flat at best, and that somewhere around +2% (+/- 2%) was starting to appear to be the more likely outcome. I was suggesting that +3% for the full year was starting to look more realistic.

However, drilling down into the ACEM data for the first nine months of the year shows good news. The ACEM data puts the first nine months at +8.1% over the year-ago period with 903,586 new Internal Combustion Engine motorcycles registered.

Within that figure, Q3 was a reassuringly stronger +6.8% at 290,896 units (compared to 272,355 for Q3 of 2018). Hurrah!

The data came out while much of the industry was gathered in Milan for the 77th EICMA. It is uncertain as to whether or not adverse registration statistics would have dampened the market 'vibe' at EICMA, or if positive data ever actually adds to the atmosphere at a show.

Generally, by the time a show is underway, the decisions about market prospects (good or bad) have already been taken by most vendors, and unless we are in the kind of major economic downturn seen a decade ago, attendance numbers generally aren't affected by such factors anyway.

EICMA is claiming a total attendance "reaching almost 800,000". Whether or not that is true (doubtful), it doesn't really matter - there were plenty of people there either way. I checked out of the show on the Thursday evening, but a friend with a booth adjacent to Indian Motorcycle emailed me Friday evening to say the place was "rocking" (and in a good way!).

Good news is good news, and regardless of the truth behind the numbers and the effects that the growth of the past five years (especially in Italy) has on short-term attitudes, the overwhelmingly positive market sentiment in evidence among the vendor community at EICMA, and the crowded aisles of at least seven of the eight halls in use, showed that we are bathing in the warm glow of sunlit uplands at last - and long may it continue!

It won't of course, it never does. This was the 30th anniversary of my first visit to EICMA - back in the days when it was an alternate annual event staged in Mussolini's 1930s then state-of-the-art downtown 'Trade Fair' complex - the one where fascist brutalism meets deco loveliness. For the widest ranges of reasons, all business is a cycle and all businesses are subject to cyclical trends and impacts. For now, though, let's make sure that we enjoy the moment, but not get complacent - not take our eye off continued and continuous preparation for the future.

At present that preparation has been going well, but, if it is in large part R&D investments that got us to this point after the calamitous events of ten years ago, then now is not the time to take our eye off that ball.

Rather with investment "proof of concept" fuelling growth, we need to re-double our efforts to not just keep the momentum going, but to accelerate it.

R&D spending isn't "just for Christmas" - it needs to be a 24/7/365 obsession that evolves over decades - a process that is never finished; it does not have an end-game, but by its nature it should result in designs and technologies that make prior triumphs redundant. It does not have a finish-point but is simply a time, a point, on a virtuous upward spiral of market improvement. Turn off the switch and the power will drain from all that has so far been achieved.

My overwhelming impression of the show, reinforced by the workload we have had to eat through since getting home, was of a show packed with more excellent new products and vendors for us to write about than ever before.

More to get the doors of the market's dealerships swinging than ever before, more to get consumers excited than ever before. In a performance-oriented market, the performance of the market is highly motivating.

Personally, I think we have a lot to thank the changing demographics of our market for. They have provided the R&D stimulus that has set us down a much longer and more important path to, first, being able to come to understand what the bigger picture issues beyond the downturn really were going to be, and get them firmly in our sights.

With issues come opportunities, and though often regarded as a cynic, I still like to think that the bigger the challenge, the bigger the opportunity.

That big picture, that big opportunity is to continue accelerating the progress that regulators and manufacturers (at last working in harmony) are making in getting our industry fit for purpose in an urban mobility and leisure riding future that speaks 'new gen' where customers are concerned.



Robin Bradley
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STAT ATTACK

Japan Exports

Japanese made 'Big Four' brand motorcycle exports (250 cc+) to Europe were up in September 2019 by +30.85% (11,790 units) - the first increase this year. For the YTD exports are -19.94% at 114,717 units. Total PTW exports to Europe were -20.66% YTD at 125,352. Total worldwide PTW exports from Japan were -16.27% at 278,954 units.

Poland

New motorcycle registrations in Poland were +33.48% (17,745 units) for the year to October - the best first ten months since 2016. Total new PTW registrations in Poland to October were +24.67% at 35,656 units. Added to the used units getting a first registration in Poland (an important additional part of the market there), total new and pre-owned motorcycle registrations YTD were +11.01% at 78,055 units combined. Total new and pre-owned PTW registrations, including motorcycles, were +11.38% YTD at 104,738 units. By this metric, Poland is Europe's 5th largest market YTD 2019.

Austria

Total new motorcycle registrations through September 2019 were +1.92% in Austria at 13,309 units. Total new PTW registrations were +8.87% at 38,140 units, thanks to a robust moped and scooter market, with Vespa the market leader (6,359 units). Motorcycle market share leader was KTM at 24.31% share (3,236 units YTD), followed by BMW (12.84% share), Honda (11.15%), Yamaha (10.63%) and Kawasaki in fifth at 7.05% share.

Sweden

For the ten months of 2019, new motorcycle registrations were +2.48% at 11,351 units. Total PTW sales were -7.47% at 24,160 units due to further decline in moped sales (-14.81% YTD, 12,809 units).

Switzerland

New motorcycle registrations through October were -1.06% at 23,334 units. In total PTW terms, the Swiss market was -4.03% at 39,482 units. Motorcycle market share leader is Yamaha with 3,926 units sold, ahead of BMW (3,485 units). Honda is third, followed by Kawasaki and Harley-Davidson. Top seller is the Yamaha MT-07 (1,084 units), with BMW R 1250 GS (922) second, Kawasaki Z900 third (575), the Z650 fourth (506), with the BMW R 1250 GS Adventure fifth (474 units sold).

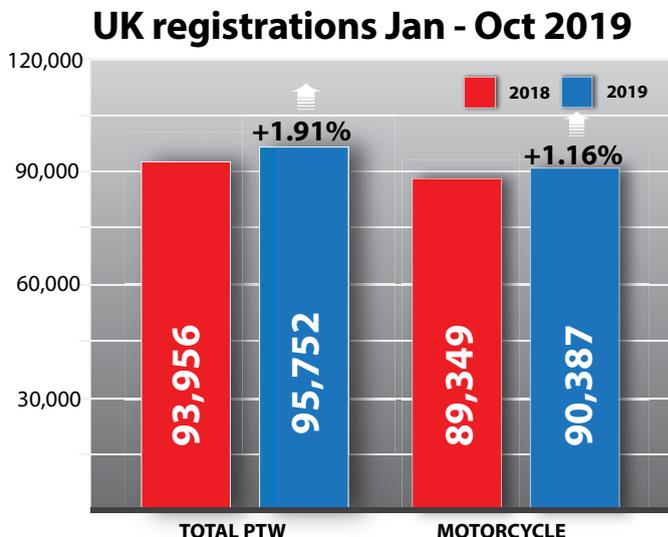
UK: motorcycle registrations +1.16% January - October

The latest data available from the MCIA, the motorcycle industry association in the UK, shows new motorcycle registration growth in the UK continuing to slow from the good start to 2019 with sales at just +1.16% YTD (90,387 units).

Many in the UK are pointing to Brexit and general uncertainty, with consumer confidence low, as the reasons for the decline in the growth of recent years. Having been +3.45% in September (12,129 units), the UK market was -3.96% (6,481 units) in October.

Moped market volumes remain low in the UK, but there is growth of +16.40% YTD (5,365 units) to put total new PTW registrations at +1.91% YTD (95,752 units), the strongest for the first ten months since 2016.

The largest single market sector in the UK remains 'Naked' style bikes, at 31,140 units YTD (+2.2%). The Adventure Sport sector is the second largest, growing at +6.6% YTD (17,227 units). In percentage terms, the biggest losers are the relatively



small Sport/Tour (-19.9%) and Touring (-13.3%) sectors; Trail/Enduro bikes are +7.4% YTD (5,641 units); custom style bikes are -7.9% YTD (7,049 units). Honda was market share leader in the UK in October (1,224 units), followed by Yamaha (820 units), Lexmoto (668 units), KTM (437 units), BMW (431) and Triumph at 404 units.

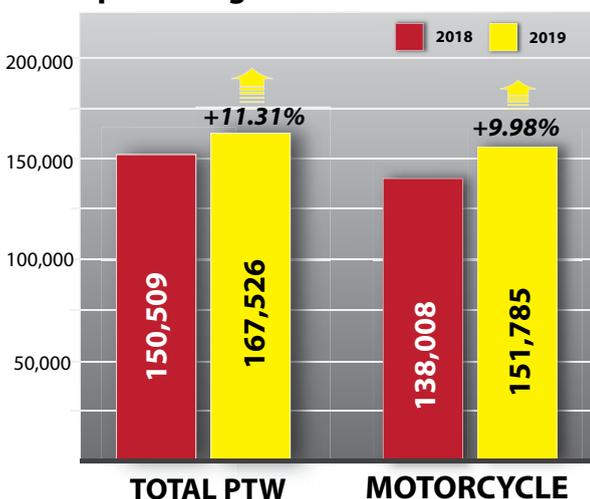
The Yamaha TENERE 700 was the top selling Adventure Sport model in the UK in October (115 units), with the R 1250 RT leading the Touring sector and the R 1250 RS replacing the bestselling Sport/Tour model. The Royal Enfield Interceptor INT 650 topped the Naked style bike rankings in the UK in October, selling 136 units.

Spain: motorcycle registrations +9.98% January - October

The latest data from ANESDOR, the motorcycle industry trade association in Spain, shows motorcycle registrations +12.30% for October (16,121 units), having been +0.13% in September (15,019 units). This remains the strongest October market performance in Spain since before 2009.

For the first ten months of 2019, Spanish new motorcycle registrations were +9.98% at 151,785 units YTD - also the best since before 2009. The moped market in Spain continues to recover (+25.92%, 15,741 units YTD), and in total PTW terms the YTD in Spain was +11.31% (167,526 units

Spanish registrations Jan - Oct 2019



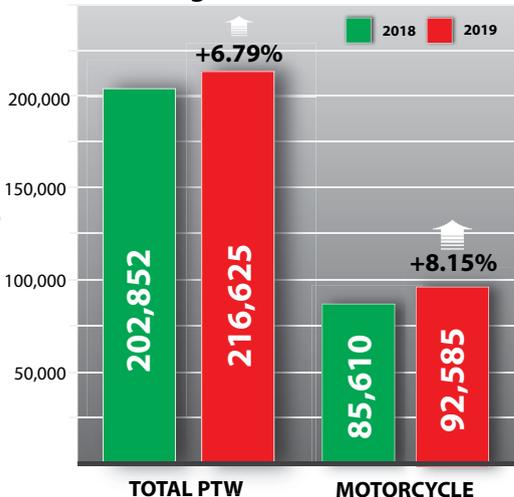
registered in total - also the best first ten months in Spain since before 2009). Jose Maria Riano, General Secretary of ANESDOR, has said that "as we approach the end of the year, growth continues in double digits, and we have

already surpassed the growth market of 2018 with two months more sales to come." Scooter sales are at 86,011 units for the YTD, with 'Road' bikes at 59,668 units. Electric powered 'motorcycles' were +27.5% in October and are +13.2% YTD at 4,446 units. Honda remains market share leader in Spain so far this year, selling 31,854 total units YTD for a 21.0% market share. Yamaha was second (22,228 units/14.6%), Kymco third (16,334 units/10.8%), followed by BMW up to fourth (10,845 units/7.1%), with Piaggio 5th (10,409 units/6.9%).

Italy: motorcycles +8.15% January - October

The latest data released by ANCMA, the motorcycle industry trade association in Italy, shows the Italian motorcycle market continuing to grow with sales YTD +8.15% at 92,585 units - the strongest January to October market performance in Italy since before 2013. New motorcycle registrations were reported as being +2.41% in October (6,374 units) after being +8.75% in September (6,950 units). In total PTW terms, the Italian market was +10.68% in October (18,268 units) after being +3.61% in September (18,179 units). Total PTW registrations were +6.79% at 216,625 units

Italian registrations Jan - Oct 2019



for the YTD - still the strongest Italian market performance since 2011. Scooter registrations were +5.80% YTD at 124,040 units for the first ten months, with the top three best sellers being Honda's Italian-made SH 150/300/125

range selling 25,433 units between them YTD, with Piaggio's Beverly 300 ABS in fourth spot (7,669 units) and its Liberty 125 ABS fifth (5,544 units), ahead of Kymco's Agility 125 R16 (4,892), Yamaha's XMAX 300 (4,383) and the Honda X-ADV 750 (4,067 units registered so far in 2019). The top selling motorcycle in Italy YTD was the BMW R 1250 GS (3,875 units), followed by Honda's 'Africa Twin' (3,527), the Benelli TRK 502/X (2,970 units sold) and the Yamaha 'Tracer' 900 (2,626 units). For the full year of 2018, the Italian motorcycle market was reported at +12.73% (92,991 units) and +7.35% in total PTW registration terms (219,465 units).

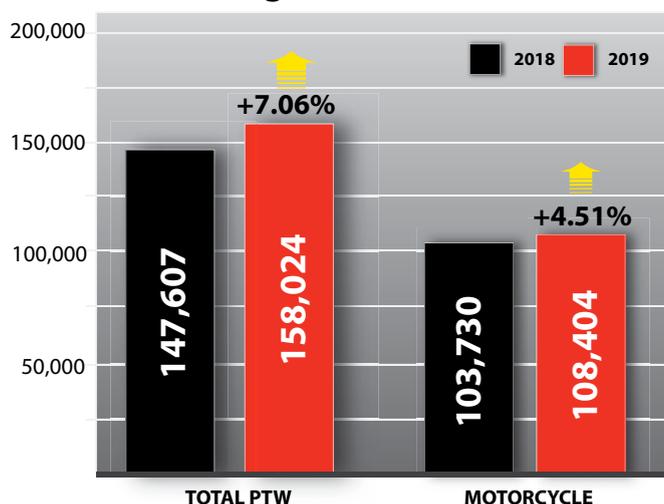
Germany: motorcycles +4.51% January - October

The latest data from the IVM, the motorcycle industry trade association in Germany, shows motorcycle registrations up by +4.55% (4,968 units), having also been up in September (+5.23%, 6,920 units). For the year January to October, the German motorcycle market is +4.51% at 108,404 - the best comparable performance since before 2008. In total PTW terms, October was +3.01% (8,044 units) and +7.06% (158,024 units) for the YTD. The top selling model for the first ten months of 2019 remains the BMW R 1250 GS (9,100 units), way ahead of the Yamaha MT-07 (3,569) in second place and the Kawasaki Z900 in third (3,045), followed by the Z650 in fourth (2,675) and the Honda Africa Twin fifth with 2,303 units sold YTD. With seven models among the top 30 best-selling motorcycles, it is no surprise that BMW has stretched its German market dominance still further, having sold 23,906 units in total YTD for a commanding 22.05% market share (up +8.63% on the year ago period). Honda was second with 12,603 units sold for an 11.63% market share; KTM

third with 12,467 units (11.50% share); Kawasaki fourth with 12,387 (11.43% share); Yamaha fifth with 11,085 units sold (10.23% share) and Harley-Davidson sixth with 9,826 units sold YTD (9.06% share). They are followed by Suzuki (5,260), Ducati (4,864), Triumph (4,745) and Husqvarna (2,716). Royal Enfield is up to 11th best-selling brand in Germany with 1,523 units

sold YTD for a modest but fast growing 1.40% market share. Indian Motorcycle are also on the warpath with 1,179 units sold YTD for a 1.09% share. Total motorcycle registrations for the full year 2018 in Germany were +7.35% on 2017 (108,296 units), with total PTW registrations +10.98% (155,184 units).

German registrations Jan-Oct 2019



STAT ATTACK

Honda

Honda reports 5.098m unit sales worldwide for Q2 (-4.1% to end of September 2019), taking their half YTD to 10.01m units - down by 6.1% compared to the first half of 2018. For Europe, Honda reports 57,000 sales for Q2 and 141,000 YTD, making units sales in Europe level with the first six months of 2018. Global motorcycle sales revenue was 522.5bn yen for their second quarter, down by -16.7bn yen from 2018; for the half year, sales were 1,005.5bn yen, down by -38.6bn yen for the YTD.

Yamaha

For its "Land Mobility" business division, Yamaha is reporting net sales of 832.0 billion yen for the first nine months/three quarters of its 2019 financial/calendar year (a decrease of -5.8 billion yen or -0.7% compared with the same period the previous fiscal year), with operating income of 35.8 billion yen (a decrease of 4.4 billion yen or -10.9%). In "developed markets" it increased unit sales in Europe. In its "emerging markets" motorcycle business, unit sales increased in Indonesia, the Philippines and Brazil, but decreased in Vietnam, India, Taiwan and Argentina, resulting in decreased sales units, and decreased sales and income overall.

Kawasaki

For the six months ended September 2019, Kawasaki reports sales revenue for its Motorcycle (and Engine) division at 147.23bn yen for an improved operating loss of 3.37bn yen compared to the year-ago period. For Q2, Kawasaki wholesale shipments to "developed markets" were 67,000 units, up by 3,000 from Q2 last year; revenue generated was 50.3bn yen. For emerging markets, Q2 wholesale unit shipments were 158,000, down by 5,000 units from the year-ago quarter, with 36.2bn yen generated (also down).

Suzuki

For its second quarter (July to September 2019), Suzuki reports that net sales in its motorcycle business increased by 0.2bn yen (+0.2%) to 126.5bn yen year-on-year, mainly owing to increased sales in India. Q2 operating income decreased by 2.3bn yen (-56.8%) to 1.7bn yen year-on-year. Overall worldwide unit sales volume was 876,000 units for the six-month period from April to September 2019, which was up by 18,000 units (+2.1%) due to increases in India and the Philippines.

<<< Continued from page 64 production.

"This is an incredible competitive advantage that will help us keep control of the entire value chain, ensuring the quality of the products and smoothness of the delivery."

In terms of organisation, Jaimy Scevenels, VP Brand & Product Rider Gear at Bihr, will oversee the Rider Gear distribution activities across countries and entities. Terry Birtles, Managing Director at MotoDirect, will remain in charge of the day-to-day UK operations, while RST founder Jonny Towers will focus on developing the RST brand and act as a Senior Advisor to

Jaimy Scevenels. Jaimy Scevenels said: "Bringing both companies together will enable us to achieve the necessary scale to specialise our teams and dedicate a part of this sales force to our Rider Gear activities. The expertise gathered by the MotoDirect team over the last 30 years combined with the Bihr firepower on the continent will help us better promote the brands we are distributing and will help us better serve our clients."

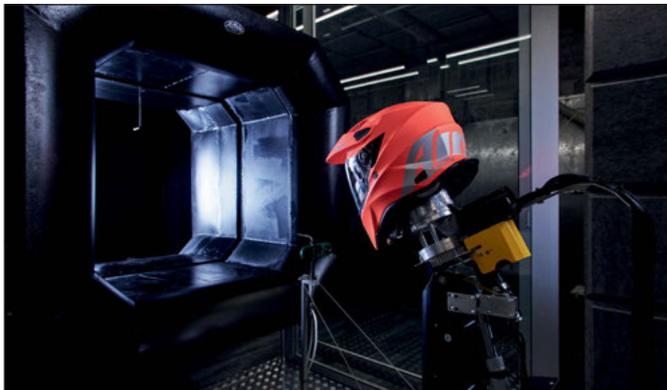
The deal is expected to be closed by January 2020.

www.bihr.eu
www.moto-direct.com



RST founder Jonny Towers product testing at Snetterton Circuit, UK, April 2019

Airoh Wind Tunnel - "Meticulous attention to detail"



Demonstrating its commitment to safety and comfort, Italian helmet specialist Airoh (Locatelli) has taken the ultimate step in being able to prove and improve the aerodynamics of its shell designs with the installation of an in-house wind tunnel as part of its extensive R&D investment and facilities.

"Research, technology, innovation and passion need to be harnessed in a sophisticated system to improve performance," says owner Antonio Locatelli. "From the start, the strategy that drives our company has always been the same - the search for continuous improvement.

"To get the best, we contacted the best - a pool of engineers that worked with our Research and Development department for more than six months to create a revolutionary wind tunnel facility. Powered by subsonic, closed-cycle Gottingen technology, and designed to be used both in open and closed test chambers, our exclusively owned software and advanced algorithms allow us to capture a unique suite of dynamic measurements.

"Specifically, the lateral movement and

inclination of the dummy head is predicted through a remote-controlled computer, allowing for the analyses of the results by testing any type of scenario on and off road.

"The power harnessed in our wind tunnel simulates the most extreme conditions of use - over 200 km/h - so we can test the aerodynamic, acoustic and thermal levels in the helmet. The number of tests that can be performed is stunning - ranging from aerodynamic, static or in-movement tests to displaying the flows, the side strength, acoustic and thermal measurements at different speeds, all constantly monitored and subsequently processed with the most advanced computerised and 3D display analysis systems."

The tests also rely on the pressure sensors and two microphones assembled on the dummy head. The instruments actually analyse the noise caused by the air flow on the helmet's surface and any possible turbulence generated. Measuring is divided into determination of the sound level (dBA), octave analysis and frequency.

"Special attention is paid to analysing



the stagnation points, the separation lines and the transition boundary between the laminar and the turbulent layer; in this sense, special tracers are used at the solid and gas state, which are able to highlight the aerodynamic strength result."

Thermodynamics is especially important for those helmets that are worn for several hours, with challenging temperatures, in all kinds of different scenarios. For this reason, the dummy head is able to constantly monitor the temperature on its surface, allowing a 3D image to be created, showing where the different temperatures of the test are highlighted with various colours.

"Usually, in the first phase of the test, the head reaches an ideal temperature for benchmarking and appears red; while performing the test, areas subject to different temperatures are highlighted in different colours. This change is generated by the



effectiveness of the air vents and the air extractors, which perform a fundamental role in ensuring optimal comfort."

"Meticulous attention to details - and a relentless and untiring search for the best performance and the desire to have motorcyclists wear the same product as the most successful champions - this is what pushed us to create this truly unique tool - only in this way can a helmet be given the AWT2 (Airoh Wind Tunnel Tested) seal of approval."

www.airoh.com



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DALLA PORTA

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STEVE HOLCOMBE

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NEWS BRIEFS

Husqvarna Motorcycles has announced a return to international road racing and the FIM World Championship Grand Prix Moto3 class where they will officially support the Max Racing Team. Owned by four-times 250 cc World Champion Max Biaggi, and under the management of experienced German former racer Peter Öttl, the team will field Romano Fenati and Alonso Lopez in the 2020 season on the new Husqvarna FR 250 GP.

BICKERS

British distributor Bickers has added distribution of NOCO battery chargers and jump packs. The NOCO boost range features five lithium-based jump packs; there are also five battery trickle chargers available, plus an accessory range that includes extension cables, adaptors, connectors and protective cases. Historically, NOCO's origins are with the two-step NCP2 "No Corrosion Product" - a battery corrosion preventative invented by Joseph Henry Nook in 1914.

Michelin has signed an agreement to acquire 80% of PT Multistrada Arah Sarana TBK ("Multistrada"), a tyre manufacturer based in Indonesia. Michelin will pay USD 439 m for their controlling stake. With a production capacity of more than 180 thousand tons (i.e., 11 million passenger car tyres, 9 million two-wheel tyres and 250 thousand truck tyres), Multistrada generated net sales of USD 281 million in 2017. With this transaction, Michelin will strengthen its presence in the highly promising but local-production dominated Indonesian market by acquiring a very competitive local plant with good quality facilities and immediately available production capacity.

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

Matteo Ferrari takes inaugural FIM Enel MotoE World Cup



Matteo Ferrari (Trentino Gresini MotoE) has been crowned 2019 FIM Enel MotoE World Cup winner thanks to a P5 finish in Race 2 at the Gran Premio Motul de la Comunitat Valenciana. Brazilian Eric Granado (Avintia Esponsorama Racing) beat Bradley Smith (One Energy Racing) on the final lap to claim a double victory at the Circuit Ricardo Tormo, with Hector Garzo (Tech 3 E-Racing) completing the Race 2 podium after being disqualified from Race 1. Having achieved a double win at Misano in September, Ferrari entered the Valencia races with a 19-point lead over his nearest rival, Tech 3's Hector Garzo. The first race at Valencia was won by Granado, with Garzo disqualified for running tyre



pressures below the permitted minimum. Granado's Race 2 was enough to give Ferrari a 20-point buffer over MotoGP podium finisher Bradley Smith as he entered the final lap. The champion himself took the chequered flag in fifth, challenging Granado on the opening lap, but ultimately yielding to Garzo and Pramac rider Alex de Angelis. Former MotoGP star Sete Gibernau, who will depart the MotoE grid after one season, finished his final race in the category in seventh, losing out to fellow ex-premier class rider Mike Di Meglio on the final lap by 0.038s. While Ferrari and Smith retained the first two spots in the standings, Granado leaped ahead of his teammate and ex-Avintia MotoGP rider Xavier Simeon for third. Simeon crashed on the opening lap of the final race, his accident collecting Pramac's Josh Hook in the process. Ferrari will remain part of the Gresini MotoE line-up next year.

2020 FIM Enel MotoE World Cup - Provisional Schedule

The provisional calendar for the 2020 FIM Enel MotoE World Cup will see the series visit more venues for another six rounds in its second year. The season will begin at the Spanish Grand Prix at the Circuito de Jerez-Angel Nieto before round two sees MotoE head to Le Mans and the French Grand Prix. From there it's on to a new venue, the TT Circuit Assen, which replaces the Sachsenring on the Cup calendar for 2020. MotoE will then get back on track at the Red Bull Ring in Austria before the summer break, with a double-header at Misano World Circuit Marco Simoncelli to round out the year as the Gran Premio di San Marino e della Riviera di Rimini hosts the season finale for the 2020 Cup.

2020 MotoE™ PROVISIONAL CALENDAR

SPANISH GP		03 MAY
FRENCH GP		17 MAY
DUTCH GP		28 JUN
AUSTRIAN GP		16 AUG
SAN MARINO GP x2		12-13 SEP

TABLE 1 - 2019 CHAMPIONSHIP STANDINGS (6 RACES)

Position	Rider	Nation	Total Points	Germany	Austria	Misano Race 1	Misano Race 2	Valencia Race 1	Valencia Race 2
1	FERRARI Matteo	ITA	99	11	11	25	25	16	11
2	SMITH Bradley	GBR	88	20	16	4	8	20	20
3	GRANADO Eric	BRA	71	8	0	3	10	25	25
4	GARZO Hector	SPA	69	13	-	20	20	-	16
5	DI MEGLIO Mike	FRA	63	16	25	-	6	6	10
6	SIMEON Xavier	BEL	58	9	20	16	-	13	-
7	ANGELIS Alex	RSM	47	10	13	-	-	11	13
8	RAFFIN Jesko	SWI	47	3	7	13	9	9	6
9	CANEPA Niccolo	ITA	46	4	8	11	13	10	-
10	CASADEI Mattia	ITA	39	5	3	-	16	7	8

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WWW.WRS.IT

X-Radical 'Super Gaskets'

Spanish gaskets, seals and air cleaner specialist Artein is entering the off-road/MX market with its X-Radical 'Super Gaskets' range of advanced compounds for extreme applications. Founded in 1958, Artein is based at Girona in north eastern Spain and is a major European gasket manufacturer, noted for its advanced technology, precision manufacturing and performance materials research and development. Export Sales Manager Esther Junca told IDN that "our research showed us that in the extreme conditions of off-road riding and racing there was a need for a gaskets programme that



was engineered and specified to deal with the unique and uniquely challenging conditions that off-road components have to deal with.

"Our new X-Radical range of robust and durable materials and designs, including Foamet gasket technology, are engineered specifically for the stresses and wear that engine and transmission components are exposed to. Engine and gearbox failures due to gasket failure have always been a big issue for motocross riders and racers. X-Radical 'Super Gaskets' are specified to meet those challenges and deliver reliable sealing and longer service intervals - another big issue for off-road engine tuners."

www.arteingaskets.com



Roadrider MKII sport touring tyre

Melksham, UK based Avon Tyres has launched its eagerly anticipated Roadrider MKII sport touring motorcycle tyre - "which brings several design and performance improvements over its predecessor". Key benefits are said to include better grip in wet and dry conditions, reduced wear and shorter braking distances and "wet testing indicates a sizeable improvement in stopping distance compared to the Avon Roadrider". By introducing an updated sport touring tyre, Avon Tyres is aiming to cement its position as a leading player in the market - its Roadrider tyre is



factory fitted to Royal Enfield's 350 cc bikes.

Overall, the Roadrider MKII is available in 31 sizes and 37 specifications, covering H and V speed ratings and universal options - "in addition to the expanded size offering, a classic tread and sidewall appearance makes the tyre suitable for bikes of all ages".

Dominic Clifford, Global Avon Motorcycle Manager, said: "The Roadrider MKII will enable us to build on the success of the Roadrider. Our design team has done a brilliant job to take the many successful elements of the Roadrider and improve them further. Given the strong benchmark, this was no mean feat."

www.avonmotorcycle.com



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NEWS BRIEFS

Husqvarna has announced that its official MX2 team - the Rockstar Energy Husqvarna Factory Racing MX2 team - is to be managed from 2020 onwards by the Belgian Nestaan-MX team. Owned by Kay Hennekens, Nestaan-MX has been involved in Motocross World Championship competition for many years and will operate from a new workshop in Lommel, Belgium. The team will field three riders in 2020, racing on FC 250 machinery.



Husqvarna

DMC Group in the UK has won Ducati's 'Dealer of the Year' award for Europe and Africa - becoming the first British dealer to pick up the accolade. In front of an audience that included 487 dealers and importers from 71 countries, the award was accepted by Chris Booth, Managing Director of DMC - the group has franchises in Manchester, Stoke, Preston and Worcester.



The KSR Group (Christian and Michael Kirschenhofer) has completed the second phase of an expansion plan at its new corporate headquarters at Gedersdorf in Austria, with the addition of around 2,200 sq m, including an in-house design studio for its PTW brands - including Malaguti, Brixton, Lambretta and KSR Moto. KSR opened the first phase of its new HQ in April 2017; their revenues are said to have grown by 50% in two years from 2016 and are expected to have grown by the same again in the 2018/2019 period.

Moto Factory Italia - "collaboration, technology"



EICMA saw Moto Factory Italia, the Italian motorcycle business "network of excellence" introduce a new configuration - the businesses that are part of the network "are leading companies in the sector for two-wheeler components and accessories manufacturing".

The 'Moto Factory Italia' project is a collaboration between 'Made in Italy' manufacturers that aims to cooperate on pooling resources, promoting their brands and promoting Italian quality and products.

It seeks to act as a "reference point for motorcycle manufacturers, to act and operate as a single customer oriented reality offering not only single stand-alone products, but an integrated system of components, the result of a shared and dedicated design," said Alfio Morone, President of the Moto Factory Italia network. "Our mission is to explain the dynamics of network internationalisation and how 'Made in Italy', with its high quality and innovative level, can be a decisive in growing international business.

"Through cooperation and collaboration, we seek to increase

sales volumes, customers, visibility and expansion of companies in national and international markets. We will work together to increase the innovative capacity and the research and development activities of new products, processes and technologies - improving the overall efficiency and

"implementing internationalisation"

quality of the products, the sustainability of the activities in economic and environmental impact terms".

The primary common denominator between the members is "the Italian origin, synonymous with added value in the aftermarket and original equipment sectors - history, competence, technology, reliability, professionalism and passion are the most important ingredients of this project".

Executive Vice President of Dell'Orto, Andrea Dell'Orto, said: "Operating in a network system, the individual companies set themselves the goal of

being able to offer customers 'Made in Italy' solutions at more competitive costs, without affecting the quality level of the products that have always distinguished the brands.

"This is thanks to the implementation of cost rationalisation projects and collaborations with common suppliers that can maximise all possible economies of scale and amplify the benefits. Moto Factory Italia will promote members on the growing foreign markets, implementing an internationalisation process, both in terms of purchases and sales, thus becoming the spokesperson for the value of 'Made in Italy' and the intrinsic level of quality and innovation.

"In fact, being able to refer to and try to merge the individual distribution networks into a single and broader network would allow the network players to have a more widespread presence at lower costs, surely eliminating costs and times for finding new dealers, and reducing the management costs of serving existing ones.

www.motofactoryitalia.it

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

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Motorrad Burchard buys the 'Highway Hawk' and 'Ledrie' brands

HIGHWAY HAWK



German custom parts and accessory specialist Motorrad Burchard (based near Bielefeld) has purchased the intellectual property and brand rights to the Dutch 'Highway Hawk' custom parts and 'Ledrie' luggage and accessory brands.

A specialist in custom parts and accessories for Japanese custom style bikes and cruisers, Harleys and Triumphs, founded in 1980, Motorrad Burchard was founded by Giselher Burchard and, since 2016, is owned and operated by his son Sebastian.

"The opportunity to buy these great brands was one we are very proud to have been able to accomplish," said Sebastian. "We have been working with Highway Hawk for around 20 years and now, as an addition to our existing business in the custom market, we see a great future for this great brand.

"There is an irresistible synergy between what we already do and taking the Highway Hawk brand forward. We will be concentrating on highlighting the products and simplifying the process around the product portfolio. We see this acquisition as significantly strengthening the positions of both Motorrad Burchard and Highway Hawk in the Japanese custom and cruiser parts and accessory sector.

"Product availability will be

significantly increased, and delivery times significantly reduced. The terms of business for Highway Hawk dealers will remain unchanged and continue as agreed."

Giselher Burchard, who is returning as Managing Director for Development and Production, sees himself as "back to my roots". He knows the Highway Hawk product line and brand values "like no other". "My job will be to develop technical products for the Highway Hawk line and implement new product ideas. As a first innovation, our existing procedures and quality control mean we can provide products such as the footboards with an ABE certificate.

"At Motorrad Burchard, products are developed on highly specialised CAD/CAM systems and then manufactured on state-of-the-art laser, turning and milling machines. This gives the company the ability to react quickly and adequately to the requirements of its customers and not only to follow the development of the market, but also to lead it".



From left: Sebastian Burchard, Managing Partner, Motorrad Burchard; Kin Chim, Managing Partner, Motolux; Henk Robbertsen, Managing Partner, Motolux; Giselher Burchard, Managing Director, Motorrad Burchard



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→ KVE37

Michelin launches nine new tyres for 2020

Europe's leading scooter tyre manufacturer by volume (selling 8m of its City Grip tyres between 2010 and 2018) celebrated its 130th anniversary in 2019 and has dedicated resources from its €648m annual R&D budget and 6,000 strong R&D team to launch no less than NINE new tyres for 2020. The motorcycle tyre market is a growth sector for Michelin, with the number of tyres Michelin has sold for motorised two-wheeled vehicles having doubled over the past five years, "and we expect it will double again over the next half-decade," Executive VP Serge Lafon told IDN at EICMA. "As one of the main players in the quest for safer, cleaner, more

accessible and more efficient forms of mobility, we also need to be attentive to the raw materials we use. Within the next 30 years, some 80 percent of the raw materials the Group employs to make its tyres will be sustainable – by which we mean either renewed or recycled. "The Michelin Group's ability to adapt to mobility related changes over the course of its 130-year history is well documented. Indeed, we have increasingly tackled this transformation hand-in-hand with other key players in the domain, and this has led to partnerships today with electric motorcycle fleets, bicycle sharing-schemes and recreational

mobility stakeholders like Hertz Ride. "Similarly, the partnerships we have forged with motorcycle manufacturers enable Michelin to become involved at an early stage in the design and development of new models. This speaks volumes for Michelin's reputation as a leading innovator and the relationships of trust it has established around the world with such major makes as BMW, Honda, Harley-Davidson, Piaggio, KTM and Yamaha, to name but a few. "Because of the increasing scope of the mobility related challenges we face, Michelin is determined to cover all the bases with the same engagement, which is why we are investing in the most exacting and pioneering forms of two-wheel motorsport on the planet, including



MotoGP and MotoE. When it comes to performance, we strive unrelentingly to keep pushing the envelope. At Michelin, real bridges exist between our racing and road tyres, and that is because we use motorsport as a unique laboratory and an instrument for innovation.

"For all of these reasons, our nine new tyres that are due to go on public sale in 2020 are unprecedented and, between them, will account for 25 percent of Michelin's sales in 2020." www.michelin.com

Michelin 'Power' range

Michelin 'Power' range, "four new tyres aimed at bikers for whom riding enjoyment is the number one priority".

'POWER 5' targets sports motorcycle owners who use their bike intensively on public roads. The priorities of these riders range from long tyre life to good grip performance, especially in wet weather, providing efficient traction and reassuring handling under braking conditions.

Power 5 features include an innovative compound, incorporating silica and carbon black; 2CT technology (front tyre) and 2CT+ technology (rear tyre); sea-to-land ratio of 11 percent front and rear and a new design and sidewalls that feature Premium Touch Technology.



'Power Cup 2' - although essentially designed for track use, it is type-approved for road use. It features 2CT technology (front tyre) and 2CT+ technology (rear tyre), plus a compound designed primarily for on-track performance, sea-to-land ratios of four and five percent for the front and rear tyres respectively, enabling it to be type-



approved for road use, and sidewalls that feature Premium Touch Technology.

'Power Slick 2' is designed for track use and track day fans and is not type-approved for road use. It has 2CT (front tyre) and 2CT+ (rear tyre) technology with a dedicated compound, developed uncompromisingly for on-track performance and sidewalls that feature Premium Touch Technology.



'POWER GP' targets riders who use their sportsbike on public roads, but who occasionally take it to circuits for track days or tuition, offering high performance levels in these situations.

Features include a compound that incorporates silica and carbon black, 2CT technology (front tyre) and 2CT+ technology (rear tyre) conceived to deliver superior performance on public roads and racetracks alike, 'Slick zones' on the sidewalls for track use, a sea-to-land ratio of 6.5 percent and sidewalls that feature

Premium Touch Technology.



MICHELIN

'City Grip 2'

'City Grip 2' range, for "everyday scooter users who seek maximum safety in all conditions".

The 'City Grip 2' range is designed to address the demands of modern scooter owners, including high grip performance on all the types of road in and around towns and cities. The tyre includes an innovative compound which includes silica, and a new 'Shark's tooth' tread pattern design, and a variety of sizes will be available from January 2020.



'Commander III Touring'

'Commander III Touring' and 'Commander III Cruiser' are intended for "fans of wide open spaces eager to eat up the miles without worry".



The 'Commander III Touring' provides a long tyre life, outstanding grip on wet roads thanks to an all-silica compound, and sidewalls on the majority of available sizes feature Premium Touch Technology.



The 'Commander III Cruiser' continues the long tyre life tradition set by the Commander II, but provides a 3% better sea-to-land ratio. It provides enhanced grip, especially on wet roads.

'StarCross 5 Mini' & 'Enduro Xtrem'

'StarCross 5 Mini' and 'Enduro Xtrem' for competitive off-road use.



The 'Enduro Xtrem' is the result of three years research and development work and provides exceptional grip even on the most challenging surfaces, along with enhanced resistance to wear. It is used by numerous teams including Rockstar Energy Husqvarna Factory Racing.



'StarCross 5 Mini' gives young motocross riders on big-wheeled bikes between 50 and 85 cc the same performance that their elders enjoy; it is a variant of the original StarCross 5 range which was designed for more powerful bikes.

MICHELIN'S TRACK RECORD ...

- 1974: GP500's first slick tyres
- 1976: Barry Sheene wins the GP500 title on Michelin tyres
- 1977: Michelin claims all five world titles (50 cc, 125 cc, 250 cc, 350 cc and 500 cc)
- 1984: GP500's first radial tyre
- 1992: The first GP500 tyre to feature a silica-reinforced compound
- 1997: Michelin introduces ZR radial technology
- 1999: Michelin presents its new Pilot Sport range to meet the needs of all types of riders
- 2005: Michelin launches the Power Race, featuring 2CT technology
- 2016: Michelin returns to the MotoGP World Championship
- 2019: Michelin is involved in the first all-electric motorcycle racing championship as official supplier to MotoE

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NEWS BRIEFS



CONCORSO D'ELEGANZA
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The BMW sponsored Concorso d'Eleganza Villa d'Este (on the shore of Lake Como - Cernobbio, Northern Italy) will be staged from 22 to 24 May 2020.

Registration is now open, and this signals the start of the selection procedure when decisions are taken on which vehicles will be on show.

The European Motorcycle Training Quality Label (EMTQL) has received a European Commission Road Safety Charter Award in the category "voluntary commitments", acknowledging "inspirational and innovative initiatives that contribute towards improving road safety and saving lives". The award was presented by the EC Transport Commissioner Violeta Bulc to Antonio Perlot, the Secretary General of ACEM, on behalf of the three members running the EMTQL - ACEM, FIM and the German Road Safety Council (DVR). Open to all training bodies, the EMTQL is a voluntary certification scheme for post-licence motorcycle training programmes and open to all training bodies.



Dainese has announced the grand opening of its latest flagship retail location in Las Vegas. Featuring an "innovative retail concept that creates a journey through moto history with memorabilia, including one of Valentino Rossi's suits, all surrounded by the world's most advanced protective apparel. Designed by Renato Montagner, the retail environment immerses visitors in the rich heritage of the Dainese and AGV brands while profiling all riding styles including racing, touring, street and urban".

From November Ducati is offering a four-year unlimited mileage warranty on the whole Multistrada family - the programme is called 4Ever Multistrada. Valid for all the 950 and 1260 Multistrada models of the range, including the new 1260 S Multistrada Grand Tour, 4Ever Multistrada is offered directly by Ducati and is effective in all European territories.

WRS - "by riders, for riders"

Founded in 2009 ("by riders, for riders") and based near Pesaro, Italy, WRS has quickly emerged as a 'major player' and as one of the fastest growing manufacturers of acrylic windscreens and special parts in Europe.

Driven in no small part by technical partnerships and sponsorships with major teams such as Pramac Racing (Ducati MotoGP) and Team SIC 58 Squadra Corse (Moto3), and mostly recently (as announced at EICMA) the BMW Motorrad WSBK Official Team, the company has invested heavily in cutting-edge technologies, creating a dedicated design team and a production department with a reputation for precision and quality.

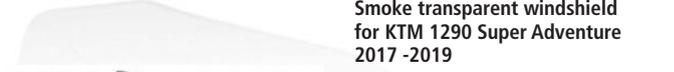
"We combine new technologies for design and development, with the use of certified materials with the best parameters of resistance and transparency," says CEO Nicolas Zavoli. "All our products are designed with the utmost attention to detail and checked one by one to give our clients a product of the highest quality with 100% 'Made in Italy' precision."

The independent production department completes all stages of design and manufacturing using advanced machinery such as laser-cutting, 3D scanners, CNC-machining and simulation software. "Our decades of combined experience and investment in the most modern technologies allows us to achieve high quality standards.

"We are constantly working hard to create innovative products. Physical simulation software allows us to achieve high aerodynamic performance combined with the OE designs our products replace, but with a design harmony that enhances the style of the bike. Testing is extensive, out on the road in year-round real-world riding condition tests as well as in the software. Aerodynamics is about 'feel' as well as maths, and working this way allows us to offer aesthetically unique products with excellent aerodynamic protection and minimum turbulence values".



Touring smoke windshield for BMW F 750 GS / F 850 GS 2018/2019



Smoke transparent windshield for KTM 1290 Super Adventure 2017-2019



Sport dark smoke windshield for Honda Africa Twin CFF 1000 L /ADV



WRS windscreens are made in high quality acrylic (Plexiglas PMMA), which guarantees an excellent "transmittance" (ability to pass the light) and correct optical clarity. "They are safe and on impact can absorb the energy by breaking but not shattering like glass and do not create dangerous splinters.

"Our designs are so finely tuned that whether a high or a low design, we gain optimum protection from wind and rain, the basis of our designs has a more dynamic line that protects most



of the body from the air but leaves the face uncovered. The addition of deflectors can further protect the shoulders and arms".

Among the company's top sellers is a 4.5 mm thick Plexiglas frame kit and windscreen (in smoke) for the 2018/2019 BMW F 750GS, which fits the original BMW sub-frame and is supplied complete, to be compatible without having to make any changes. Aerodynamically tuned to eliminate the turbulence that hits the rider's helmet, additional protection is offered by the touring fairing for maximum comfort on short and long journeys. "The design, studied in detail, fits perfectly with the line of the bike, giving it an even more appealing look".

www.wrs.it



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

"Racing performance every day"

Founded in 1933, Dell'Orto is one of the most revered names in the motorcycle industry, and a business that has adapted to, indeed led the changes in motorcycle performance in the past three decades.

Widely known for its **Injection Systems**, its MotoGP experience with its RSV Aprilia throttle bodies and with the Moto3 ECU (**Electronic Control Unit**), has resulted in the release of a third generation of electronic fuel injection components and systems for motorcycle engines.

The new **Monnalisa** ECU, which completes the DELLORTO ECU range, has been designed to meet the requirements of the EURO5 and BS6 regulations that will enter into force in the coming years. The latest development includes traction control, start-and-stop and advanced OBD2 on-board diagnostics. DELLORTO ECUs support single and two-cylinder engines, 2- and 4-stroke, with air or liquid cooling.

In 2019, Dell'Orto took up the **electrification challenge**, taking part in the MotoE project with the supply of the data acquisition system: datalogger, inertial measurement unit, brake sensors, suspension sensors, and TPMS receiver and sensors (tyre temperature and pressure).

Through this new electrical experience, Dell'Orto has recently established a close cooperation with **Energica** for the development and production of dedicated "Power Units" for EVs of small (power range up to 8/11kW) and medium sizes (power range up to 30kW). The project aims at offering technologically advanced solutions to the major manufacturers operating in the EV 2-wheeler market, "combining the unique know-how of Energica in electric motorisation with Dell'Orto's design skills in injection systems, as well as production skills and distribution networks in Europe, China and India. The agreement foresees the common development and commercialisation of an innovative system based on the combined know-how of the two companies".

Dell'Orto's two mechanical and electronic **throttle body** lines have been "improved and expanded with innovative solutions. For mechanical throttle bodies, Dell'Orto has developed a compact air by-pass actuator and a 3-in-1 combined sensor that include contactless TPS, temperature and air pressure sensor functions".

The company's electronic throttle bodies are available with "specific solutions for 1 and 4-cylinder engines.



Thanks to a new patented design, it is possible to control the main throttle and a secondary throttle with a single actuator; this improves driveability and emissions at low speed".

This year Dell'Orto is also introducing a complete range of **sensors**: TPS contactless (single and double output), 3-in-1 sensor (TPS, temperature and pressure), a dual map sensor for twin cylinder applications and an innovative contactless gear position sensor.

"A great configuration flexibility allows Dell'Orto **fuel pump modules** to be a reliable market player. They are available with pre-filter, fine filter, pressure regulator and level sensor and they can be fitted on top or below the fuel tank".

For **exhaust valves**, Dell'Orto is already producing exhaust gas recirculation valves for cars and now it has developed and industrialised an exhaust valve for motorcycle engines. The valve is able to optimise and enhance the sound of the engine. The exhaust valve is produced in a stainless steel that withstands the high temperatures downstream of the catalysts - required for EURO5.

In addition to **electronic ignitions**, Dell'Orto is continuing with the development of its patented **Electronic Carburation System (ECS)** - "perfectly suited for 50 cc mopeds and for engines with small displacements for the Asian market, which has recently obtained the patent in India, the most important market for production volumes in the world.

In a **strategic development plan** that has been designed in line with the new demands of the world market, Dell'Orto has recently expanded its footprints both in **India and China**. Dell'Orto has a production site in India, where important production has begun in partnership with the main local producers. It is a highly technological plant, "organised by Italian know-how and expertise and

fully compliant with European quality standards. It started in 2006 with the production of mechanical throttle bodies for the local market and of injection systems and for export and has increasingly consolidated its position on the Indian market as one of the leading local players for injection system components.

In February 2018 a joint venture was signed with **Varroc** to further strengthen the presence of Dell'Orto in India as **System Integrator** for motorcycle injection systems. Varroc will support Dell'Orto in the production of the new DaVinci and



Monnalisa electronic control units.

The company's Chinese market presence is managed by Dell'Orto Shanghai Trading Company. Operating for ten years already, it is the Chinese motorcycle market leader in electronic carburetion systems for EU4 and EU5 homologated mopeds and small displacement motorcycles. Dell'Orto China is a partner for the development of the complete injection system for the upcoming China Stage IV regulations and for the export. In 2017 a joint venture was established for the production of motorcycle fuel modules and Dell'Orto says it has "brought its expertise to quality - gaining the strictest AKLH12 validation tests".

www.dellorto.it

NEWS BRIEFS

Maxxis is ending its 14-year partnership with the ACU in the UK as title sponsor of the British Motocross Championship from the 2020 season. Maxxis says that "due to changing needs, following substantial growth over the years, Maxxis' brand marketing activity will now take a more globally focussed approach, shifting the focus of its domestic sponsorship strategies to working with UK teams to achieve successes on its products".

VW has 'bet the farm' on its electric future, committing over €66 Bn (\$72 Bn) to an electric car future. The group plans to have introduced up to 75 all-models by 2029, plus some 60 hybrid vehicles. €33 Bn of that will be dedicated to developing electric cars across its global brands - Volkswagen, Porsche, Audi, Bentley, Bugatti, Lamborghini and its Skoda and Seat Europe specific brands.



Honda UK is to return to road racing at the North West 200 and the Isle of Man TT races with a new rider line-up of Glenn Irwin and Davey Todd (Superbike and Superstock classes on the new CBR1000RR-R Fireblade SP), with Glenn and his brother Andrew in the BSK and Davey with Tom Neave in the National Superstock 1000 Championship.

BST Wheels

EICMA was a big show for South African carbon specialist BST (Blackstone Tek). Not only did it debut a new Pierre Terblanche designed thing of beauty in its **hyperTEK** electric motorcycle, but two stunning new wheel designs too.

The BST brief was simple - "design and build the lightest motorcycle wheel possible". The **GP TEK** front wheel weighs only 3.9 lbs/1.8 kg and the rear wheel is only 5.29 lbs/2.4 kg (depending on fitment). Using specialised carbon fibre to tailor the cornering stiffness, the hubs are manufactured using 6000 grade aircraft aluminium and the fasteners are grade 5 titanium.

Backed by RFID tag traceability throughout its lifespan, a new BST painted and serviceable coating between the tyre and the rim protects the wheel from damage during tyre changing.

The front load rating is 330 lbs/150 kg and available in 17 x 3.50/17 x 3.75/17 x 4.00. The rear is available in 17 x 6.00/17 x 6.25.

The **Torque TEK** is for American V-twins (H-D, Indian and custom cruisers), said to be the strongest motorcycle wheel BST manufactures -



The BST hyperTEK, designed by Pierre Terblanche



GP Tek



with a front load rating of 518 lbs/235 kg and 904 lbs/410 kg at the rear. The split midway on the spoke optimises the support of the outer rim to fit the strength and power of custom

choppers and Harley-Davidsons. The Torque Tek design is not only strong, but also very light - tipping the scales from only 10.58 lbs/4.80 kg (depending on the fitment), and it too has the new BST painted and serviceable coating between the tyre and rim to protect the wheel during tyre changing.

Depending on fitment sizes, the front weighs in at 10.69 lbs/4.85 kg and the rear at 10.85 lbs/4.8 kg. The front load rating is 518 lbs/235 kg, with 904 lbs/410 kg at the rear. The front is available in five size options from 16 x 3.50 to 26 x 3.50; the rear in four options from 16 x 5.00 to 18 x 5.50.

www.blackstonetek.com



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Newfren - "work is passion"

Italian brakes and clutch specialist Newfren (Turin) says its passion is "researching the best technologies to produce high quality performance

products", and that this also finds expression in the commitment to the racing world.

"Newfren has played a major role in both worlds, developing new products and also reaching the highest step of the podium in many disciplines and at many levels," says CEO Valter Barbero. "This season we supplied the MX125 cc World Junior Champion, European Champion, Italian Champion, Tourist Trophy Winner and played a large part in the Junior and Senior 85 cc Championship, in the MX 125 cc Women's Championship and in the Moto3 World Championship with our own clutches and much more."

For 2020 there will be new brake discs for street applications - after two years of research and testing, Newfren will put a new range on the market, using new designs and new production techniques.

"We are also working on many other innovations, both in the development of new compounds for brake pads and also for the production of clutch discs. At Newfren we never stand still, and advancing the standards and quality in



the market and seeing new products on customers' bikes drives us forward."

Newfren high performance brake discs are available as fixed or with floating disc and made by laser-cutting or moulding in AISI420 steel; the central hub and the buttons on the floating discs are CNC-machined from solid steel or 7075 T6 heat-treated Ergal (zinc alloy aluminium).

www.newfren.com



6D Helmets - new ATS-1R for street, race and dirt trackers

Brea, California based 6D Helmets' new ATS-1R performance street motorcycle helmet features an advanced version of their respected Omni-Directional Suspension (ODS) technology.

"The ATS-1R is a very special helmet. We've been working with professional athletes Kyle Wyman and Sammy Halbert for about five years by now, and they've both played a major role in what the '1R' has become," said Bob Weber, 6D's CEO and co-founder.

"We're a racing committed company, driving safety in everything we do. The original 6D ATS-1 was the first street helmet incorporating technology designed to mitigate angular acceleration force while simultaneously improving linear acceleration performance during an impact event, positioning the helmet as the leader in safety performance when compared to



other top brands in the market."

The ATS-1R has been "aggressively re-engineered to further improve the excellent energy mitigation performance of the helmet while also improving the fit, comfort and aerodynamics". Overall weight has been reduced by greater than 10%, while the shield mechanism, sealing characteristics and operation were also improved. In addition to its patented,

advanced ODS energy management technology, the ATS-1R features a lightweight 3K carbon fibre shell, an "aggressive ventilation system" (with four adjustable intake vents, fifteen transfer ports and five exhaust ports), and an array of tinted shields, tear-offs and Pinlock inserts.

The helmet's interior environment features emergency removable cheek pads, a convertible base liner (for superior ventilation during hot summer months), recessed speaker pockets and eyewear-friendly cheek pads. "Two exciting new graphics in three colourways each highlight the new designs, while the traditional gloss and matt finish carbon fibre models round out the current offerings". The 6D line is available in Europe through distributors, including TMV in the Netherlands. www.6DHelmets.com www.tmv.nl

NEWS BRIEFS

Honda R&D Co., Ltd., a research and development subsidiary of Honda, has announced that it has acquired all of the outstanding shares of the California-based Drivemode, Inc. in order to further strengthen "new value creation" in the areas of digital and connected mobility products. Drivemode is a start-up that develops and operates smartphone-based connected services. Honda R&D and Drivemode have been collaborating and conducting joint development activities since 2015 through the Honda Xcelerator programme, an open innovation programme Honda has been pursuing on a global basis.



The MCIA in the UK has launched 'MCIA SECURED' - an anti-theft rating programme for Powered Two-Wheelers that awards a star for each recognised security feature fitted to a PTW. The more security features included as standard by the manufacturer, the more stars, up to a maximum of five for motorcycles and scooters of 125 cc (or 11 kW for electric power) or over.

BMW Group, BASF SE, Samsung SDI and Samsung Electronics have started "Cobalt for Development" to promote responsible artisanal cobalt mining in the Democratic Republic of Congo. The pilot project intends to improve working conditions at a pilot mine site and living conditions in the surrounding communities.

Ford is to transfer most of its operations in India to Mahindra & Mahindra as part of a joint venture with the Indian carmaker, BSA and JAWA brand owner, and 51% owner of Peugeot scooters. Mahindra will own 51% of the joint venture, valued at \$275m. Both firms will continue to own their own brands and sell them through their own separate dealer networks.

The MCIA in the UK has announced that "Transport for London" (TfL) has confirmed that Powered Two-Wheelers (PTWs) and other Powered Light Vehicles (PLVs) are included in the Mayor of London's recently announced ULEZ (Ultra Low Emission Zone) Scrappage Scheme. Grants of GBP £1,000 are available when scrapping a non-ULEZ compliant PTW/PLV and purchasing a new, ULEZ compliant replacement.

NEWS BRIEFS

ISMA, the International Snowmobile Manufacturers Association, is predicting that the upcoming season should be a good one for the snowmobile industry, with the winter projected to bring high snowfalls. Sales for 2018-2019 totalled 55,025 new snowmobiles in the USA, with 46,784 new units sold in Canada and over 31,000 sold in Europe.

Boston based IDTechEx Research is forecasting that electric vehicles will be a \$2.6 trillion market, with several new sectors prominent by 2030. Said to be based on analysis of some 100 different sectors, IDTechEx says it has studied and forecasted EVs for over 20 years. Although the primary focus to date has been on personal mobility, IDTechEx points to the growing importance of EV in sectors such as construction, agriculture and mining (CAM), logistics and road freight, final mile delivery, Micro EVs and commuting, shuttle and school buses, trains, military, aircraft and marine.



Yamaha Motor is investing further in Autonomous Driving Technology Developer "Tier IV", strengthening development capabilities for low-speed autonomous driving vehicles through the development of Autoware (autonomous driving OS software). Through this investment, Yamaha Motor aims to strengthen development capabilities and acquire knowledge regarding low-speed autonomous driving technology. This additional investment forms part of "ART for Human Possibilities, Rethinking Solutions", one aspect of the company's long-term vision to provide multi-use vehicles and alternative mobility systems to regions where there are many elderly and other people with limited access to transportation.

BMW Motorrad was able to increase deliveries of its motorcycles and maxi-scooters in the third quarter to 43,744 units (2018: 39,818 units; +9.9%); revenue growth was +17.2% (€558 m). Motorcycle deliveries during the first nine months of 2019 totalled 136,932 units (+8.0%), generating revenues of €1,871 million. October sales were down -3.1% for the month (12,645 units), but up by +7% (149,577 units) for the YTD.

Ferodo Racing online 'E-cat' and range extensions

This has been another excellent year on the track for Ferodo Racing and Champion. As reported last month, using Ferodo brake pads and oil filters, Brad Freeman (Costa Ligure Boano Team) won the Enduro GP and Enduro 1 World Championships (and the Italian Championship), with the team scooping the Enduro GP and Enduro 1 Manufacturer's Team World Championship.

That has been followed up with Alex Lowes and Michael Van der Mark taking third and fourth place respectively in the WorldSBK



Championship, with Ferodo Racing as an official technical partner to their PATA Yamaha Factory Racing team. Add into that success for Matteo Pavoni (Italian youth 125 cc Championship) and Deny Philippaerts (Italian 300 cc Champion) and it was a pretty impressive year for the Ferodo backed racers. Off the track Ferodo continues with its new application blitz (more than 500 in 2019!) as MY2020 production models hit showroom floors and dealers can take advantage of a new online 'E-cat' function - an online E-catalogue tool - and new Ferodo and Champion clutch, brake fluid and filter range extensions.

www.ferodoracing.com

Kawasaki to manufacture Bimota in Italy

Those visiting the Kawasaki stand at EICMA may have noticed something a bit different from 'Big Green' - Bimota design concepts! Kawasaki Motors Europe NV (a wholly owned subsidiary of Kawasaki Heavy Industries, Ltd.) set up a new subsidiary (April 2019, Italian Motorcycle Investment S.P.A./IMI) to manufacture and sell motorcycles under the Bimota brand in Rimini, Emilia-Romagna, Italy. Ever since it released its first model in 1972, Bimota has been admired and 'storied' in equal measure. Its unique, premium and carefully crafted performance motorcycles have earned it fans from all over the world. However, as a brand, it



has had its share of corporate "near death experiences". With Pierluigi Marconi guiding events, IMI will revive the Bimota brand and expand its operations, developing, producing and selling Bimota motorcycles. Kawasaki will supply engines and other key components in support of a Bimota revival.

The two design concepts on show at EICMA were Marconi/Kawasaki collaborations, which will combine TESI technology from Bimota and innovative technology from Kawasaki's ultra-high-performance Ninja H2 motorcycle. IMI plans to offer 200 Bimota brand motorcycles for sale in 2020.

SW-MOTECH to add Parts Europe as a sales channel - effective January 2020

German luggage and protection parts specialist SW-MOTECH will be working together with Parts Europe GmbH from January 1st, 2020. Parts Europe dealers throughout Europe will be able to order all SW-MOTECH products from the Trier, Germany based distributor. SW-MOTECH will continue to supply its existing business partners and customers via its central warehouse in Rauschenberg, central Germany.

"By working together with SW-Motech, we are expanding Parts Europe's existing extensive range to include high-quality motorcycle luggage and sophisticated protection



parts that were previously not available to our customers. We are delighted to be able to offer dealers new items that offer a high potential for their sales," says Xavier Williart, Sales Manager Parts Europe. Parts Europe ships 180,000 different items for most powersports segments via its state-of-the-art warehouse in Germany to a large dealer network throughout Europe, the Middle East

and Africa. "With an international staff of almost 300 employees, Parts Europe guarantees a native speaking customer service in almost all sales areas".

Founded in 1999, SW-Motech itself employs over 300 workers at its headquarters, as well as at an additional production facility at Brno, Czechia. SW-Motech produces original accessories for many of the leading OEMs, including BMW, Ducati, Kawasaki, KTM, Moto Guzzi, Suzuki and Yamaha, and exports its products to more than 65 countries.

www.partseurope.eu
www.sw-motech.com



SW-MOTECH opens Spanish branch

German luggage and accessory specialist SW-MOTECH has opened a Spanish sales office based in Toledo, south of Madrid, to "provide intensive support for Spanish customers".

SW-MOTECH Spain will be headed up by David Prieto, who has been the exclusive distributor for SW-MOTECH in Spain for many years with his company 2TMoto. Products will be delivered directly to Spanish

customers from the company's headquarters warehouse in Germany.

The SW-MOTECH Spain team currently consists of David Prieto and his colleague Carlos Llabres, who is responsible for contacts with Spanish dealers. Both are enthusiastic motorcyclists themselves and have been active in the industry for many years with numerous good industry contacts.

"We are delighted that SW-

MOTECH Spain will enable us to serve the Spanish market even more effectively in the future and wish our colleagues in Spain all the best for the start. With David Prieto and his team, we have a partner with whom we have a long-term and trusting partnership," emphasised Managing Director Jürgen Swora at the signing of the contract at the company's headquarters in Germany.

www.sw-motech.com

SHOW ZONE

Motor Bike Expo

Verona, Italy • January 16-19

MC Massan

Gothenburg, SE • January 24 - 26

Motorradwelt Bodensee

Friedrichshafen, DE - January 24 - 26

MP20

Helsinki, FI • January 31 - February 2

Motorrad Messe

Leipzig, DE • January 31 - February 2

Motorrad Linz

Linz, AUT • February 7 - 9

Salon Du 2 Roues

Lyon, FR • February 13-14

MOTORbeurs

Utrecht, NL • February 20 - 23

Swiss Moto

Zurich, CH • February 20 - 23

Hamburger Motorrad Tage

Hamburg, DE • February - 21 - 23

Roma Moto Days

Rome, Italy • March 5 - 8

Motorraeder Dortmund

Germany • March 5 - 8

Moto Salon

Prague, CZ • March 5 - 8

Warsaw Motorcycle Show

Warsaw, Poland • March 6 - 8

Motorama Madrid

Madrid, Spain • March 6 - 8

Motorraeder & Roller

Magdeburg, DE • March 7 - 8

Tokyo Motorcycle Show

Japan • March 27 - 29

Moto Spring

Moscow, Russia • April 3 - 5

Motorcycle Taiwan

Taipei, TW • April 15 - 18

Vive La Moto

Madrid, Spain • April 16-19

Concorso d'Eleganza Villa d'Este

Lake Como, Italy • May 22 - 24

Wheels & Waves

Biarritz, FR • June 10 - 14

World Ducati Week

Misano, Italy • July 17 - 19

Glemseck 101

Leonberg, DE • September 4 - 6

Mondial de la Moto

Paris, FR • October 1 - 11

AIMExpo

Columbus OH, USA • October 1 - 4

INTERMOT

Cologne, DE • October 8 - 11

Motorcycle Trade Expo

Stoneleigh Park, UK • October 18 - 20

Oslo Motor Show

Norway • October 23 - 25

SEMA

Las Vegas, NV, USA • November 3 - 6

EICMA

Milan, Italy • November 3 - 8

Inabike

Jakarta, Indonesia • November 4 - 6

Motorcycle Live

Birmingham, UK • November 14 - 23

Salao Duas Rodas

Sao Paulo, Brazil • November 17 - 22



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EICMA 2019

Part 1



ESPOSIZIONE
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CICLO E MOTOCICLO

"DOES THE BUSINESS"

The 77th EICMA Show (Milan, November 6-10) has been universally judged to have been a "Good Year" by the market's parts, accessory and G&A vendors. The organisers are claiming nearly 800,000 visitors - whether or not that is true really doesn't matter - the fact is there were plenty to go around! We don't need statistics to be able to judge it a success. With +50 cc PTW registrations running at +5.9% (196,956 units) for the first nine months of 2019, and having been up consistently for the past few years, the Italian market is now "bossing it" where Europe's "business action" is concerned...

Robin Bradley
Publisher

robin@dealer-world.com



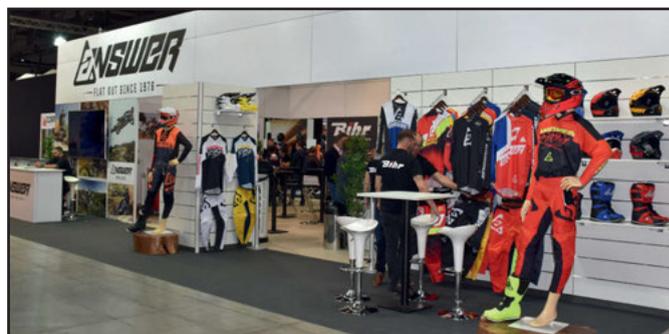
Pictures by **Sara Viney**
sara@dealer-world.com
additional pictures from EICMA



Fulbat: The Belgian battery specialist recently added Lithium Ion batteries to its range. Developed to be interchangeable with a lead acid battery for motorcycle applications, they are said to "provide excellent starting properties and reliability, an ultra-light weight, a much longer life cycle and a wide operating temperature range with outstanding safety features". They meet all the requirements for starter batteries, especially for riders who are looking for higher performance and are "maintenance-free and ready to use with up to 180 degrees of multi-position mounting, fast charging capabilities, high cold cranking performance, long shelf life, very low self-discharge and an efficient charging indicator"; www.fulbat.com



Barkbusters: A top seller worldwide, the award-winning, innovative Australian designed and manufactured BarkBusters range of handguards by RideWorx continues to grow, with the latest addition being the 'Sabre' MX/Enduro handguards, designed to offer the "ultimate in versatile off-road coverage". Featuring upper and lower removable deflectors and fully customisable colourways, the sleek, lightweight design combines with sturdy alloy mounting clamps to offer a robust and functional handguard to fit a full range of off-road bike models; www.barkbusters.net



Answer Racing: Distributed in selected markets in Europe by Bihl, the American Answer Racing apparel programme is one of the most popular off-road and MX gear and apparel ranges in the United States; www.answerracing.com



BMC Air Filters: The oiled cotton filter technology developed by BMC has impeccable performance credentials as the filter of choice from Formula 1 to WorldSBK and MotoGP. The company says that the technology engineered into each of its washable and reusable filters archives that much sought-after balance between optimised air flow and engine protection. BMC says that its oiled cotton filter construction is superior to synthetic materials and that under ISO 5011 'Coarse' grade dirt testing comes as close as possible to complete filtration efficiency - at 98% compared to 48% for comparable synthetic material filters tested; www.bmcairfilters.com



FullSix: One of the motorcycle industries leading carbon fibre component manufacturers, Slovenian manufacturer FullSix, part of the CDT Group, offers everything from levers, winglets and fuel tanks to complete fairing kits, exhaust heat shields and caliper cooler sets. The hero at the company's EICMA booth was a stunning, light weight, high strength carbon fibre monocoque sub-frame for the BMW S 1000 RR; www.fullsixcarbon.com



SBS: The Danish brake and clutch manufacturer has posted another successful year and with a new booth design at EICMA has completed a journey of brand identity renewal that started with new packaging and marketing 12 months ago. More track success and an ongoing programme of product range updates is keeping SBS and its dealers busy, with plenty to tell their customers - not least about its innovative new online 'Pad Finder' tool; www.sbsbrakes.com



G.P.R. Italia: One of Europe's longest established exhaust manufacturers, with impressive race pedigree and a reputation for innovation, has as a result of sales feedback from its distributors and dealers followed up the success of its M3 Titanium slip-ons to celebrate its 2017 and 2018 Moto3 World Championships and homologated 'Sonic Revolution' and 'Powercone' designs with the launch of new INOX (stainless steel) versions of the M3. The INOX is available in a homologated version with removable baffle for most of the best-selling recent new sport and naked bikes, and the more competitive price will give street bike riders of bikes such as the Z800, Hornet 600, ER 6 and MT-09 access to the same race pedigree that goes into every G.P.R. exhaust system; www.gpr.it

TecMate: Celebrating 25 years of the OptiMate brand, TecMate introduced its first OptiMate battery charger, diagnostics and maintenance tool as a response to the more powerful and compact AGM (absorbed glass mat - a sealed valve regulating lead-acid battery) that were being introduced into the powersport industry in the late 80s, early 90s. AGM batteries are still lead-acid batteries, but with a difference, the acid is absorbed into mats (i.e. sponges), which effectively made it a 'dry' battery that could be turned upside down - no more acid spillage, a real problem for bikers at the time. Unfortunately, AGM technology also proved to be more difficult to recharge, and, especially, to recover it from a low voltage/sulphated state. Motorcycle OEMs wanted a charger for their riders, of course, mainly to ensure that battery outlasted its warranty, but TecMate took it a few steps further, making those batteries last much longer than intended, some even up to 10 years. Then, 10 years ago, TecMate saw the emergence of Lithium starter batteries as a growing trend that could become mainstream rather than (at the time) something a few racers or custom bike builders used to save weight and space. A range of OptiMate Lithium battery chargers were developed along the same lines as AGM counterparts, all able to safely recover batteries from a low voltage state and then test to confirm the battery is OK. OptiMate's Lithium standard range of battery chargers are now recommended globally by Honda, Yamaha and



Kawasaki and are the 'go to' chargers for a number of global Lithium battery manufacturers. CEO and CTO Martin Human says "part of OptiMate's success is due to this simple fact - no one cares about a battery until it's dead. Then the battery owner needs help, but 99.9% of people are not battery experts. OptiMate battery chargers are fully automatic with all the necessary battery intelligence built in - simply connect and OptiMate does the thinking for you - OptiMate has been trusted by the powersports industry since 1994"; www.tecmate.com

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D.I.D Chain: Recent new products from Bologna, Italy based D.I.D Europe include upgrades with the emphasis on extended chain life and durability - its current 525VX and 530VX are updated with the 525VX3 and 530VX3 that are said to feature +8% higher tensile strength due to increased hardness of the inner plate and +5% improvement in durability thanks to increased X-ring retention, durability and greatly improved sealing. The upgraded chains will also fit a wider range of motorcycles; www.dideu.it



PBR: Recent new products from the Italian specialist include zinc-coated C45 medium carbon steel 'C-Light' and anodised alloy aluminium Ergal sprockets for 2019/2020 MX models, along with a diversification into the handlebar market with Ergal handlebars and clip-ons for off-road and street applications; www.pbr.it



DP Brakes: The British manufacturer is the originator of sintered brake pad technology and still the only brake pad maker focussed exclusively on developing and producing sintered metal brake pads - making them unique in the motorcycle industry. Both as replacements and performance upgrades for O.E sintered metal brake pads, DP Brakes' complete product line offers fitments for every riding application, including racing, sport, touring and cruising, with recent expansions into the off-road and ATV markets. "Superior to anything else available, DP Brakes ATV pads deliver the kind of high mileage and exceptional braking in mud, wet sand and worse that leaves other brake pads far behind"; www.dp-brakes.com



BS Battery: One of the fastest growing battery brands and manufacturing operations in the motorcycle and wider powersports industry, Paris based BS Battery followed up the launch of its Premium Grade Lithium battery programme earlier this year with its new BA10 dual charger. Described as "the most practical battery charger for motorcycle batteries, the BA10 is small, safe and easy to use - you cannot get it wrong", says CEO Benjamin Sebban. "This charger will always deliver a good charge whether in maintenance of full recharge mode. It offers a 6V/12V switch and is a 3-stage, 100% automatic charger delivering 1 amp, able to recover tired, deeply discharged or sulphated batteries"; www.bs-battery.com

ICON: Distributed exclusively in Europe by Parts Europe (Wasserliesch/Trier, Germany), recent new products in what is one of the world's leading apparel and helmet ranges include a new VARIANT PRO helmet designed, the company says, "in response to dealer demand". Designed at the ICON HQ at Portland, Oregon, it "is truly one of a kind with a wind tunnel tested modern shape, handcrafted composite shell, intermediate oval head form and refined anti-lift visor, low profile vents, quick-change, fog-free shield, five-piece modular liner with moisture wicking Hydradry, integrated chin EPS air channels to reduce shield fogging and removable chin curtain". They also have a newly designed Airframe Pro called LUCKYLID 3, four new designs for the Airframe to freshen up one of its best selling helmet programmes and two new graphics for the Airframe line. "The new TARMAC2 redefines riding jackets with waterproof, breathable and comfortable 4-way stretch HYCOR material and for 'dragon-fighters' ICON created the OVERLORD SB2 SERPECANT jacket, which comes with an inner liner and flex zones". ICON has always created fantastic gear especially for lady riders - the



new OVERLORD SB2 MANDALA jacket "will be a must-have for female riders. It comes with pre-curved arms and integrated flex zones for more comfort and a quilted liner for warmth". The ICON 1000 is its retro-oriented line with modern technology inside, and the new BRIGAND jacket is constructed of a durable Cordura denim chassis with a flannel liner for warmth. Additionally, the jacket includes a removable, waterproof liner". All ICON jackets are equipped with a complete set of D30 protectors at the elbows, shoulders and back; www.partseurope.eu; www.rideicon.com

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www.wrs.it



Rapid Bike: Recent new tuning applications from the Italian performance specialist (part of the Dimsport Group) include a model-specific version of its fuel injection and ignition remapping technology for the 2019 Moto Guzzi V85 TT 2019 - either its EVO or RACING add-on fuel injection tuning modules. Also available for the 2017-19 Benelli TRK 502 and Leoncino, Kawasaki 2019 Versys 1000 four-cylinder engines, and for the 2017-19 BMW GS 310, for which the company says it can deliver an additional 600 rpm using its EVO fuelling kit; www.rapidbike.com



Remus: Recent new exhaust applications from the noted Austrian manufacturer include race and street version 'Black Hawk' slip-ons for the KTM 690 SMC-R and 790 ADV, Moto Guzzi V85TT slip-ons and a black stainless steel slip-on for the BMW R1250 R/Rs; www.remus.eu



Thor Motorcross: Distributed exclusively in Europe by Parts Europe (Wasserliesch/Trier, Germany), Thor is one of the most storied and longest established MX/off-road apparel brands in the industry having celebrated its 50th anniversary in 2018; www.thormx.com



Matris: Recent new products from the Italian suspension specialist have included Triumph Speed Twin 1200, KTM 790 Duke, MG V85TT, along with the most popular Classic and Scrambler style shock absorbers, SDK/SDR steering damper design updates and scooter twin shock options, including for the demanding T-Max and Honda X-Adv; www.matrisdampers.com



Supersprox

Supersprox: Recent new products include a new generation of sprockets for KTM and Husqvarna applications. With some modern engine performances moving beyond the tolerances of conventional technologies for the production of engine drive sprockets, Supersprox has developed a new technique - closed die, hot forging. The process is said to increase the sprocket tooth and core strength by more than 20%. Compared to billet machined parts, the process offers significant advantages. In a part made from billet, flow lines develop in the microstructure. The properties become anisotropic - that is to say that the physical properties of the material have a different value when loaded equally in different directions, meaning parts can fail under dynamic stress. However, as General Manager DJ Maughfling explained "during forging, impurities align themselves along these flow lines. The microstructure flow lines in a forged part will be much finer than a billet microstructure and therefore stronger and more durable. Special details are being added into the forging to provide the highest strength at the teeth and spline area - something that can't be done with CNC-machining a billet". DJ says that a unique, ultra-low carbon steel (purchased in Japan) has been used for the sprockets, helping to provide a very stable condition in the base metal;



www.supersprox.com

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LEM Motor: The Italian quad, minibike and electric vehicles manufacturer stands out as an innovator and design driver in a crowded space. Its popular 500W 48V E-Bike Cruiser line-up offers convincing urban mobility and robust styling options for all the family; www.lem-motor.com



Macna: Owned by Dutch specialist Splash Design, the Macna apparel programme includes high-tech, feature-rich solutions for all styles of riding and all conditions; www.macna.com

Moose Racing: Distributed exclusively in Europe by Parts Europe (Wasserliesch/Trier, Germany), Moose Racing's new clothing collection includes Off-Road, MX, Adventure and ATV equipment, and for 2020 features redesigns of its 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 M1 collection is the allrounder of Moose Racing's MX apparel lines. The durable, multi-talent level design is made to fit all levels of riding skills. 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 5XL and promises a comfortable riding experience without a high price tag." Moose Racing also showed the new carbon heat shields and pipe guards it offers for all the latest 2 and 4 stroke off-road motorcycles. The mud covers shown fit over the radiator louvers and help prevent mud build-up on the radiators, avoiding causing over heating of the engine. The Polyurethane LG skid plates provide excellent protection along with the ability to slide over rocks and logs without hanging up. The extended protector covers the shock linkage for added protection; www.partseurope.eu; www.mooseracing.com



Venhill Engineering: Following the launch of its 888 Fast-Action throttle for the Yamaha R1, the British motorcycle controls specialist expanded its range of cable and hose kits, developing kits for the current models of off-road bikes and popular ranges of road bikes that are more than three years old. Additions to the range include the latest off-road bikes from KTM, Kawasaki and Yamaha as well as popular sports bikes such as the Kawasaki ZX-6R Ninja 2013-2019 and Yamaha R1 2015-2019. All Venhill kits are designed as a direct replacement for the original equipment and are made in Venhill's ISO 9001 accredited factory in the UK. Every brake line is tested to 1500 psi before leaving the factory and is approved to DOT and TÜV standards. Cables are made using marine-grade stainless steel inner wire for minimum stretch and a low-friction PTFE liner for a smoother action, without the need for lubrication. www.venhill.co.uk



Technomouse: The Italian mouse specialist has made a lot of changes in a short space of time. An all-new brand identity has been backed up by a complete rebirth of its product line as a result of a massive R&D investment. Featuring the company's Anti Puncture System (APS), EICMA saw it unveil an all-new generation of high performance motorcycle mouses. APS is made with a proprietary latest generation closed-cell expanded material with a low density composition - this allows it to be three times lighter than any similar compound while maintaining all its physical-mechanical properties. "The result is a revolutionary mouldable plastic that is extremely light, ductile, flexible and soft to the touch," says Sales Director Marco Boletti. This single raw material is suitable for all applications - from Enduro to MX to mini-cross - and features in the new 'Black Series' range, with four degrees of softness that ensures optimal pressures, high performance and complete protection in all off-road disciplines. "The high level of elasticity means the mousse adapts to any type of tyre, being able to cover its carcass 100% and is equipped with the exceptional 'Ready to Race' feature that makes it able to reach maximum levels of elasticity after only a few minutes of use, and then resume its hardness and initial conformation during rest at the end of use, and means our products have no expiry date," says Marco; www.technomouse.com



UCLEAR MOTION Series - first-ever Motorcycle Headsets with:

- Latest Bluetooth 5.0 + MESH Technology
- MESH Networking & Standard Bluetooth seamlessly integrated via DynaMESH
- Impact Sensor & Alert System - alerts in case of strong helmet impacts/accidents up to 3 contacts via SMS with GPS location
- Buttonless Gesture Control with simple hand movements
- Invisible, integrated Dual MEMS Microphones with Patented Noise Suppression
- Motion Sensor for automatic headset switching ON and OFF

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 LED Indicator

 Volume (DOWN)

 ON/OFF (POWER)

 Impact Sensor

 Gesture Sensor

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MOTION Infinity DynaMESH + Bluetooth Group Intercom for unlimited amount of Riders up to 1200m range - per Person

The MOTION Infinity is the first headset on the market to offer Bluetooth 5.0 and DynaMESH Intercom. In addition, there are many functions integrated into a headset for the first time, such as the U-SAFE crash sensor. This alerts up to 3 contacts via SMS with GPS location information and displays on a map in the event of strong helmet impacts such as an accident.

The MOTION models are also the first headsets to offer contactless gesture control. With simple hand movements within a sensor beam next to the headset the music can be controlled from a smartphone. Voice commands are also understood and can be adapted to your own pronunciation. Siri and Google Voice are also supported.

The headsets switch on automatically when you move and switch off again automatically after a few minutes without activity, thus saving energy for a longer battery life. The intercom/intercom system groups can be started at the touch of a button. A coupling is possible with all Bluetooth devices as well as via Universal Intercom, even with all Bluetooth headsets from other manufacturers.

The CLEARLink Smartphone App allows easy configuration of headsets, displays battery status and includes a manual and interactive instructions. Firmware updates can be done wirelessly via the app.

The MOTION headsets come with three brackets and are therefore suitable for all motorcycle helmets: Integral, off-road, flip-up, jet helmets, but also ski, riding, bicycle and construction helmets.

MOTION 6 DynaMESH + Bluetooth Headset Group Intercom for up to 6 Riders up to 1200m Range - per Person

The MOTION 6 is in the same design and offers similar features as the MOTION Infinity. Only the maximum number of connected riders in the group is limited to 6 and the U-SAFE crash sensor is missing. Otherwise, the following features are identical: Music from the smartphone can be shared with other riders and even heard in the background of a conversation. No more annoying microphone in front of the mouth: Two invisibly installed Dual MEMS microphones with patented noise suppression ensure the best communication even in noisy environments.

New product 2020



MOTION 4 Lite Bluetooth Headset Group Intercom for up to 4 Riders up to 1200m Range - per Person

The MOTION 4 Lite is new for 2020, and offers similar features as the MOTION 6 but is limited for up to 4 riders.

Gesture control and voice command feature is not included, but SIRI and Google Voice are also supported. The MOTION 4 Lite will be available as a single pack only.



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AMP GO

HELMET AUDIO SYSTEM

BLUETOOTH • MUSIC • CALLS • INTERCOM



Bluetooth 4.2



Single #161237

AMP GO MULTI-HOP Bluetooth Headset Group Intercom for up to 4 Riders up to 300m Range - per Person

The AMP GO is a Bluetooth 4.2 headset. In addition to the intercom function for up to 4 riders, all other functions such as telephoning or listening to music and navigation announcements are also supported.

The AMP GO can also connect to all Bluetooth devices such as smartphones, GPS and headsets from any manufacturer. The AMP Go has the two microphones built directly into the speakers. It also has some comfort features such as music overlay for entertainment, can connect phone calls to Intercom and supports Siri and Google Voice. Using the CLEARLink app, all functions can be easily configured and firmware updates can be wirelessly uploaded.

New product 2020

AMP SOLO

BLUETOOTH HELMET AUDIO SYSTEM

AMP Solo Bluetooth Headset

The AMP Solo is new for 2020 and for riders who don't need Intercom and just want to talk on the phone, listen to music and GPS announcements.

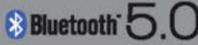


WEATHER PROOF





Industry-First Features



First Intercom Headsets with Bluetooth 5.0 technology! Compatible with all other Bluetooth versions



DynaMESH and Standard Bluetooth Intercom seamlessly with another rider during a conversation on the same single chip with E-Z Button 1-Touch pairing



U-SAFE impact sensor and alarm system sends alerts to up to 3 contacts with your GPS location (MOTION Infinity only)



MULTI-HOP technology increases the range of the group by up to 1.2 km with each additional rider



Buttonless gesture control with simple hand movements. Control the music with thick gloves? - No problem!



Intercom for large groups: 6 riders with MOTION 6 or unlimited riders with MOTION Infinity. E-Z button with 1-touch connection setup



Invisibly mountable Dual MEMS microphones with patented ABF noise suppression and state-of-the-art Beam Forming technology for best voice quality



U-PAIR Intercom also with headsets from other manufacturers independent of brand or Intercom functions via Universal Device Pairing



Music sharing allows you to share music from your smartphone with another rider during a conversation.



U-COMMAND voice commands adaptable to own pronunciation Siri / Google Voice control. U-PROMPT voice output



Highest studio audio quality on the market Graphical Equalizer & Balancer in the CLEARLink App



Wireless firmware update via CLEARLink Smartphone App. Firmware update also with Windows PC or MAC via USB



3 helmet holders included, suitable for all motorcycle helmets. Optional holders also for ski helmets, bicycle helmets, construction helmets, etc.



CLEARLink Advanced App for configuration of all headset functions. Manual and animated instruction manual. Battery indicator, audio recording function



The U-MOVE sensor switches the headset on and off automatically when there is no activity to save energy.

New product 2020

New product 2020

UCLEAR HEADSET FEATURE	AMP Solo	AMP Go	MOTION 4 Lite	MOTION 6	MOTION Infinity
Group Intercom up to	Solo rider / no Intercom	4 Rider	4 Rider	6 Rider	∞ Infinite Rider
Intercom technique		Bluetooth MULTI-HOP	DynaMESH-Mesh+Bluetooth	DynaMESH-Mesh+Bluetooth	DynaMESH-Mesh+Bluetooth
Range intercom system		Up to 300m per Person	Up to 1.2km (0.75 mi) p.Pers.	Up to 1.2km (0.75 mi) p.Pers.	Up to 1.2km (0.75mi) p. Pers
Weatherproof	✓	✓	✓	✓	✓
Bluetooth Version (downward compatible)	5.0	4.2	5.0	5.0	5.0
Battery Talk time	Up to 12 hours	Up to 12 hours	Up to 18 hours	Up to 18 hours	Up to 18 hours
USAFE Crash Sensor					✓
Buttonless Hand Gesture Control				✓	✓
Siri / Google Voice control	✓	✓	✓	✓	✓
UCOMMAND Voice Commands				✓	✓
UPROMPT Voice Prompts	✓		✓	✓	✓
UMOVE Motion Sensor			✓	✓	✓
E-Z Button 1-Touch Intercom Pairing			✓	✓	✓
U-PAIR Universal Device Pairing with all Smartphones/GPS/Headsets from other manufacturers	✓	✓	✓	✓	✓
CLEARLink Mobile App (iOS + Android)	✓	✓	✓	✓	✓
Custom Earbud (Adapter*)				✓	✓
Charge While Riding (Adapter*)				✓	✓
Graphic Equalizer & Balancer	✓		✓	✓	✓
Speaker / Dual Microphone Set	Boost 2.0 Speakers / Microphone Set	Boost 2.0 Speakers / Microphone Set	Pulse Pro 2.0 Speakers / Microphone Set	Pulse Pro 2.0 Speakers / Microphone Set	Pulse Pro 2.0 Speakers / Microphone Set
Patented ABF Technology (Dual Microphone System)	✓	✓	✓	✓	✓
DSP (Ambient Noise Suppression)	✓	✓	✓ (adjustable l / s / h)	✓ (adjustable: l / s / h)	✓ (adjustable: l / s / h)
Adaptive Echo Cancellation	✓	✓	✓	✓	✓
Sharing music and music in the background			✓	✓	✓
Lautsprecher / Ladekabel Anschluss	Mini USB	Mini USB	USB-C	USB-C	USB-C
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Ravenna motorcycle fashion

Exclusively distributed worldwide by well-known Italian specialist Wind Trading, the fast growing Ravenna Motorcycle Fashion riding apparel brand was launched a year ago at EICMA and this year a new 2020 collection included top sellers alongside many new designs and additions. Highlights include one and two-piece leather racing suits, leather sport-touring jackets, all-seasons textile jackets and pants, a range of entry level textile jackets and gloves, which can be complemented by the broad selection of W2 riding boot styles and solutions also offered by Wind Trading.

Entirely devised and designed in Italy, Ravenna Motorcycle Fashion is backed by 35 years of industry knowledge and experience that Wind Trading puts



behind everything it sells - and they know what does sell and at what price-point.

The Ravenna collection is a "quality programme at a fair price" and offers full margins for dealers and importers/distributors.

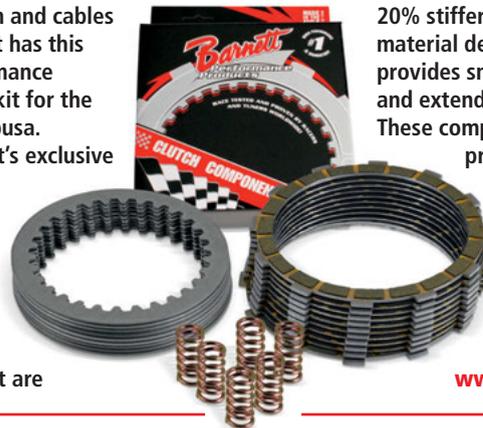
Aimed at touring and adventure riders, with additional designs for scooterists and track racers, Wind Trading says "for all sectors the emphasis is on quality, design, safety, performance and value".

WIND TRADING SRL
Ravenna, ITALY
Tel: +39 0544 64024
windtrading@windtrading.it
www.ravenna-moto.com

Barnett high performance clutch kit - Suzuki Hayabusa



Californian clutch and cables specialist Barnett has this new high performance complete clutch kit for the GSX1300R Hayabusa. Featuring Barnett's exclusive carbon fibre or Kevlar segmented friction plates, tempered steel drive plates and a set of heavy duty springs (that are



20% stiffer than OE), the 'segmented' friction material design increases oil flow to the clutch and provides smoother, more consistent performance and extended clutch life.

These complete clutch kits are pre-measured for proper stack height prior to packaging for optimal performance and available for all Hayabusas.

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

Powerflux oil filters

French distributor and brand owner Sifam has an extensive range of oil filters available - Powerflux oil filters are said to be versatile, convenient and easy to install and available for a wide range of makes and models - from BMW, Honda and Ducati to Yamaha, KTM and even Harley-Davidson. Providing a high quality of oil filtering, Sifam says they can

handle most extreme conditions, providing all-application, all-condition protection and are produced specifically to meet the high levels of manufacturing quality control and filtration performance "required by modern motorcycles".

Made from the "finest materials available" so they can last for a very long time, quality at a good price is what all riders and their dealers are always looking for, and Sifam says that these Powerflux oil filters "deliver". The filter media is paper or metal, subject to application. The model-specific configurations ship with seals where appropriate.



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www.sifam.fr

Sifam

Vertex 'Race Evolution' off-road 2-stroke pistons



Italian off-road pistons and performance specialist Vertex launched a new version of 2-stroke off-road pistons at EICMA.

Called the 'Race Evolution' line, these "exotic pistons have been tested by our existing supported racing teams and are specifically for racing applications and stand out from the other high performance product lines we offer by having a reduced top land, a special 0.8 mm piston ring, special MoS2 coating and specific pockets to facilitate cylinder/piston smoothness and a new special dedicated racing profile.

Molybdenum disulphide (MoS2, or moly) is an



inorganic compound composed of molybdenum and sulphur. Classified as a transition metal dichalcogenide, it is relatively unreactive and unaffected by diluted acids and oxygen. In appearance and feel, molybdenum disulphide is similar to graphite. It is widely used as a dry lubricant because of its low friction and robustness.

'Race Evolution' pistons are already available for selected Yamaha (YZ125), KTM (125/85/65) and Husqvarna 125/85/65 models, with more applications to follow.

VERTEX PISTONS/VP ITALY S.R.L.

Reggio Emilia, ITALY

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www.vertexpistons.com



Mupo new Superbike 2020 fork

This all-new Superbike 2020 fork from Italian performance suspension specialist Mupo "sets a new landmark for high performance racing equipment".

The new structure and design of the fork, "with its clean, uncluttered lines and attention to aesthetic detail looks as good as it performs, delivering improved mechanical resistance and braking system heat dispersion".

The outer tubes have been entirely redesigned and a new triple bush system introduced, increasing the flexural rigidity of the front end. The DLC Hyperlox treatment is said to guarantee the maximum fluidity and sensitivity. Inside the fork is Mupo's new CSP30-R cartridge, described as "the most technologically advanced cartridge on the market".

The outer tubes are hard and black anodised (40 micron) and features include double lapping for extreme fluidity. The stanchion tube is 46 mm with DLC Hyperlox; the radial brake caliper length is 108 mm, stroke is 130 mm, length 750 mm.

The CSP30-R cartridge features 24 clicks of compression and rebound adjustment with 15 mm (15 turns) of spring preload.



Nordcode 'Rhyno' jacket

The feature-rich 'Rhyno' jacket has been developed by Nordcode to be an "advanced modern motorcycle jacket with CE certification to the demanding prEN 17092-3:2019 Class AA standard. It features a removable thermal liner and a membrane that makes it waterproof, windproof and breathable.

"The outer layer of the jacket is a high-strength fabric with excellent abrasion resistance. The zippered air panels in the front offer significant airflow when needed. It has double adjustable waist straps and chest and arm regulators to ensure a perfectly tailored fit. Safety is provided by the removable CE EN1621-1 certified protectors on shoulders and elbows and a removable CE back protector".

Additional features include reflective inserts, fixed mesh lining, removable thermal lining, a fixed waterproof, breathable membrane, 'SmartFit' neck adjustment system, two front pockets, one large back pocket, three internal pockets (two in the thermal lining, one for a mobile phone) and sleeve adjustment. 'Rhyno' is available in black/grey (seen here) and black.



NORDCODE

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www.nordcode.com.gr



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BMW windscreen and MLM system

Spanish manufacturer Puig has a new adjustable windscreen for BMW F750GS, F850GS and F850GS Adventure models.

Fully aerodynamic tested in-house at their Granollers, Barcelona facilities, the design comprises two complementary and adjustable screens with the objective of eliminating the turbulence generated in the frontal area of the rider's helmet. Made of high impact, optically optimised 4 mm acrylic, it is designed to offer the rider maximum adaptability for height, riding position and riding preferences.

Through a discreet and easy to use guide system the upper part of the screen can be moved +/- 80 mm and has a compact high wind capable design that mounts using the original anchor points. The adjustable upper portion of the screen generates air flow between the two pieces when it is in its highest position, creating a flow that eliminates air and sound turbulence from the front of the rider, improving visibility.

Model-specific hardware is available for the F750GS, and Puig says the design provides enhanced styling and screen positioning.

Also seen here, Puig's Manual Lifting Mechanism (MEM support) for the Yamaha MT-09 17 allows adjustment and regulation of the height of the motorcycle's screen to deal with climatic conditions in different riding situations.

Its design allows the adjustment of the support, both in elevation and inclination, achieving the protection of a racing screen under urban conditions, or, during a longer ride, the support allows the screen to be placed in a touring position. Adapting the support to the motorcycle is said to be quick and easy.



Adjustable windscreen for BMW models



Manual Lifting Mechanism for Yamaha MT-09



PUIG/MOTOPLASTIC S.A.
Granollers (BCN), SPAIN
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SD-TEC rear wheel turning aid

Stein-Dinse, the motorcycle parts and accessory specialist for Italian bikes, based near Hannover, Germany continues to add to its own brand workshop equipment product line with this height-adjustable SD-TEC brand rear wheel rotation aid. "Our SD-TEC rear wheel rotation aid helps you with the perfect rear wheel and chain care. The enclosed height compensation for the side stand on the motorcycle ensures a

safe working environment and higher quality work. "Due to the flat design, it can also be used without the side stand raised. When working on the rear wheel with the rotation aid, we recommend the Italian Ariete lever brake for increased security when working alone. The SD-TEC rotation aid is suitable for motorcycles up to 400 kg."



STEIN-DINSE GMBH
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www.stein-dinse.com



Go light, go fast!

From "metal to emotions" and slip-ons to full systems, Zard is one of Italy's leading exhaust manufacturers, and EICMA saw the company unveil a number of new products - including for the Triumph Scrambler 1200, the entire Royal Enfield range and a 2-into-1-into-2 for the popular Indian FTR 1200.



Combining style, performance and function, Zard designs are noted for saving weight, improving performance and optimising sound. For the Triumph Scrambler 1200, Zard has followed up the success of its high mounted slip-on and decat with a low mount full kit for those who want to address the problem of heat on the legs. Made in stainless steel with removable Db killers and a carbon end cap, this 2-into-1 will save 5.2 kg against the equivalent OE weight of 10.2 kg. That represents a big saving for this bike, and a significant increase in power and torque - at any rpm range.

Also available in black, and with the aluminium side panel and leather case included, a Euro 4 homologated version will be available soon. New Zard slip-ons are also available for the Indian FTR 1200 and all Royal Enfield models - including the new and highly regarded Continental GT and Interceptor 650 cc middleweights.

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

X.22 'Planet' jet

The new top-of-the-range jet helmet 'X.22 Planet' was unveiled at EICMA as part of GIVI's evolving helmet collection. It has a full-face shell with a long visor "ensuring greater protection than average" and "bold, futuristic graphics and elegant solid colours creating stunning aesthetics". The main feature is its technopolymer shell, which "closely echoes the typical lines and structure of full-face helmets. This feature makes this helmet particularly enveloping and protective with a weight of under 1,350 g". Comfort is ensured by new hypoallergenic



fabrics used for the inner lining, an inner sun visor for all-year use in many situations, and a refined ventilation system that features an adjustable front air intake and a well-sized rear extractor. There are two lines available, the HYPER line has vivid graphics with sporty and bold inserts, while the SOLID COLOR line is for "fans of the minimalist look" with three versions in solid colours. X.22 Planet is available in a range of sizes from XS to XXL and in seven different colours.

GIVI S.P.A.
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www.givimoto.com



Gilles adds new adjustable footrest system

Luxembourg based high-performance parts and accessory designer and manufacturer Gilles Tooling has a whole suite of options available for the popular KTM 790 Duke/R.

Gilles has entered into a new OEM cooperation with KTM and now manufactures the rearsets for the new 2020 model 1290 Super Duke R, officially released at EICMA. KTM is Gilles' fourth OEM customer, it already manufactures for BMW Motorrad, Yamaha and Suzuki.

Highlights include a completely new adjustment system for footrests, shown for the first time at EICMA on KTM's 790 cc middleweight.

The black/orange accent VCR38GT adjustable rearsets in high-strength 7075 aluminium offer a "perfect combination of low weight and stability with a completely new way to adjust the footpeg position". Easy positioning of the footpeg is enabled

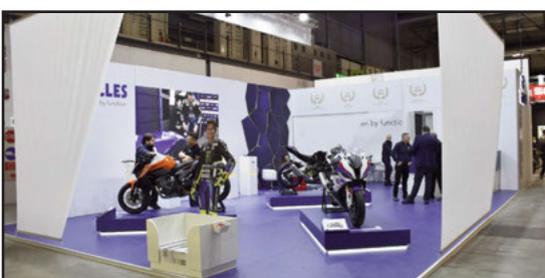


by a precise adjustment slider and the adjustment screws are invisible (located below the slider).

Key features are standard and reverse shifting, dual aluminium heel protectors, various adjustment possibilities for footrests, shift travel, foot length, easy positioning of footpeg by precise adjuster, 12 positions to choose for the footpeg, and no play due to a double clearance ball bearing in the gear and brake lever.

The pegs are available in Touring (80 mm long with a special, wider shape) or Sports style, driver and passenger, in black or silver; the replacement footpegs can be quickly and easily mounted on the original mounting points thanks to the included hinged joints. The Touring pegs can be used with or without the included vibration-isolating rubber pads. Also used here on the 790 Duke are Gilles GT oversize conical tube handlebars (clamping diameter 28.6 mm, 755 mm width, 86 mm height, 94 mm backwards cranked in a 24-degree angle) for a more ergonomic ride than with the stock bars, available in black or gold anodised finish.

The product range is completed by revolutionary 2DGT clamping blocks that are forward and backward adjustable in 4 mm increments (max. 25 mm each direction) and height-adjustable (up and down) in 5 mm increments, lever guards, bar end weights, a race cover kit, axle protectors and trick billet machined rear stand hooks.



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- High grade Carbon Fibre - advanced precision manufacturing
- One-piece Fuel Tanks and Tail Units also available



T.ur - "The spirit of adventure touring returns one year later"

T.ur, the new Adventure Touring brand by Tucano Urbano, returned to EICMA a year after its launch with a full programme of 2020 designs - from jackets to gloves, a new ladies range and travel accessories. One of the highlights is the J-ZERO jacket and P-ZERO trouser winter riding suit - "designed to withstand even the most hostile conditions.

"The suit is a masterpiece of attention to detail, combining thermal comfort, wearability, CE-certified safety and a design that's unique to the world of motorcycling. The outer layer is made from CORDURA, with inserts in super-strong SUPERFABRIC material. The materials are lined with an impermeable, breathable laminated membrane".

Details include a removable collar and HYDROSCUD structure, "which ensures that the garment is completely impermeable and at the same time guarantees the necessary level of aeration for versatile use in between seasons. The removable under-layer - which can be worn separately -



features THERMORE, Thermal Booster (170 g) padding, which increases body temperature when the temperature drops". A 'Safety&Support' system allows the rider to position an elastic lumbar belt inside the jacket to improve the position of the back protector and share the weight of the jacket itself more evenly around the body. "Safety is guaranteed by the CE17092-certified design, while D30 LP2 PRO Level 2 ventilated armour means that the garments have been able to obtain Class AA ranking". Completing the winter equipment range are CE-certified G-ZERO gloves, featuring a double-glove structure. The outer gloves have four fingers, with the fourth and fifth fingers joined together to ensure optimum thermal insulation and protection, while HDry technology uses a patented procedure to glue the impermeable membrane to the external material to stop water getting through, even when faced with the most

extreme rainfall. The internal gloves have five fingers to ensure maximum dexterity and are made with THERMORE - Thermal Booster (130 g) padding. The feature-rich women's J-ONE LADY, P-ONE LADY and G-ONE LADY complement the men's versions and include THERMORE and HDry in the G-Four gloves. There will also be two new models of bags - the waterproof B-THREE barrel bag and the B-FOUR backpack.

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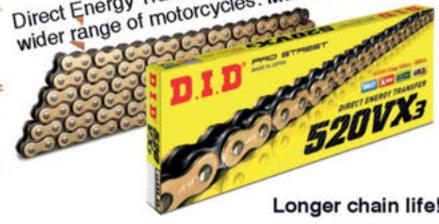
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Putoline Oil N-TECH SPR+ 5W-50



Ruthlessly and successfully tested on many international race circuits and tracks, Putoline's N-TECH SPR+ 5W-50 is described as a "quality racing oil that exceeds all conceivable standards and alternatives".

Putoline's Export Manager Simon Kamper told IDN: "This oil has been developed with the accumulated knowledge and expertise of over 50 years of racing and it is the ultimate quality motorcycle special racing engine oil to be used by professional and passionate motorcycle riders who want to win and for whom only the very best will do."

Based on Putoline's revolutionary N-TECH additive technology and a new API-group V fully synthetic base oil, this superior quality base oil and additive package ensures rapid and effective high heat transfer for optimum cooling and fast air release for optimum functioning of all hydraulic components and full oil pressure.

It prevents thermal oxidation and carbon deposits and contributes to lower friction, resulting in lower fuel consumption and higher performance levels. It is optimally resistant against the negative effects of E10 fuel and offers high protection against transmission wear and gear pitting.

Exactly the right friction coefficient for smooth clutch operation prevents clutch slip, even in highly tuned and high torque engines.

"With conventional oils, deposits of hydrocarbon oxidation residue may occur due to high thermal loads. Such deposits are a result of burnt petrol and engine oil and the accumulation of this residue causes internal engine fouling.

"Piston rings will then tend to stick, and this unwanted effect causes oil consumption, loss of compression and thus loss of power in the long run. Deposits also may cause uncontrolled combustion (detonation) resulting in (catastrophic) engine damage," says Simon.

"However, to a significant extent our unique N-TECH additive technology prevents this from happening. The entire engine remains clean internally which ensures an added long-term high-performance level and therefore low oil consumption. Pistons and piston rings remain clean for longer, even during extended oil change intervals with all the benefits that go with it.

"The cleaning properties of N-TECH are truly unsurpassed. Intensive engine testing demonstrates that sludge is effectively prevented and that blowby gasses are kept to a minimum so that the engine oil quality remains high throughout its service life, meaning the additive package can continue to work for even longer.

"In addition, the N-TECH additive technology, as well as the API-group V Ester base oil, is highly polar. That means the motorcycle engine oil has high adhesive powers. This adhesion makes for a very strong and stable lubricating film. The end result of all these aspects combined is extremely low starting wear. A most welcome property in a highly stressed transmission - contributing to high protection against wear of transmission and gear pitting during race conditions."

The SAE 5W-50 viscosity was chosen in order to enhance performance and cooling. In racing, richer air/fuel mixtures are often applied, resulting in dilution of engine oil and loss of viscosity. Putoline says that this has been demonstrated through analyses of many engine oil samples. It shows that engine oil fuel dilution occurs early on in racing motorcycle engines. Mechanical reliability is then



Years of experience and technical input by Ten Kate Racing from the Yamaha YZF R1 and rider Loriz Baz have contributed to ensuring that the performance level of SPR+ 5W-50 is technically fully optimised.

reduced due to thinner lubricating film thickness. By purposely choosing an SAE 50, a viscosity 'reserve' has been built in to counter this phenomenon, improving mechanical reliability during races. However, the composition of this motorcycle engine oil is such that, thanks to the use of low friction fully synthetic base oils, this reliability reserve is not at the expense of power optimisation. Putoline says that a no less than +1.66 hp gain has been measured on the test bench in comparison to a reference oil!

"The SAE 5W starting viscosity contributes to an unparalleled fast start under all (low) temperature conditions with very low start wear. As a result, the required starting current that is put on small racing battery packs are limited also. Finally, the choice of an SAE 5W-50 viscosity and the applied base oils present an extremely low NOACK value of only 5.2%, which results in previously unseen low oil consumption.

"A very strong lubricating oil film and stable viscosity spread over a wide (high) temperature range is of utmost importance, especially in a racing engine oil. Therefore, an extremely high quality and stable viscosity index improver has been chosen, which retains its quality over the entire lifespan," says Simon. "In combination with a superior quality solvent-free base oil this again reinforces the lubricating film and effectively counters 'gelling' (thickening of the motorcycle engine oil)."

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SPR+ 5W-50 will only be available in a 20 litre 'Bag in Box'



Remus Hypercone

Austrian exhaust manufacturer Remus says that the "noticeable side effect of this audible upgrade" Hypercone slip-on for the KTM 790 Duke is +1.1 Nm more torque value and +1.4 hp at 6,300 revolutions. Said to be -1.6 kg (-3.1 lbs) lighter



than the OE muffler, it is made with a stainless steel, stainless black or titanium muffler with stainless steel inlet and carbon end cap. Available in racing or EC- approved versions.

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'CUBIQ' brake disc by Galfer

The new CUBIQ disc from Spanish brakes specialist Galfer features an original brake track design with hexagonal shapes that is said to offer better braking than a conventional round disc design with up to 40% weight reduction.

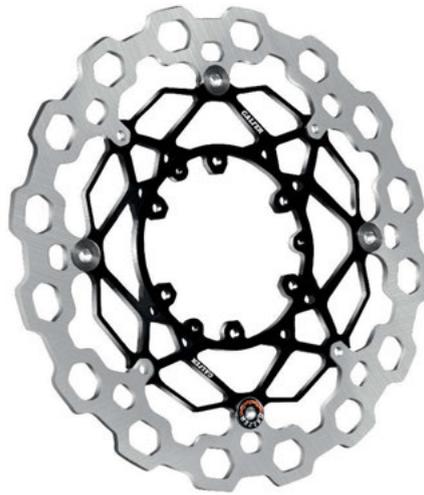
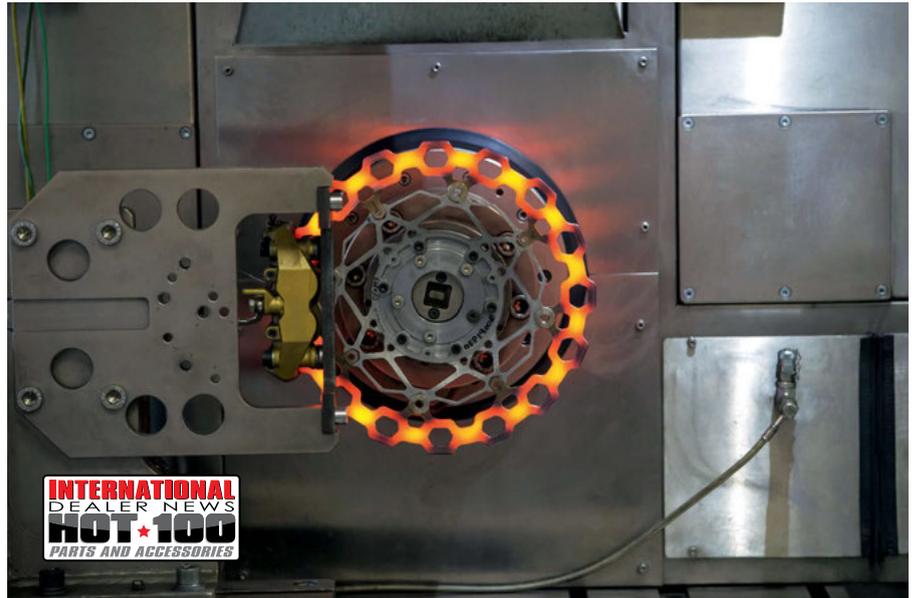
"While searching for innovation and development, our engineers created a new concept in brake discs for high displacement motorcycles," says owner Umberto Milesi.

"The CUBIQ disc design features a unique brake track configuration with hexagonals that resemble the molecular and crystal structure of the steel itself. With this shape we achieve better cooling and improved weight loss, which also results in better manoeuvrability of the motorcycle.

"The new CUBIQ was tested and validated in competition during last June's 3-hour endurance race organised by Monlau Competición at the Calafat circuit - no less than ten Honda CBR 600 RR motorbikes equipped with the new CUBIQ discs and Galfer Sinter Sport R G1375R brake pads rode the circuit simultaneously."

The improved cooling is achieved because the design increases the convection perimeter, so there is more cooling surface around the brake track and better temperature dissipation. "The increased cooling surface optimises the friction surface and enables a lighter brake track design".

Galfer also says that because there is the same contact surface between brake pad and disc in each turn, the brake pads wear evenly and there's



of the motorcycle.

The design of the CUBIQ brake track is inspired by the latest modern designs and contemporary elements and is named after the steel molecules of the crystal structure of the metal.

The CUBIQ range will include fixed and floating discs and the floating discs will have variants with a steel or aluminium core.

The CUBIQ was officially released at EICMA for several road and sport motorbikes from 600 cc and up and will arrive on the custom market for Harleys and other custom style V-twins in February 2020.

"Just as the Disc Wave became a new standard in the brake components industry when we released it 20 years ago, so too the CUBIQ will set a new benchmark".

homogeneous pressure, and that the reduced unsprung mass reduces the dynamic unbalance (gyroscopic effect) and improves the manoeuvrability

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Phantom PRO body chest protector

Portuguese performance plastics specialist Polisport is expanding its range of body protection products with additions to its Phantom family of protectors - the new Phantom PRO "brings the best of the Phantom line, comfort and adaptability to the body shape, with the upgraded homologation to chest protection".

Complying with EN1621-3:2018 (Chest - Type A) and EN1621-2:2014 (Central Back - 1), this protection matches current FIM body protection rules to be usable in all FIM races.

The Phantom PRO is neck brace friendly, slim and adaptable to the body of the rider and has thermoformed shoulder paddings for a perfect fit. "With the high impact-resistant plastic and the soft impact-deflecting padding, Phantom PRO has the perfect blend between comfort and protection".

The Phantom PRO line is available in Polisport's popular and stylish Nardo-Grey colour, in which connection and also seen here, Polisport has expanded its range of



popular Nardo-Grey colour make-over kits. This colour will be available for some Husqvarna, KTM and Beta models and for Polisport restyling kits for Yamaha and Honda 2-stroke models. The kits will come with the fork guards included and "will be the perfect match for your graphics".



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Forged carbon wheels by Rotobox



Slovenian carbon fibre specialist Rotobox has extended its carbon motorcycle wheel product line by unveiling the Rotobox Bullet at EICMA - a new thin-spoke, ultra-light forged carbon wheel. Rotobox is one of the leading European manufacturers of lightweight high-performance carbon automotive wheels, and its entry into the motorcycle wheels sector some years ago did much to open up availability and popularise use of the high-strength, lightweight material for street bike wheels. Challenged to develop a new technology of solid spokes and a light alloy-like wheel design, the Rotobox R&D has delivered. The result is a unique, top

performance, one-piece carbon wheel with a daring appearance. Available in a number of configurations as an upgrade to any model of motorcycle, the Bullet wheel (for racing and road applications) is "designed to meet the highest level of performance and, due to one-piece carbon cast construction, develop a safe and controlled speed advantage, providing the lowest moment of inertia and the lowest gyroscopic effect - with 50% less weight, more riding performance, more design and more technology to accentuate the sportiest side of each motorcycle". The Rotobox carbon Bullet wheels conform to the JASO T203-85/ISO-8644 safety standard and have passed all tests according to the TÜV Road Traffic No. 287 standard, Section 30StVZO 2018, without preconditioning. To create solid thin spokes, Rotobox uses special high-grade carbon fibre yarn, specifically developed for military use. Because of the extreme mechanical properties of the fibres used and high-density forging process, they have been able to develop an industry first, small and compact carbon spoke. Rotobox advanced composite technology makes variable wall thickness possible enabling a flat edge

rim as seen on modern wheels. This modern feature contributes to cleaner design and better aerodynamic properties of the wheel. The wheels are produced using a unique 3-component composite rim technology - combining carbon, epoxy and stainless steel. The stainless 2.5 mm steel wire is integrated in each side of the carbon rim, increasing the impact resistance of the rim edge, whilst keeping the rim edge ductile and meeting the latest industry safety standards. The bolt-less wheel hub is locked into the carbon centre part with a pentagon shape for ultimate transmission of torque. Prior to Rotobox, Gregor Bizjak worked in the luxury industry and was a tool supplier among others for Akrapovic, KTM and Alba. Both experiences helped to create a passion for attention to detail and a better understanding of the tough demands of the high-performance automotive industry. Since its very first day, Rotobox has striven to take the performance of carbon fibre wheels to a new level. By continuously pushing the boundaries of creative engineering, Rotobox products set industry standards for lightness, stiffness, design and premium quality. Whether on the track or on the road – the racing DNA of the Rotobox team is not only reflected in the wheels but can be felt with every metre driven. It is clear that the Rotobox team loves what they do, and it is this ambition that delivers the best experience wherever the Rotobox wheel takes you.

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PRO GUIDE

Trofeo oil filters by Ognibene

Noted for its long history (founded in 1948), patented 'Silent' sprockets and gears, and complete off-road transmission kits (with D.I.D chain), Bologna, Italy based Ognibene continues development of its Trofeo brand.

Trofeo by Ognibene ('Trophy') is a Pro-Grade line of products that includes chain drive kits, brake pads (introduced in 2010) and now, launched at EICMA, oil filters.

Available in a GP racing version, and for 'standard' road, Motocross, Enduro, scooter and ATV models, they have been "designed to the finest of details", says Sales Manager Federico Aribizzani, "to guarantee maximum performance and increase the durability and reliability of the engine."

"Constructed for the most demanding OE standards and still offering excellent value for money, the new Trofeo oil filters maintain lubricant performance even after thousands of miles thanks to their advanced filtering system.

"Everyone knows that constant and correct cleaning of the oil is of vital importance to engine performance and durability. The oil filter is a critical component - it has to be able to block the component friction and other impurities that are carried by the oil to prevent them getting into the combustion chamber. If there was no filter, the polluted oil would increase the wear and tear of the moving parts, directly resulting in an increased risk of engine damage.

"For this reason, Ognibene Motorcycle, with its 60 years of motorcycle industry experience and the skills acquired over the years, decided to develop its own line of oil filters, broadening its range of products for the motorcycle aftermarket and enlarging the range of Ognibene quality products that dealers can sell and use.

"In addition to our ROAD filters, we have developed a specific line of oil filters to meet the demands of modern racing engines and extreme driving conditions - Trofeo GP 'Racing' oil filters. Developed according to very high specifications, they have a 17 mm hexagonal nut that facilitates quick and easy assembly and disassembly with reduced risk of 'burring', a hole that allows for mandatory safety wire attachment for use in racing, and a special silicone membrane that ensures an excellent seal, even at the very high temperatures generated in race engines."

At EICMA the Ognibene booth featured the Ducati



Panigale V4 of the Lorenzo Mauri M-Motocorsa team that participated in the CIV (SBK) 2019 Championship, and as 'Wild Card' entries at the two Italian WSBK Championship races at Imola and Misano, promising young rider Samuele Cavalieri used Trofeo racing pads and sprockets "with excellent results," says Federico.

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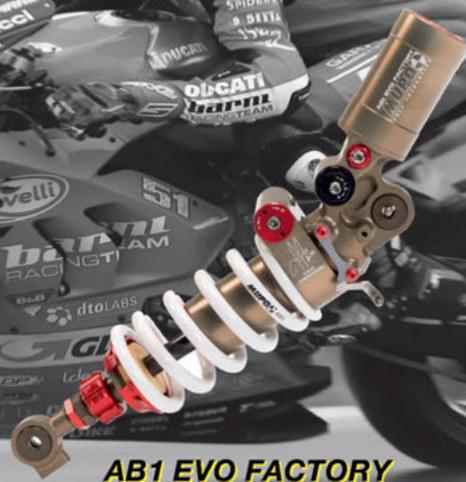
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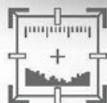
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LV-12 - ADV models and Maxi Scooters

Italian exhaust brand LeoVince, which celebrated its 65th anniversary in 2019, unveiled a new slip-on for ADV models and Maxi Scooters at EICMA.

The LV-12 is a 'dual-flow' muffler in stainless steel or titanium with a matt finish. Design features include a stylish, handcrafted carbon fibre end cap with matt clear coating for maximum UV resistance and a laser etched logo. An additional version is available featuring LeoVince's popular and robust Black



Edition stainless steel finish.

The oversize LV-12 Titanium has an outer sleeve and bracket in Grade-1 titanium with TIG welds. The LV-12 Black Edition is made in AISI 304 stainless steel with TIG welding and heat resistant black, ceramic based paint.

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'Stelvio' touring jacket

Part of Hevik's Adventure range, the Italian brand introduced the 'Stelvio' touring jacket at EICMA.

It is offered in men's and women's styles and its technical features are said to make it suitable for all weather conditions while providing a constant high level of comfort. Even though it comes with a fixed waterproof membrane tested to a 4,000 mm water column, 'Stelvio' is guaranteed to perform similarly to a classic three-layer jacket. The ventilation system consists of four air vents featuring zip

closures - two on the chest and two on the back. It has a soft, removable polyester thermal lining and the outer fabric, 93% 600D polyester and 7% nylon, is coated on the inside.



Standard CE protectors are located inside at the shoulders and elbows, as well as a rear pocket for a back guard. 'Stelvio' has two spacious outer hip pockets, waterproof and covered with flaps, and a handy Napoleon pocket on the inside. The fit of the jacket can be tailored by adjusting the buttons on the sleeves and the straps on the cuffs, as well as with a waist belt.

The jacket is certified to harmonised standard Fpr EN 17092, the size range for the men's models goes up to XXXXL, and the colour schemes are black, ice/anthracite and black/fluorescent yellow. Other features include a Neoprene collar with two-button fastening and reflective inserts on the shoulders.

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DB4 Plus advanced suspension tuning dyno

The DB4 Plus is the "newest and most advanced" suspension testing dyno from Italian specialist Andreani Group.

Available for use on motorcycles, scooters, mountain bikes, cars and ATVs, "this is the enhanced version of the DB4 base model that had already set the pace for its advanced technical features and has become established as the best suspension dyno on the market".

Due to the 5.5 kW 380V three-phase AC motor it can reach higher speeds and forces than the base model (which has a still excellent 4 kW engine), allowing specialised technicians to calibrate and tune the highest possible suspension forces and highest speed suspensions.

Among its advanced functions the DB4 Plus features software that includes hysteresis analysis and dissipated energy and damping coefficient calculations, and it is equipped with a sophisticated electronic controller board that ensures stable and reliable automation and extremely precise data acquisition.

It also offers real-time visualisation of the suspension load-speed graph with an intuitive graphical interface, the possibility to compare different click settings and valve options, to measure dynamic suspension parameters and to detect any operating anomalies. Custom software also available upon request. Like the DB4, the Plus model is equipped



with a series of adapters to test every kind of suspension and it is delivered with its laptop with software already installed.

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Kappa hand warmer

Hand protectors for motorcycles and scooters have been a part of the Kappa accessory range for many years, but for the first time model KS604 includes a technical feature which allows users to actively regulate the level of heat with a 12V circuit that connects the vehicle's battery to an insulated and recessed electric heating element located inside the hand protectors.

The warmth generated does not cause problems such as overheating or, given the low voltage, pose any shock danger. Motorcycle or scooter owners who already have a 12V outlet on the dashboard as a



cigarette lighter or part of a power hub can connect the KS604 cable directly to this. Heat builds up inside the KS604 in about 3-4 minutes and can be switched to four power levels: 40%, 60%, 80% or 100%. The advantage of this system is excellent hand protection even when wearing light gloves. The KS604 is easy to install with the rapid fixing system developed by Kappa, which does not require the handlebar ends to be removed. It has TÜV certification to standard EN 55014.

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Richa Touareg 2 jacket and pants combo



Belgian apparel brand Richa's new Touareg 2 jacket, an upgrade from the original design of the best-selling Touareg 1, features a detachable waterproof 15,000 mm Aquashell LTD membrane and is made in an outer shell that features a premium selection of Cordura materials. There are eleven air ventilation zippers for optimal airflow, D30 protectors at the shoulders, elbows and back, with optional chest protection available. The versatile 360-degree connection zipper works well with the all-weather, all-terrain Touareg 2 trousers that have matching materials to the jacket. There are four air ventilation zippers for optimal airflow, with D30 protection at the knees and an option for an upgrade at the hips, Velcro adjustment system and 'Contra Glide Technology' to prevent saddle slipping.

Also seen here, Richa's Duke 2 waterproof gloves are made in laminated Aquashell PRO 2-layer, "which keeps the rider dry, even in heavy rain", with high quality goatskin leather at the inner palm; a soft, warm tri-fleece lining; Cordura 600D at the upper hand; Temperfoam reinforced finger knuckles; reinforced inner palm and double wrist closure to improve the level of protection.

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ZTechnik engine guards for R1250 series



Maywood, Illinois based ZTechnik's engine guards are now available for 2019-20 BMW R1250 series models in both the original electropolished stainless steel finish and a new E-Coated/powder-coated black steel finish.

The E-Coat (Electrophoretic Coating) is applied inside and out to eliminate rust and corrosion, and the black powder-coating makes the finish tough and long lasting.

ZTechnik engine guards attach to the engine mounts – not the engine covers – to protect the motor's heads/valve covers. Integrated top brackets on each guard allow the rider to mount accessory lights, video cameras, or whatever they can imagine.

These engine guards are "carefully designed to allow clearance for oil changes or valve cover access, so they don't need to be removed for routine maintenance. For greater comfort on longer rides,



mount 1-inch clamp-on footpegs to the engine guard's upper or forward sections. All mounting hardware is included, along with easy-to-follow installation instructions".

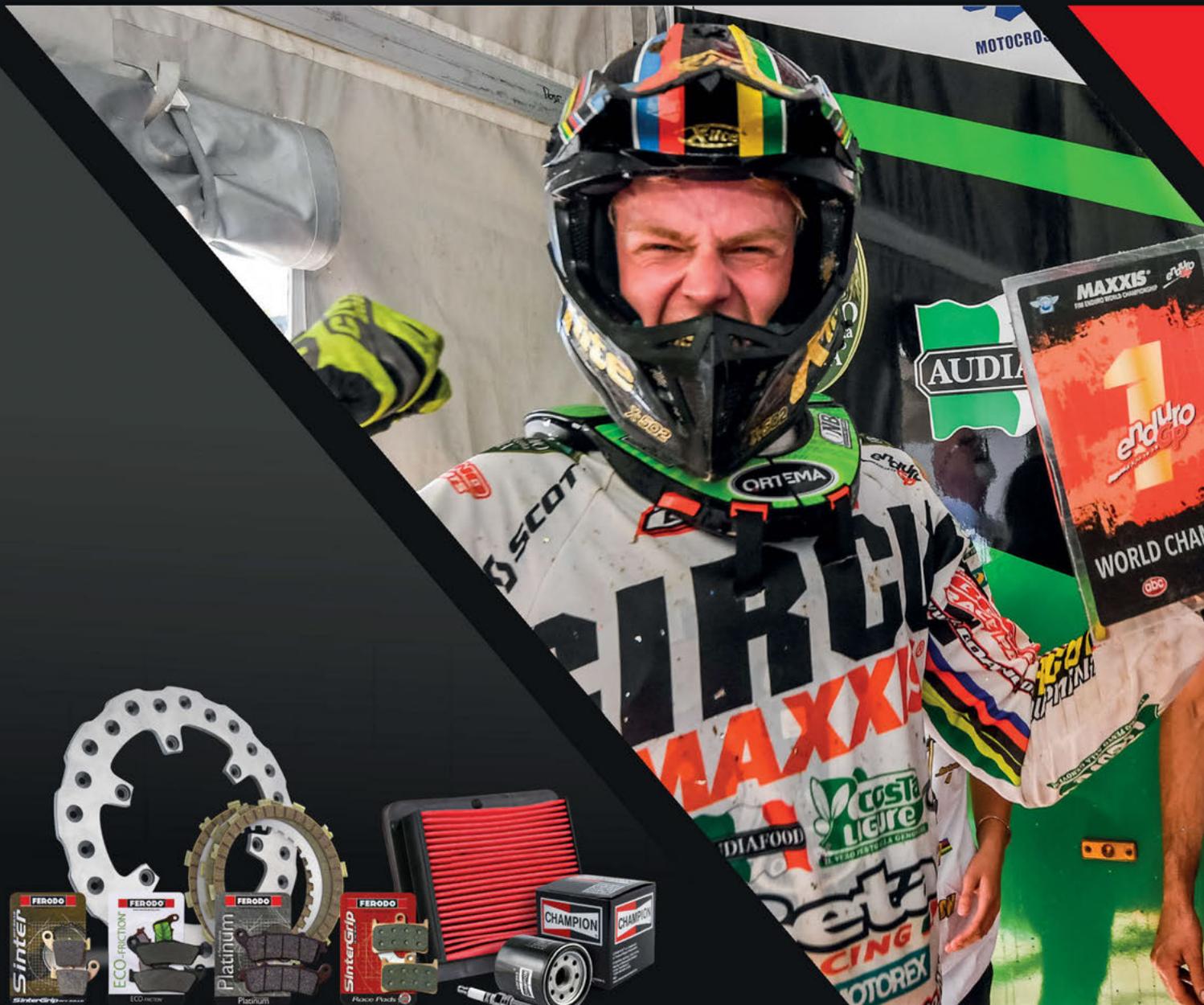


ZTECHNIC by NATIONAL CYCLE INC.
Maywood, Illinois, USA
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info@ztechnik.com
www.ztechnik.com





BRAD FREEMAN, 2019 ENDURO GP WORLD CHAMPION



Team Costa Ligure Beta Boano Racing Sport's rider **Brad Freeman** recently won the 2019 World Enduro GP championship, the E1 class and the Enduro Absolute Italian championship relying on Ferodo Racing and Champion products.

Do like Brad: demand the maximum. **Choose Ferodo Racing & Champion!**



'Audax' footwear

Stylmartin has been in the motorcycle footwear business for 40 years, and the new Stylmartin brand collection consists of eleven new models in 17 different versions, among them the new "Sport U" line.

Part of this line is the 'Audax' boot, which is a retake



on an Eighties Stylmartin model, extensively restyled in terms of materials and constructed on a trendy two-tone outer sole, this model represents a mix of styles and comes in men's and women's versions.

Not immediately recognisable as motorcycling footwear, the sole has unique geometric patterns and the 'Audax' men's boot (seen here) is available in three colour combinations, black, black/military green and black/red.

'Audax Glam' and 'Audax Jungle' are designed for lady riders, enhanced by sections in special glitter and animal textiles. The upper is made in suede leather and fabric with a waterproof and breathable air mesh lining. Malleolus protection consists of PU internal protection on both sides and fastening is by two interchangeable laces and tear-off closure and features include an anatomic, changeable and breathable, micro-perforated footbed.



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Versatile go-anywhere, do-anything off-road modular helmet

Portuguese manufacturer NEXX Helmets' new X.VILIJORD modular helmet "sits comfortably at the premium level of the NEXX range. Designed to be versatile and simple, it is focused on what matters the most to demanding motorcycle adventure travellers".

Features include generous Air Dynamic System ventilation featuring two air intakes and two outlets and a specially developed Winter Membrane for better control over the fresh air flow - in case of extreme weather changes it can be disabled by folding it to the back part of the inner liner. Aerodynamic and light, the off-road peak is designed to provide additional direct air intake and reduce buffeting and vibration at high speed and includes a removable peak extension.

X.VILIJORD's comprehensive soundproofing concept includes Vortex generators in the chin area to reduce aerodynamic drag and

double rubber sealing profiles around the visor and inside the mask - configured to improve sound insulation. Built to protect, the shell is made from NEXX's X-Matrix 2 new formula that combines advanced multi-direction lay-up and first quality composite materials through six different layers that ensure a lightweight shell that is tougher, stiffer and "provides world class protection". An ultralight carbon fibre shell version is also available.

The X-Sensus Vision, NEXX's philosophy behind the eye port of all its helmets, "ensures superb peripheral vision, with opening angles 15% beyond the standard requirements. X.VILIJORD is designed to incorporate all the components of the tailor-made X-COM 2 Bluetooth system, easy to plug and charge the battery and with a battery life of up to ten hours of talk time, powered by Sena.



Available in three shell sizes, it has the necessary double homologation for a modular helmet - Jet and Integral.

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Euro 4 SC1-M double muffler for middleweights

Best known for its track and high-performance exhaust expertise, recent new products from Milan area based Italian exhaust specialist SC-Project have included Euro 4 slip-ons for the Z900RS and Dakar inspired 'Rally Raid' ADV slip-ons for the KTM 790 Adventure.

Developed by the SC-Project R&D department for extreme off-road use, the 'Rally Raid' is fully made in titanium, right down to the muffler downpipe socket

and robust, highly resistant fixing clamp, resulting in the highest possible strength, lowest possible weight and best possible performance improvements.

Seen here is an evolution of the popular, multi-championship winning SC1-R silencer. The SC1-M is a Euro 4 compliant system specifically calibrated for use with mid-range, medium displacement motorcycles ('middleweights') like the Ducati Hypermotard 950, Triumph Speed Triple 1050 and Aprilia Dorsoduro 900 in a double-muffler configuration, with a single side muffler version also available for the new BMW S 1000 RR and Kawasaki Ninja 400.

The body of the muffler is made in high-grade, high-strength, lightweight titanium in a natural titanium finish, with a carbon end cap. Equipped with dB killer and mounting system in lightweight, high-strength

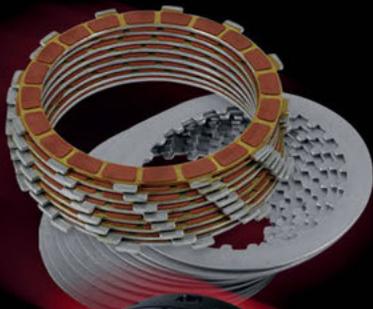


titanium, SC1-M mufflers are also available in full carbon versions.

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Held gilet eVest Clip-in with airbag



Made by Held Biker Fashion in collaboration with French modular airbag specialist In&motion, the eVest Clip-in is a riding vest (gilet) with a removable electronic airbag equipped with IPS (Intelligent Protection System) technology to offer the rider "the highest level of safety and comfort".

The eVest Clip-in can be worn under the jacket and hooked through the Clip-in system to all Held jackets equipped with the same quick-release/hook-in technology.

The heart of the system is the In&box by In&motion - a control module located on the back of the vest. It includes the various sensors and the accelerometer algorithm which detect the acceleration and the position of the rider 1,000 times per second. In the event of "unrecoverable imbalance" (an accident), the system detects and anticipates the impact and triggers the inflation of the airbag in a fraction of a second, at the optimal pressure, in less than 60 milliseconds (0.06 seconds).

The data collected and shared by the In&box control module allows In&motion to constantly improve the system - though data sharing remains optional and

totally independent of sending various updates. The intelligent algorithm is in constant evolution, development and updating by In&motion, and free updates can be downloaded via USB, WLAN (Wi-Fi) or Bluetooth.

All the hardware and software are included in the garment, eliminating the need for a sensor on the bike and no physical (wire) or wireless connection is needed with the bike. The user can independently make the system operational again after it has been activated/inflated.

Made in 'Sensitive Mesh', the eVest Clip-in features perforated and breathable inserts; the lining is highly breathable with 3D Air-mesh on the back and also includes a back protector certified to EN 1621-2: 2014 with Velcro for inserting an optional chest protector and a pocket for optional rib protection. The airbag system is available for purchase or rental.

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Street and track version 'Speedway' shocks

Italian suspension specialist Bitubo has announced an evolution of its popular 'Speedway' shock absorber range (YPA00V2).

It is a single chamber, nitrogen-pressurised shock absorber with a 12 mm high-strength piston rod, highly responsive bushings, precision CNC-machined billet aluminium alloy mounts and new, integrated 'bellows'.

Compared to the previous version, this updated model "represents an advance in design, with a significant reduction in weight and new protective 'bellows' to prevent damage and preserve its smooth operation under aggressive riding conditions, such as on the track.

A race version (YPR00V2) is also available, developed by our in-house racing and R&D department and created for Speedway professionals. Equipped with hydraulic adjustment in compression and external compensation tank, for precise control of the front end, this new shock absorber also has a "compensation tank for better sensitivity (bump absorption rather than sensitivity), especially during wheel landing and corner entry".



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Eleveit goes for technology

Italian specialist Eleveit had two big launches at EICMA - its 2020 'Metamorphosis' touring boot featuring Internal Protection Technology (IPT), previously seen in the RC Pro boot (see IDN October/November), a variable density skeleton in polyurethane with two flexing mechanisms with programmed stopping points, and a new off-road boot and clothing line.

Described as a technologically innovative boot, as well as a shirt, trousers and gloves with attractive graphics and carefully colour-matched to the boot colour options, the line is available in two versions - one in classic Cordura and another more modern and slim line made of stretch material.

The X-LEGEND boot, the historic core business of the Montebelluna/Treviso based company, is available in six colour variants, with the highlight being the internal protection system based on controlling the movement of the ankle in all its directions, without sacrificing perfect sensitivity while riding.



'Metamorphosis' touring boot

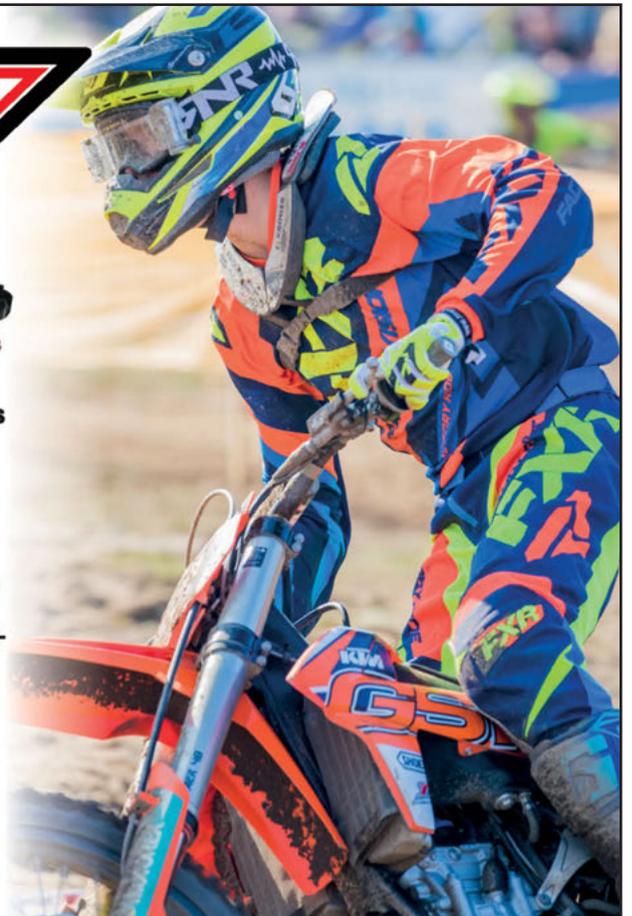
The closing levers with micrometric adjustment are positioned at four points of closure on the boot to ensure greater precision, comfort and reliability in the event of accidental release.

The gloves are made of extremely soft material to ensure maximum sensitivity without compromising safety thanks to a special reinforcement designed



specifically to protect the little finger's knuckle. Eleveit is also offering new urban FREERIDE 2.3 shoes for 2020, new STUNT Air and STUNT WP touring boots with a sporty appearance and character, and a long and short sleeve shirt combined with underwear and pants.

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Dealer inquiries welcome. | herman@tmv.nl

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Ergonomic paddock stand gets the high-tech LighTech treatment

Never ones to miss an opportunity to apply its 'Hallmark of Quality' to everything it produces, Italian parts and accessory manufacturer LighTech has even given the humble paddock stand a make-over...ergonomics meet high-tech!

Like many manufacturers in Europe and the USA, but especially in Italy, LighTech is among those for whom product counterfeiting is a major issue. This year at EICMA, the company chose to present its new products "behind closed doors" on its booth, so dealers and distributors could see them before the designs and photography go public, while delaying the opportunity for counterfeiters to steal the designs.



However, we here at IDN did persuade LighTech to let us show a picture of this new paddock stand design in carbon and aluminium. It can be used with forks or rolls and has mainly been developed for race paddock use, but would be equally at home in a dealer's or rider's workshop. It can be customised by selecting different coloured plates or washers.

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HP Corse SP-3/SPS Carbon - "One soul, two styles"



Bologna based Italian specialist HP Corse used EICMA to unveil two new exhausts - the SP-3 Carbon and SPS Carbon slip-ons, both also available in the popular, performance oriented "Short" version seen here.

Designed in-house by the HP Corse R&D Centre, the shape of the body of the two new designs is inspired by the 4-TRACK model and offers two different styles in a beautiful carbon finish - the SP-3 Carbon straight and SPS Carbon curved.

Each has been long duration bench and road tested to withstand any stress that can be thrown at them and "guarantee great reliability and better performance than all the original exhaust systems that they replace, generating increased power and torque - especially at the low to medium engine speeds where riders need it most".

Made of three different materials - titanium, black ceramic and Satin Inox - SPS Carbon and SP-3 Carbon "are as home on the ADV trail as they are on the long-distance highway".

Equipped with different types of carbon heat shields, which can be positioned on the fittings or directly on the silencer body, SP-3 Carbon and SPS Carbon are available in both Euro4 and racing versions. They have a length of 380 mm in the "Normal" version and 300 mm in the "Short" version and weigh between 3.1 kg and 3.7 kg.

At EICMA, HP Corse showed the SPS Carbon Short installed on a Yamaha Ténéré 700, with the SP-3 Carbon on the brand new BMW R1250 GS ADV.



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"Giving more clarity" - the Pinlock XLT

World renowned Dutch helmet systems specialist Pinlock has introduced the Pinlock XLT lens- a lens that provides "crystal-clear vision" for helmet visors.

Based on its new Cottonseed Biopolymer material, the XLT range of lenses "offers a superior high level of light transmittance and moisture absorbance" and will be first introduced on Pinlock 120 XLT lenses, "ensuring excellent fog protection in demanding weather conditions".

At the heart of the technology is higher light transmittance. Many helmets are equipped with a Pinlock lens or are Pinlock prepared, and in combination with the helmet visor, a Pinlock lens creates a double-layered, airtight chamber. This eliminates the chance of fog on the inside of the helmet visor.

"Thanks to our new XLT technology, this double-layered system reaches the highest



light transmittance level possible. The ultra-clear Cottonseed Biopolymer material is made from small cottonseed fibres and originates from the optical display industry. By etching the material during three cycles, the surface of this material gets a unique texture for optimal moisture absorption, while retaining the high optical quality of the lenses".

Pinlock lenses are available in three Fog Protection Levels - FPL 30, 70 and 120, ranging from good vision to optimal vision.

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Bike Guardian Wi-Fi - "double the driving protection"

Said to "double the driving protection", the Bike Guardian is described as the "first 'dash cam' specifically for motorcyclists".

Developed by Italian rider communications specialist Midland and launched onto the market at the start of 2019, the device doubles with a new Wi-Fi camera that was unveiled at EICMA. "Driving protection and camera control are the main focus of Bike Guardian Wi-Fi, which can be managed via an app. The standard accessories supplied also make it perfect to be installed on the windscreen of a car.

"The term 'dash cam' identifies a camera which records video of each moment you are driving in traffic continuously, in order to witness a problem, an accident, a dispute, or a fall or other problem or incident.

"For a long time, dash cams have been reserved for cars and other multi-wheel vehicles, but now these special cams are also available for those who normally move on two wheels.

"Midland was the first to put the compact



and lightweight Bike Guardian on the handlebars. And Midland, again, is the first to introduce a Wi-Fi version of the Bike Guardian, which can be used not only on motorcycles and scooters, but also in your car".

Installation of Bike Guardian is quick and easy - the cylindrical 'dash cam' is fixed to the handlebars with the provided universal support and it connects to the power cable which, in turn, is connected to the ignition key assembly or to a compatible power hub already installed on the vehicle.

The Bike Guardian records on a micro SD card (up to 64 GB) and has an internal rechargeable battery with an autonomy of around two hours. If your daily trips are short, the battery life may be enough, but the manufacturer always recommends to power Bike Guardian via a cable, which is the only configuration that automatically activates the "video rec" as soon as you switch on the engine (and, similarly, switches it off when you turn off the engine).

"What can the Bike Guardian see? Everything in front of you and partly at the



sides while riding. The recording is in a loop with 1080p full HD or 720p resolution. This means that the content will be overwritten as soon as the microSD has no memory left. The purpose is not to lose any frame and to record every instant".

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Winter intermediate layers

As a follow-up to its Limited Edition 10th anniversary short sleeve commemorative base layer - made with what Italian specialist SIXS said was the lightest fabric it had ever used (TS1 - 90% Polypropylene, 7% Elastane, 3% Carbon) - EICMA saw the introduction of its new WTJ 2 wind stopper jacket/Winter Tourism line and matching WTP 2 riding trousers.

Described as being for the "motorcycle and scooter riders who do not give up in the cold", the WTJ 2 is a "second layer" jacket that offers warmth and comfort (especially in the frontal area) without sacrificing breathability at the rear area. The garments in the Winter Tourism line

are the first where the patented SIXS Carbon UnderWear fabric is used together with additional different textile elements - a mix of three materials altogether that allows "great protection from the cold air together with a complete transpiration of the skin".

WTJ 2 protects from wind and cold while maintaining "proper sweat management and perfect thermoregulation thanks to Carbon Underwear inserts" thanks to what SIXS describes as the "Brainy Position technology" where the three different materials are used in different positions of the garment - the Winter Barrier (windproof, breathable and thermoregulating fibre)

prevents the cold from penetrating while maintaining a warm and dry body. In the parts of the body most prone to sweating, Carbon Underwear guarantees full transpiration and thermoregulation, while a weft made of a new generation thermopile



heats and maintains the correct body temperature. The WTJ 2 jacket is normally worn as an "intermediate layer" between SIXS underwear and an external technical garment. The 'Aero Fit' design follows the rider's posture - it is longer in the rear area, shorter in the front and includes a new soft and warm thermopile microfleece. The windproof WTP 2 trousers feature the same combination of materials and "Brainy" positioning with the Winter Barrier at the front and breathable thermoregulation Carbon Underwear fibre at the rear (above and below the knees). The 'Aero Fit' WTP 2 trousers are also recommended as an "intermediate layer" on top of SIXS underwear and under another external technical garment.

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Cerakote paint technology



Just because you are one of the oldest established motorcycle parts manufacturers in the world (established in 1897) doesn't mean that you can't also be on the cutting edge of manufacturing technology and materials science.

At EICMA, internationally respected British manufacturer Central Wheel Components unveiled their latest wheel colour schemes, using the revolutionary Cerakote paint technology.

Cerakote (Oregon, USA) have chosen CWC as a partner to develop paint creations on their spoked wheels, with 27 colours available to choose from. Central Wheel Components had two complete wheels on display, along with 16 Cerakote colour options on wheel rim swatches.

Cerakote is an ultra-thin, hard wearing ceramic-based paint system derived from the firearms industry. It provides a much thinner layer of paint compared to traditional powder-coat and is a much quicker and easy way of coating over anodised finishes without the risk of mis-matches due to differing metal grading.

Managing Director Warren Harding says: "We are delighted to be partnering with Cerakote on this new wheel finishing venture. It gives us another advantage when offering customers a unique colour scheme creation. We can do solid colours and two-tone paint on the same wheel to really open up the options for riders. We will add more colours to the range as they come online, and the possibilities for mixing colours are endless."

"Cerakote can also be used on engine parts, frames and even on plastics, so the options of custom coloured bikes for customers' own creations becomes a possibility."

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INTERNATIONAL DEALER NEWS

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Spanish accessory manufacturer Puig is celebrating a remarkable end to the WSBK season with five time WSBK champion Jonathan Rea taking both race wins on the final day of the 2020 season at the Losail International Circuit, Qatar, ending a remarkable season with 17 victories in all and a points total well into the 600s. Puig is a Kawasaki Racing Team Technical Partner supplying their aerodynamic race windshields.

Hoco Parts, DC AFAM and CMS owner Powersports Distribution Group (NL) has made two strategic acquisitions in the UK - adding distributors Bradbury Bros and Rob Hunter. The move follows news three months ago that PDG had also added Belgian distributor Rino Trading to its Hoco operation. The combined UK businesses will be re-branded as 'Bradbury Hunter'.

Kudos to Thomas Timmen, Dealer Management Team Leader at German Kymco and Hyosung MSA (Wieden, Bavaria). He has been running an online petition to force the Federal Ministry of Transport (BMVI) to consider the issue of bringing German car licensing rules in line with several other EU markets. In France, Italy, Austria and some other markets, car driving licences (Category B) permit appropriately experienced drivers over 25yo to ride A1 category PTWs. German trade association IVM and industry magazine Bike & Business are also lobbying for regulatory change.

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

Bihr buys RST apparel brand in MotoDirect acquisition

EICMA saw Bartenheim, France based distributor Bihr announce the next stage in its expansion plans with the acquisition of UK based distributor MotoDirect. The jewel in the crown is that Bihr now has ownership of the internationally popular RST apparel brand.

Indeed, the announcement made it clear that the opportunity to further accelerate the growth of the RST brand is a major factor in the strategic thinking that lies behind the deal, as Bihr Distribution seeks to "become the leading integrated distributor of Rider Gear in Europe".

Bihr has acquired 100% ownership of MotoDirect, the leading distributor of AGV, Arai and Motul in the UK and owner of the RST and Wolf brands.

As a result of this agreement, the current shareholders of MotoDirect will become shareholders of Bihr, together with Belgium based Alcopa and the management team of the company.

According to Bihr, the "objective of the transaction is first to further develop the RST brand across the globe. Both teams will develop best practices to become the leading and preferred Rider Gear product distributor in Europe. 2021 will see the expansion of the company's motorcycle parts and accessories activity in the UK through MotoDirect's well-established dealer network". Moto Direct's Deborah Bullock, who will join the Board of



At the EICMA press conference, left to right: Jonny Towers, Christophe Piron, Deb Bullock

Directors of Bihr and act as a Senior Advisor to the management of the company, said: "Over the past three years, Bihr has been successfully distributing and promoting the RST brand in continental Europe. During this period, we had many occasions to exchange ideas and business opportunities. With time, we realised how complementary our teams are and how well they fit together. We are convinced this transaction will help the joint company to accelerate its growth." "This is a logical step for MotoDirect," said Jonny Towers. "Bihr and MotoDirect have a lot in common - together we are

the proud exclusive distributors of Arai helmets and Motul in different geographies. Moreover, Bihr has supported the growth of RST in continental Europe and I am convinced that by joining forces, we will be able to accelerate that growth in Europe and beyond." For Bihr, CEO Christophe Piron said: "We are thrilled to partner with MotoDirect. With this transaction, the joint company not only becomes the leading distributor of Rider Gear in Europe but also one of the only integrated Rider Gear players from design creation to distribution, including own

Continues on page 8 >>>

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