

INTERNATIONAL DEALER NEWS

64 PAGE EDITION

FEB/MAR '20

ISSUE #153

STATZONE 6-8

COMMENT: Five years of growth - can it sustain as bans loom?Page 4
 SBS: Serious performance needs serious stopping power.....Page 7
 Triumph: More Bajaj 200-600 cc deal details confirmed by British manufacturerPage 12
 Honda: Hitachi deal to combine Showa, Keihin, Nissin and more in new aftermarket powerhouse.....Page 8

EU records 1,065,413 ICE motorcycle registrations in 2019 for +7.3% growth; Italy +5.0% as largest market

According to ACEM, the Brussels based international motorcycle industry trade association, new motorcycle registrations in EU markets in 2019 (ICE/Internal Combustion Engine units only) totalled 1,065,413 units for a reported +7.3% increase over 2018 (992,967 units).

Although national reporting variables sometimes make direct comparisons tricky, the ACEM data is reporting Italy as the largest market in the EU with 230,039 machines registered, +5.0% up from the 219,122 registered in 2018.

France was the second largest market at +10.9% (194,919 units), with Spain third (+9.0%, 171,156 units), Germany fourth (+6.1%, 164,994 units) and the UK market essentially flat in fifth place (+0.5%, 100,742 units). The UK remains in ACEM's EU data for the full year 2019, having left the EU on 31st January 2020).

These 'Big Five' markets accounted for 861,850 units, which was 80.9% of the EU total and, between them,

slightly down on their overall share of the 2018 market (81.3%). Reflecting the pace of its wider economic recovery, Greece was the sixth largest EU motorcycle market in 2019 with +14.0% growth (37,132 registrations), the fastest growth rate among those markets posting registrations of over 20,000 units in the year.

Portugal was seventh (+5.4%, 29,837 registrations); Austria eighth (+5.5%,

“ Total ICE & EV PTW units +8.7% ”

27,150 registrations); a broadly flat Belgian market was ninth largest at +0.5% (23,877 units registered), and with by far the strongest growth rate of those markets reporting more than 5,000 registrations, Poland was in tenth place with 19,032 units registered for a +31.3% growth rate in new unit sales to add to the strong import market it has of used units receiving their first registration in Poland.

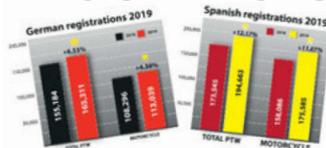
The EU was also worth some 243,376 ICE mopeds, which was +4.7% over 2018 (France the largest market at 77,190 units, +23.4%), to make total EU ICE two-wheeler sales 1,308,789 units - a 6.8% growth rate combined. The electric two-wheeler market continues to grow strongly in percentage terms, but is still at a very early stage in its development. Total EV sales were 73,887 units in the EU (+57.7%), with France the largest market with 16,404 units (+37.8%), Belgium was the second largest market, followed by the Netherlands, Spain and Italy.

Of the total of EV registrations, 59,776 were classified as mopeds (+49.7%), with only 14,111 described as motorcycles (+104.48%). Spain was the largest market for electric motorcycles (+102.2%), followed by France. Belgium was the largest market for electric mopeds, followed by France. Taking EV and ICE mopeds and motorcycles together, the EU total PTW market was worth 1,382,676 units for +8.7% growth over 2018 (1,272,206 units).

SHOW REVIEW



2019 REGISTRATIONS



SUPERSPROX WINS DAKAR



MAHINDRA TAKES 100% CONTROL OF PEUGEOT MOTORCYCLES





550



GP 550 S
VEKTOR ORANGE MATT

AIROH.COM

20
20

FOLLOW US



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

ROBIN BRADLEY
robin@dealer-world.com

**PUBLISHER/CO-OWNER
INTERNATIONAL EDITOR**

SONJA WALLACE
sonja@dealer-world.com

GENERAL MANAGER

SARA VINEY
sara@dealer-world.com

INFORMATION EDITOR

NEIL BLABER
neil@dealer-world.com

**DESIGN & PRODUCTION
DIRECTOR**

BEN OAG
ben@dealer-world.com

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

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

**TOLL FREE... FROM
USA/ CANADA:**

**TEL: 1-866 849 5704
FAX: 1-866 521 0099**

If for any reason you can't connect
via our toll free numbers then dial

TEL: 01144 1892 511516
Fax: 01144 1892 511517

DISCLAIMERS

No part of IDN may be reproduced or used in any way without permission. The views contained in IDN are not necessarily the views of the publishers. Every effort is made to ensure that all material included is as accurate as possible, however the publishers cannot be held responsible for any erroneous statements, facts, figures or mistakes. All trademarks, brand names and other key words are used purely for descriptive purposes. No approval, endorsement of, or involvement in the contents of IDN is implied by the use of these or any other words, names or marks associated with all or any companies. All trademarks acknowledged. IDN (ISSN 1354-4074) is published six times a year by Dealer-World.com, 5, Rendlesham Mews, Rendlesham, Woodbridge, Suffolk, IP12 2SZ, Great Britain. Send address corrections to us at the address shown on this page, or e-mail to: sara@dealer-world.com

PRINT BY WARNER'S MIDLANDS
BOURNE, LINCOLNSHIRE, GB

ISSN 1354-4047

NEWS 6-21,64



Comment 4

Robin Bradley on five years of growth and looming Internal Combustion Engine motorcycle bans.



EICMA 22-30

International Dealer News presents a second selection of aftermarket parts, accessory, gear and apparel vendor company and product news.



TENNECO 14

Federal Mogul acquisition to see Ferodo, Ohlins, Champion and other DRiV "Aftermarket and Ride Performance" divisions spun off.



TECHNOMOUSSE 11

Marco Melandri chooses Technomousse for his new e-bike racing adventure.

PROGUIDE 35-60

PROGUIDE EXTRAS



Five years of growth - can it sustain as bans loom?

The year-end registration data for EU markets from Brussels based international motorcycle industry trade association ACEM makes for reassuring reading - for now at least.

As projected by IDN, the rate of growth has slowed for the year. While our own forecasts have varied in response to the unfolding picture in Europe's main markets, it was quite obvious that the 19.2% growth reported for Q1 on surprising robust winter numbers (Internal Combustion/ICE as well as electric units) would have to soften as the year unfolded. For one thing, dealers would have run out of inventory had it continued to grow at that rate!

But the end result for the year has seen 2019 annual registrations settle out at the higher end of our expectations, and the data goes a long way to explaining the positivity seen at EICMA in November - especially since Italy remains Europe's largest market with 230,039 ICE machines registered for 5.0% growth.

In 2019 Italy accounted for 21.6% of all EU conventionally powered motorcycles, with France close behind, taking 18.3% of registrations, Spain third at 16.1% of the market, followed by Germany (15.5%) and the UK (9.5%). The UK left the EU on 31st January 2020, so UK data remains within the EU totals for 2019. The last time it will be included (on a full year basis).

While the number of electric motorcycles sold in EU markets grew at 104.5% in 2019, at just 14,111 units, not only does it remain a niche where progress towards transport fleet electrification is concerned, but the technology of such machines make them a way lower source of parts, accessory, gear and apparel sales for dealers and the distributors and manufacturers they buy from on a per mile ridden basis than the level seen for internal combustion engine riders.

Remember, it is they who have created the market that we have today, and if we think there is still over-supply in our growing market now, and for sure there is (there always is), it is nothing compared to the way lower demand that an all-electric future will sustain. There will be casualties. Oh yes. There will be blood on the tracks. It will be slaughter!

Total EV registrations in the EU in 2019 were 73,887 units, up by +57.7%, which of itself is interesting. At +104.48% for the year, electric motorcycles are growing nearly twice as fast as electric mopeds etc. (59,776 units, +49.7%), albeit off a much lower base.

But while it is easy to allow the data to make us complacent, make us assume that the final chapter of the future of PTWs is not yet written, that some White Knight of business opportunity may yet ride to our rescue, regardless of what we think, regulators look likely to take care of the future of the accessories market for us.

Norway is determined to end the sale of ICE, diesel and, as far as I can determine, hybrid vehicles, including PTWs, by 2025. Norway's market is reported to have grown by around 25% in the five years to 2018 and the total bike park is reported

as being 355,972 units. Ireland (which reported +20.3% market growth in 2019), Sweden (+3.2%) and the Netherlands (-0.7%) are targeting a 2030 ban - say goodbye to the 76,400 units registered in 2019 between them. The UK has just announced that it is to bring forward its deadline to end the sale of new ICE, diesel and hybrid vehicles from 2040 to 2035 - the UK ban definitely will include ICE motorcycles, scooters and mopeds. Wave goodbye to another 100,742 PG&A gobbling units (+0.5% in 2019).

Once there is a German government that manages to slip the leash of controlling vested interests, and the fast growing youth population in Italy starts to exert its influence, then Europe really will have seen its critical mass tip - especially given that France (Paris especially) and Spain are already seeing a much higher level of future EV implementation (and even acceptance) than elsewhere.

Indeed, the issue of demographics is a huge one. Not since the mid-20th century has the shift towards young consumers been so pronounced. Just as the 'Boomers'

revolutionised social attitudes and aspirations in their time, as they age out and are replaced by Millennials and Centennials and beyond, not even Hipsters are going to be expecting motorcycles to be treated any more leniently than any other sector when it comes to being carbon negative or neutral - even 'retro' has its limits. Such consumers are way

too Eco-centric and savvy to buy into any concept of exemption.

For the record, and as reported on the front cover of this month's IDN edition, total ICE and EV PTW registrations for EU markets in 2019 were 1,382,676 units (+8.7%).

Not only does this represent a fifth straight year of growth (after adjusting for the Euro 3 to 4 transition debacle), but since the ICE motorcycle market bottomed out in 2013 (at 747,411 units), we have seen +42.5% ICE motorcycle growth in the five years to 2019 (+318,002 units; 1,065,413 ICE motorcycles registered in EU markets in 2019).

If that growth rate were to continue until Norway becomes the first market to implement a ban, then the next five years could see annual sales return to something like pre 2007-2010 financial crisis levels.

Who knows, if 2030 emerges as a default ban date for most markets, maybe even later, then maybe we are in for a brief but glorious boom before the lights start to go out (all over Europe) and consumers start eying likely post new unit ban and vehicle end of life issues and turn to electric urban mobility very quickly.

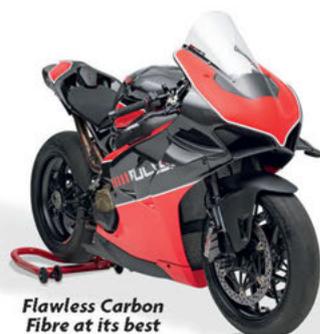
“ **+42.5% ICE motorcycle growth since 2014** ”

re-

Robin Bradley
Publisher
robin@dealer-world.com



FULLSIX CARBON RACE FAIRING KIT - Panigale V4/S/R WSBK/BSB developed - huge weight saving



Flawless Carbon Fibre at its best

- Identical to our SBK Race Fairings
- Advanced Air Box design improves air flow to the air box
- Sophisticated, wider fairings for enhanced aerodynamics
- No additional mods required - fully reversible install
- High grade Carbon Fibre - advanced precision manufacturing
- One-piece Fuel Tanks and Tail Units also available



FULLSIX
CARBON POWERED SHAPES

www.fullsixcarbon.com info@cdtgroup.eu

Fullsix d.o.o. Kropa 1a, 4245 Kropa, Slovenia

DON'T PLAY THE GAME.



TONI BOU

WORLD CHAMPION 2019



DALLA PORTA

WORLD CHAMPION 2019



STEVE HOLCOMBE

WORLD CHAMPION 2019

IT.

GALFER PERFORMANCE BRAKE SYSTEMS

30 YEARS SUPPORTING WORLD CHAMPIONS

TONI BOU (TRIALGP, 2019) - LORENZO DALLA PORTA (MOTO3, 2019) - STEVE HOLCOMBE (ENDURO3, 2019) - RANDY KRUMMENACHER (SUPERSPORT, 2019) - EMMA BRISTOW (TRIALGP, 2019) - JORGE MARTIN (MOTO 3, 2018) - KIARA FONTANESI (WMX, 2018) - JOAN MIR (MOTO 3, 2017) - ALEX MÁRQUEZ (MOTO 3, 2014) - LAIA SANZ (DAKAR, 2013) - MARC MÁRQUEZ (MOTO 2, 2012) - JORGE LORENZO (MOTO GP 250cc, 2007) - EMILIO ALZAMORA (GP 125cc, 1999) - ALEX CRIVILLÉ (GP 125cc, 1989)...



INFO@GALFER.ES

NEW VSTREAM® WINDSCREENS

AEROACOUSTIC PERFORMANCE

POLYCARBONATE STRENGTH

QUANTUM® HARDCOATED

ULTRA-PREMIUM QUALITY

Fits 2019-20 Kawasaki® KLE1000 Versys™



N20137 Dark Tint

N20138 Light Tint

For a complete list of our International Distributors, go to: www.nationalcycle.com/international
00+1 708 343 0400 • Fax 00+1 708 343 0625 • ids@nationalcycle.com



national cycle® made in u.s.a.

WORLDWIDE LEADER IN WINDSHIELD TECHNOLOGY™

Germany: motorcycles +4.38% in 2019

The latest data from the IVM, the motorcycle industry trade association in Germany, shows motorcycle registrations up by +4.38% (113,039 units) for the full year. 2018 saw 108,296 motorcycles registered, 100,877 in 2017, and an artificially inflated 117,587 in 2016 due to the rush to register pre-Euro 4 models. Before that, most years since 2008 saw fewer than 100,000 motorcycle registrations.

The year came to a disappointing end, with December showing a fall of -3.20% from the previous year, albeit on low volumes (1,936 units), having been up +5.18% in November (2,699 units).

In PTW terms, the year was up +6.53% with 165,311 units registered. For the year January to October, the German motorcycle market was +4.51% at 108,404 - the best comparable performance since before 2008. December saw 2,909 units registered (-7.15%) and

November was also slightly down at 4,378 units (-1.49%).

The top selling model for 2019 was clearly the BMW R 1250 GS (9,417 units), way ahead of the Yamaha MT-07 (3,708) in second place and the Kawasaki Z900 in third (3,141), followed by the Z650 in fourth (2,720) and the Honda Africa Twin fifth with 2,404 units sold in 2019.

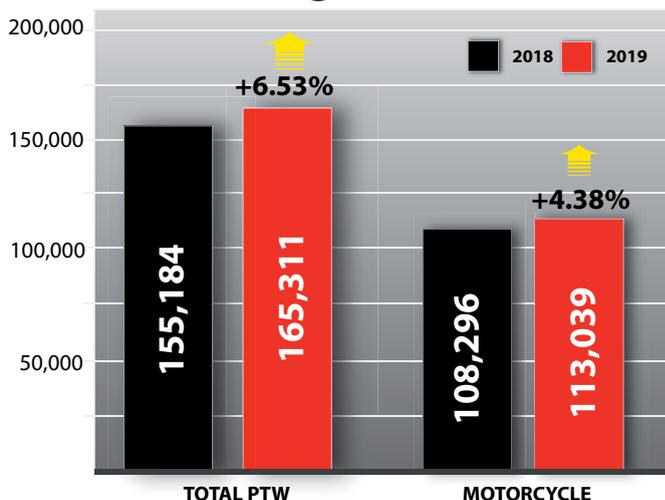
With six models among the top 30 best-selling motorcycles, it is no surprise that BMW has stretched its German market dominance still further, having sold 24,868 units in total in 2019 for a commanding 21.25% market share (up +8.04% on 2018). Honda was second with 13,211 units sold for an 11.69% market share; KTM third with 13,033 units (11.53% share); Kawasaki fourth with 12,696 (11.23% share); Yamaha fifth with 11,658 units sold (10.31% share) and Harley-Davidson sixth with 10,189 units sold YTD (9.01% share). They are followed by Suzuki (5,394), Ducati

(5,143), Triumph (4,924) and Husqvarna (2,891).

Royal Enfield is up to 11th best-selling brand in Germany with 1,592 units sold YTD for a modest but fast growing

1.40% market share and +74.56% growth. Indian Motorcycle is also on the warpath with 1,234 units sold in 2019 for a 1.09% share and +14.26% growth.

German registrations 2019



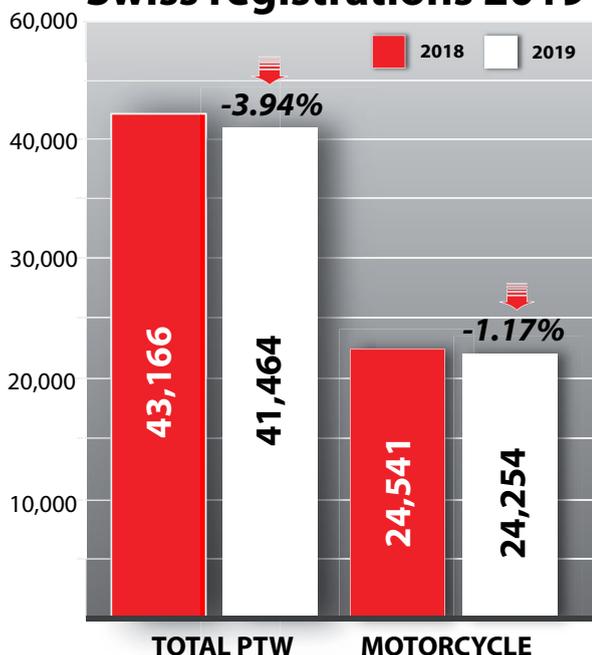
Switzerland: motorcycle registrations -1.17% in 2019

The latest new registration data released by Swiss industry association MotoSuisse shows total new motorcycle registrations down for 2019 at -1.17% (24,254 units), having been down -17.52% in November (466 units) and up +12.50% in December (441 units). In total PTW terms, the Swiss market was -3.94% for 2019 at 41,464 units.

In motorcycle market share terms, Yamaha emerged as market leader for 2019 with 3,998 units sold, followed by BMW (3,621), Honda (3,217), Kawasaki fourth (2,350) and Harley-Davidson fifth (2,031).

The top selling model was the Yamaha MT-07 (1,092 units), followed by the BMW R 1250 GS (961 units), the Kawasaki Z900, then the Z650 and the R 1250 GS Adventure.

Swiss registrations 2019



Australia: powersports market sales -6.1% in 2019



The latest data from the trade association in Australia that includes motorcycle representation (the Federal Chamber of Automotive Industries/FCAI) revealed that 89,199 motorcycles, ATVs and scooters were sold during 2019, a -6.1% decline compared to 2018. Off-road bikes regained the status of the most popular category and comprised 38.5% of the market. Road bikes claimed a 35.8% share, ATV/SSVs accounted for 20.1% of total sales, and scooters took an increased share of the total sales with 5.6%. Honda was the best selling manufacturer with 20,819 units sold (for a 23.3% market share), with Yamaha in second place (19,945 units/22.4% share), followed by Kawasaki (8,962 units/10.0% share), KTM (7,670 units/8.6% share) and Suzuki (6,934 units/7.8% share). Road bike sales fell by -11.9%, with Harley-Davidson the most popular manufacturer, ahead of Honda in second, with Yamaha in third. Husqvarna (+24.2%) and KTM (+18.3%) showed most growth.

In the off-road bike segment,

Yamaha was the highest seller, followed by Honda and KTM. Overall, the off-road bike segment reduced by 1.6% over the year, with Honda, Husqvarna and Kawasaki the only brands to increase off-road sales in 2019. The ATV/SSV segment contracted in its overall share of the total motorcycle market (from 20.6% in 2018 to 20.1% in 2019). Polaris was the top seller, with Honda in second place and Yamaha third. Kawasaki was the only manufacturer to post an increase in overall ATV/SSV sales for the year. The scooter segment was the only segment to show increases. The 2019 result was up by a significant 15.9%, accounting for 5.6% of the overall market (up from 4.6% of total sales in 2018), Honda was the leader, followed by Suzuki, with Vespa in third place. BMW, Honda, Suzuki and Yamaha all saw increased sales in this segment.

UK: motorcycle registrations +0.7% in 2019

The latest data available from the MCIA, the motorcycle industry association in the UK, shows that new motorcycle registration growth in the UK in 2019 slowed from a good start to end of the year at +0.7% YTD (100,472 units, compared to 99,751 in 2018).

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 -2.75% in November (5,512 units), the UK market was -3.44% (4,573 units) in December.

Moped market volumes remain low in the UK, but there was growth of +14.73% in 2019 (6,216 units) to put total new PTW registrations at +1.44% YTD (106,688 units) for the strongest overall performance since 2016. Six years in the last decade have seen PTW sales of over 100,000 units. The largest single market sector in the UK remains 'Naked' style bikes, with 34,320 units sold in 2019 (+2.2%).

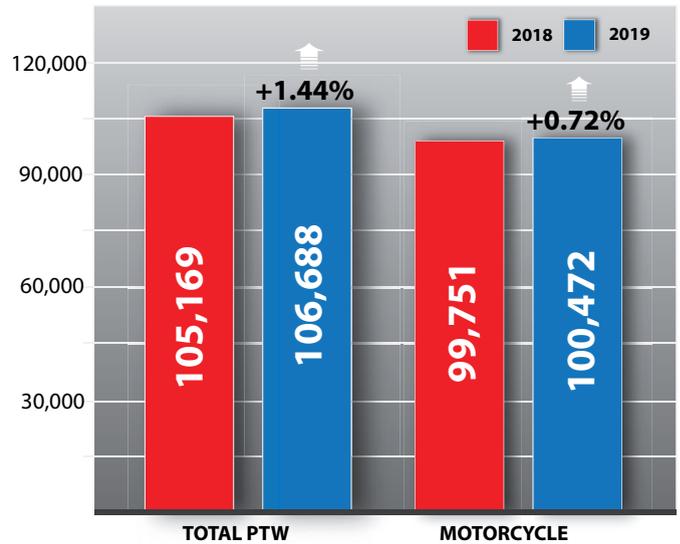
The Adventure Sport sector is the second largest, growing at +5.9% YTD (18,918 units). In percentage terms, the biggest losers are the relatively small Sport/Tour (-16.9%) and Touring (-12.8%) sectors; Trail/Enduro bikes were +5.8% for the year (6,480 units); custom style bikes were -7.0% (7,700 units).

Honda was again the market share leader in the UK in December (767 units), followed by BMW (515 units), Yamaha (461 units), Triumph (351 units), KTM (344) and Kawasaki at 343 units.

The BMW R 1250 GS was the top selling Adventure Sport model in the UK in December (91 units), with the R 1250 RT still leading the Touring sector and the Kawasaki Ninja 650 replacing the best selling Sport/Tour model. The CCM Spitfire topped the Naked style bike rankings in the UK in December, selling 72 units.

The MCIA points to the positivity of any growth in the UK under current circumstances, stating: "In contrast to

UK registrations 2019



many retail markets, sales of motorcycles, scooters and other Powered Light Vehicles (PLVs) grew in 2019. The year saw the continuation of the trend seen since the financial crisis.

Demand for traditional motorcycles from enthusiasts remained stable, but growth was particularly evident among smaller vehicles, often used by commuters and delivery services."

Sweden: motorcycle registrations +2.31% in 2019

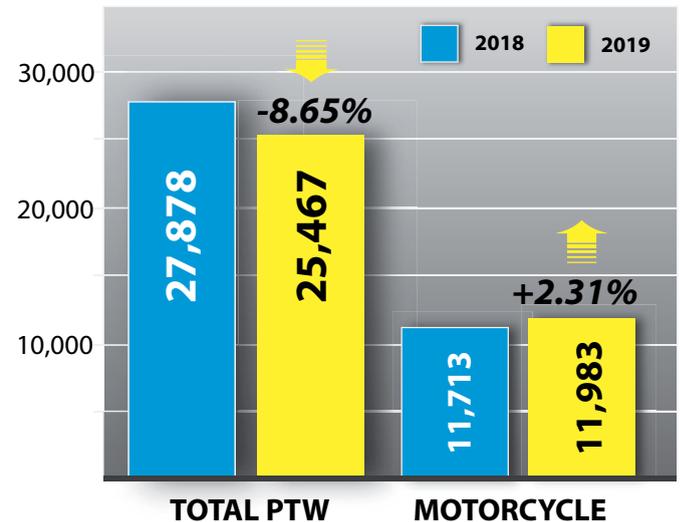
The latest data available from the motorcycle industry trade association in Sweden (McRF) shows new motorcycle registrations up by +2.31% at 11,983 units for 2019, compared to the 11,713 units sold in 2018. The high growth seen earlier in the year weakened, with November completely flat and December at -2.46%.

The Swedish moped market was -16.59% for 2019 at 13,484 units (compared to the 16,165 units sold in 2018), having been down -43.28% in November and -35.10% in December.

However, the McRF points out that "2018 statistics are not directly comparable with 2019 due to technology change from Euro 3 to Euro 4 between 2017-2018", and that the number of mopeds decreased by about 4% on average over the last three years. The McRF also reports that electric moped sales account for 25% of total sales.

However, as a consequence, PTW registrations for 2019 were down -8.65% for the year, with 25,467 units sold, compared to 27,878 in 2018.

Swedish registrations 2019



Poland: new motorcycles +31.53% in 2019

The latest data from the motorcycle industry trade association in Poland (PZPM) shows new motorcycle registrations at +31.53% for 2019, with 19,103 units sold (up from 14,524 in 2018). The huge growth seen earlier in the year slowed in November (11.17%) and December (9.78%), but was still healthy. New moped sales improved too, with 19,171 units sold - up

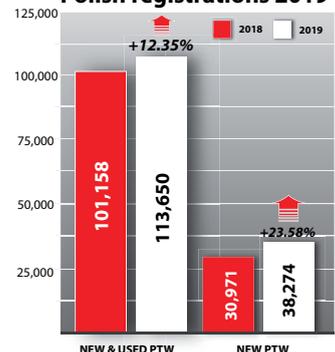
+16.56% on the 16,447 sold in 2018. This puts total new PTWs in Poland at 38,274 units, up +23.58% on the 30,971 sold in 2018.

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

machines provide valuable service, maintenance and PG&A income for Poland's franchised and independent motorcycle shops and the vendors they buy from.

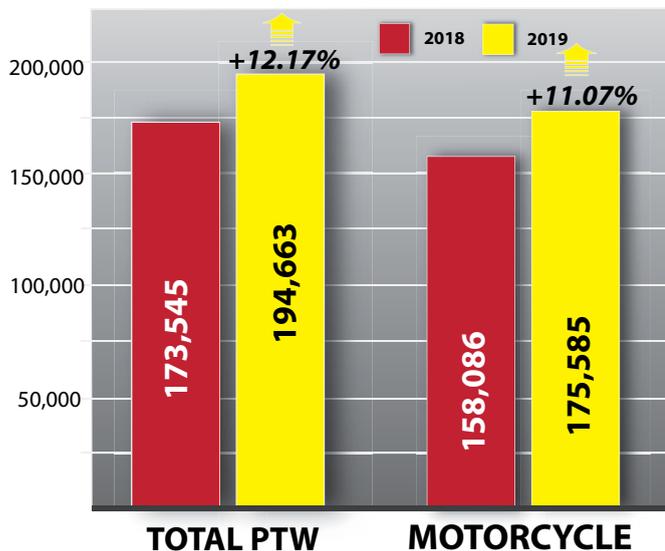
When these units are factored in, the total number of new and used motorcycles sold in 2019 was 84,852 units - up +12.11% on the 75,687 sold in 2018. Total new and used PTWs were +12.35% at 113,650 units, up from 101,158 in 2018.

Polish registrations 2019



Spain: motorcycle registrations +11.07% in 2019

Spanish registrations 2019



The latest data from ANESDOR, the motorcycle industry trade association in Spain, shows motorcycle registrations +11.07 for 2019, with 175,585 units registered, compared to 158,086 in 2018, the best market performance since before 2009. Registrations grew by +7.81% in December (13,159 units), having been a massive +28.91% in November (13,159 units). The moped market in Spain continues to recover (+23.41%, with 19,078 units registered in 2019), and in total PTW terms was +12.17% (194,663 units registered in total, compared to 173,545 in 2018). Jose Maria Riano, General Secretary of ANESDOR, said: "The transformation of mobility, especially in cities, has allowed motorcycle registrations to grow significantly in spite of the

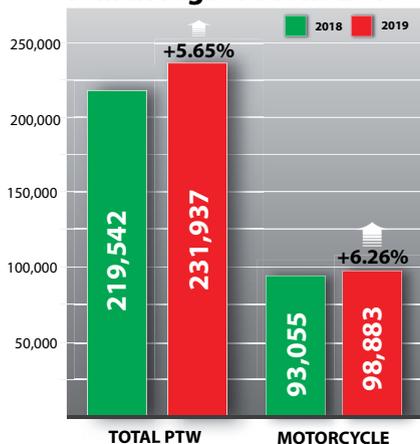
negative overall results for the automotive industry in Spain. More Spaniards are travelling by motorcycle and this has translated into very positive data for the industry in 2019." A total of 12,225 electric PTWs (6,719 motorcycles and 5,506 mopeds) were registered in 2019, a growth of 67% over 2018, and the sector now accounts for 6.28% of the market. Scooter sales were 98,827 units in 2019, with 'Road' bikes at 69,437 units. Honda is the market share leader in Spain, selling 36,335 units in 2019 for a 20.7% market share (up 15% on last year). Yamaha was second (25,323 units/14.4%), Kymco third (18,614 units/10.6%), followed by BMW in fourth (12,781 units/7.3%), with Piaggio fifth (11,799 units/6.7%).

Italy: motorcycles +6.26% in 2019

The latest data released by ANCMA, the motorcycle industry trade association in Italy, shows the Italian motorcycle market growing by +6.26% in 2019, with 98,883 units sold - up from 93,055 units in 2018 and the strongest annual market performance in Italy since before 2013. New motorcycle registrations slowed in November and December, with a decrease of -6.26% in November (3,547 units) and -24.69% in December (2,751 units). In total PTW terms, the Italian market ended at +5.65% for the

year, with 231,937 units sold (compared to 219,542 in 2018). Sales decreased by -2.00% in November (9,164 units) and -16.53% in December (6,125 units). This still represents the strongest annual PTW market performance since 2011. Scooter registrations were +5.19% for the year at 133,054 unit, with the top three

Italian registrations 2019



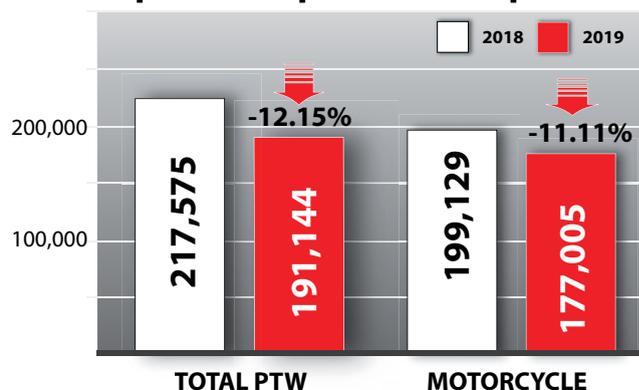
best sellers being Honda's Italian made SH 150/300/125 range selling 27,678 units between them, with Piaggio's Beverly 300 ABS in fourth spot (8,212 units) and its Liberty 125 ABS fifth (5,910 units), ahead of Kymco's Agility 125 R16 (5,162), Yamaha's XMAX 300 (4,609) and the Honda X-ADV 750 (4,263 units registered in 2019). The top selling motorcycle in Italy in 2019 was the BMW R 1250 GS (4,069 units), followed by Honda's 'Africa Twin' (3,819), the Benelli TRK 502/X (3,066 units sold) and the Yamaha 'Tracer' 900 (2,714 units).

Japanese made motorcycle exports to Europe -11.11% in 2019

The latest data released by JAMA (the automotive trade association in Japan, which includes representation of motorcycle manufacturers among its membership) shows exports of Japanese made motorcycles to Europe continuing to decline by -11.11% in 2019 at 177,005 units, down from 199,129 in 2018; after declining each month for most of the year, the last quarter saw some modest growth. Exports of Japanese made motorcycles to USA YTD were -24.41% for the year at 59,320 units, compared to 78,476 units in 2018. Total Japanese factory manufactured motorcycle exports worldwide were

-13.37% for 2019 at 307,412 units (354,839 in 2018); they peaked at 968,153 in 2006. Total PTW exports to Europe (motorcycles, scooters and mopeds combined) were -12.15% for the year at 191,144 units; -18.17% to the USA (97,119 units) and -13.22% worldwide (396,379 units). The peak was seen at 1,641,177 units in 2000. The increasing number of units being made by Japanese manufacturers elsewhere in Asia, the US and South/Central America goes some way to providing historical context for the data, though the majority of higher value larger displacement Japanese brand machines, especially

Japanese exports to Europe 2019

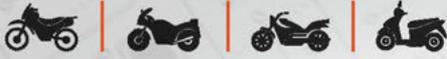


those being sold in Europe, are still made in Japan. Their overseas factories are primarily engaged in making and selling scooters and smaller capacity units in

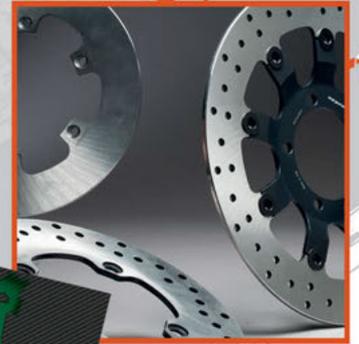
'emerging' markets (where import tariffs are high) and in making ATV/UTV units - especially in the United States where demand for such machines is strongest.



NEWFREN
BRAKE & CLUTCH TECHNOLOGY



BRAKE DISCS
COMPLETE RANGE



**HIGH
QUALITY
PRODUCTS**
TO TAKE THE VICTORY

MADE IN ITALY



www.newfren.com

LV ONE EVO & NERO



**KTM 790
ADVENTURE/R**



leovince.com - info@leovince.com

LeoVince
RIDE. DOMINATE. ROAR.



NEWS BRIEFS

The UK is to bring forward its deadline to end sales of new ICT, Diesel and Hybrid vehicles from 2040 to 2035 - the ban will presumably include motorcycles, scooters and mopeds. The UK Government has stated that it may even consider making the deadline earlier still. Norway is aiming for a ban from 2025; Ireland, Sweden and the Netherlands are targeting 2030. London is also trying to ban fossil fuel vehicles in 2030.



Ducati has scooped up another Good Design Award ('Red Dot Award' - assigned by Chicago Athenaeum, Museum of Architecture and Design, the European Centre for Architecture Art Design and Urban Studies German 'Red Dot' Award) for the Diavel 1260 S. "A true style icon, the Diavel 1260 continues its winning streak in international design competitions," says Ducati. "Powerful and beefy, this motorcycle combines maxi-naked performance with muscle cruiser ergonomics." Powered by the internationally respected 59 hp Testastretta DVT 1262 engine, this is the kind of air that Harley will hope its 975 cc 60-degree V-twin 'Bronx' streetfighter will breathe.

Italian sportsbike parts and accessory specialist CNC Racing has extended its partnership with Pramac Racing through to 2021. The technical and commercial relationship started in 2015 when CNC became Official Technical Supplier in MotoGP, providing 'Brake Guards' for the Ducati GP14. Since last year the relationship also included MotoE, and there has been co-development and co-branding of some CNC Racing products, such as carbon fibre air ducts to cool the brakes and carbon wings for Moto Ducati.

Racing and performance brakes guide

Danish brakes specialist SBS has had extraordinary race success since the turn of the millennium. First with its DC Dual Carbon and then with the DS Dual Sinter, popular at the very top levels of leading race series across all disciplines - World Superbike, Moto2 and 3 GP, World Endurance and TT road racing, and with riders in national championships and track-day enthusiasts.

After several world champion titles in collaboration with SBS 'Partners in Racing' teams, first with DC Dual Carbon and later followed by DS Dual Sinter, SBS launched for the 2019 season the DS-2 compound to complement the well-known DS Dual Sinter. However, braking is also a question of rider preferences, therefore SBS has harnessed the experiences of its riders and partner teams with this new racing booklet describing the characteristics of its different racing compounds in detail and the preferences of its professional riders. When used in conjunction with the comprehensive SBS pad and application online finder tool, it further helps dealers and their customers find the right racing brake pads for them. For example, it explains why the DC Dual Carbon has a smooth initial bite that controls and increases in-stop performance and brake feel and how that is achieved compared to, say, the DS-1 Dual Sinter with its strong initial bite, linear in-stop performance and brake feel and the smooth initial bite, progressive in-stop performance and brake feel of the DS-2.

The SBS racing history started back in the 80s with ceramic based brake pads



between the SBS R&D department and the top teams in the championship. In 2001, the first DC Dual Carbon version was launched after five years of intensive development and testing work. Five years later, after several world champion titles with DC Dual Carbon, the first DS Dual Sinter version was introduced in 2007.

"The DC Dual Carbon and DS Dual Sinter performance has continuously been improved in line with the introduction of new high-tech bikes for road racing," says SBS' CSO Christel Munk Pedersen.

that were developed and complemented with sinter brake pads in the 90s - in collaboration with factory teams such as Yoshimura Suzuki, Ferracci Ducati, Muzzy Kawasaki, Erion Honda and first World Superbike Champion Fred Merkel and Team Rumi Honda.

In the mid-90s, SBS Racing Service became involved in the World Superbike series where the SBS RS Racing Sinter compound was developed in close cooperation

"In particular, the Superstock 1000 class with standard braking system made higher demands for brake pad performance simultaneously with the development of engine performance, tyre compounds, suspension components and electronic riding aids such as traction, wheelie, slide control, engine brake, ABS, etc. With these electronic riding aids, lap times became faster and faster, even for hobby and track day riders."

www.sbsbrakes.com

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

THE RIGHT PRODUCT - THE RIGHT FIT - THE RIGHT PRICE

HOT SHOT SERIES



- **Starting, charging and Electronic Ignition components:** Specifically, we offer regulator rectifiers, stators, starter motors, starter drives, solenoid switches, ignition coils, CDI boxes, brushes and brush plate kits
- **Replacement pieces as well as multi-fit universal style pieces for the obscure models**
- **Specializing in Asian & European street bikes, ATVs & Off Road vehicles**
- **Quality bolt-on/plug-in OE replacement pieces at a competitive cost**
- **Highest quality thermal/shock resistant material in construction**
- **1 year warranty on all products, excluding CDI boxes**

DISTRIBUTORS

- Europe /// Parts Europe /// +49 (0)6501 9695 2000 /// www.partseurope.eu
- United Kingdom /// Agrimek /// +44(0)1792 860360 /// www.motorsportelectrics.co.uk

RICK'S MOTORSPORT ELECTRICS

RICK'S MOTORCYCLE ELECTRICS
30 Owens Ct. #2 - Hampstead - NH 03841 USA - Tel: (603) 329-99901 - Fax: (603) 329-9904
info@rickselectrics.com - www.ricksmotorsportelectrics.com

New generation of high-performance mousses

Italian specialist Technomousse 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 mousses.

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, which means our products have no expiry date," says Marco.

As the new race season approaches, Technomousse is already reaping the benefit of its investments with a series of announcements about its race involvements.

Technomousse is an Official Sponsor of the 2020 FIM Enduro and FIM Super Enduro World Championship.

The Super Enduro FIM World Championship kicked off in Poland in December, with further stages in Germany and Spain, Hungary in February and the series final on 14th March 2020, and back in Poland with the Polish GP.

The FIM Enduro World Championship



Marco Melandri chooses Technomousse for his new racing adventure in the world of e-bike competitions.

will see teams and riders involved from April 2020 to October 2020 on a tour of eight GPs in Portugal, Spain, Italy, Hungary, Estonia, Sweden, France and Germany.

In additional race news, MotoGP rider Marco Melandri has chosen Technomousse for his new racing adventure in the world of e-bike competitions. Always one of Melandri's great passions, after ending his motorcycle career he has decided to devote almost all of his free time to the world of MTB, and to embark on a new project in the world of e-bike competitions, choosing to rely on the high technology and safety of Technomousse brand products.

"The Romagna-based rider, with our support this year, will line up at the start of the most important national and international circuits in the world of e-bikes by participating in all the stages of the e-Enduro circuit, in some WES races and all the bike events organised by Garda Trentino as Ambassador of Trentino."

Melandri said: "I am very happy with my new adventure in the world of e-bike competitions and even more so with having such a powerful technical partner as Technomousse. I use Technomousse products in my spare time riding, so know that they will be a great technical partner, able to guarantee me high performance and safety."

www.technomousse.com



"ANDROMEDA"
URBAN JACKET

URBAN
HEVIK URBAN MOTORCYCLE

An innovative proposal for the urban world that takes the best from waterproof fabrics: the ANDROMEDA parka is a brand new Hevik jacket that will surprise you. Forget the rain: a single stretch and smart fabric ensures waterproofness, to have everything you need with the smallest footprint for a long jacket.

hevik.com

NEWS BRIEFS

BMW has filed a patent for wireless electric motorcycle charging. Its concept has a wireless charging receiver built into the pad at the base of the electric motorcycle's side stand - the only non-rubber component that comes into contact with the ground. When the rider parks the electric motorcycle, the side stand's pad would land on the wireless charger (which houses an AC coil). Wireless charging power is correlated to the distance between the charger and receiver, so works best when the two are in nearly direct contact - the BMW design does exactly that.



In New Delhi, Piaggio Group has unveiled the new Baramati, Maharashtra produced Ape E-City, a full electric battery swap technology version of its iconic three-wheeler - marking the Group's entry onto the Indian electric commercial vehicle market. India is implementing a policy to support electric mobility, especially for 2- and 3-wheel vehicles, through the roll-out of the FAME programme (Faster Adoption and Manufacturing of Hybrid and Electric Vehicles) to promote the purchase of electric or hybrid vehicles with incentives - including a reduction from 12% to 5% in Indian VAT equivalent. India's electric vehicle market is currently worth around US \$71m, but is expected to exceed \$700m by 2025. On Sept. 30, 2019, the Piaggio Group reported sales in India of 142,500 commercial vehicles, with a 5.6% increase in revenues for an overall share of 23.8% of the Indian three-wheeler market and leadership in the Cargo segment at 42.9%.

Pierer Mobility AG (PM), the newly branded KTM owner, has completed the integration of PEXCO GmbH, the Schweinfurt, Germany based E-Bike business that it bought in 2019. The board of PM has approved taking over the remaining 60% of the shares in PEXCO GmbH from Pierer Industrie AG. PEXCO makes E-bicycles under the Husqvarna and R Raymon brands.

Triumph Bajaj plan going ahead

Indian conglomerate and KTM shareholder Bajaj Auto has confirmed that the non-equity global partnership agreed in 2017 with British manufacturer Triumph to manufacture a new range of mid-capacity motorcycles is still alive and well. More than two years of radio silence since the initial announcement in 2017, after Bajaj had ended its long-term relationship with Kawasaki, had led some observers to assume that the plans had gone south - perhaps because of India's plans to go all electric by 2030. It would not have been the first time that a planned alliance between Triumph and one of the Indian 'majors' had failed to mature. However, the company has stated that

the first bike under the partnership will be rolled out in 2022 and will carry a starting price tag in India of around € 2,550 (GBP£2,150/US\$2,800) according to Triumph Motorcycle Chief Commercial Officer Paul Stroud. The new bikes will be manufactured at Bajaj Auto's Chakan facility and be of various styles in the 200 to 500 cc range.

"The Triumph brand is iconic the world over," said Bajaj Auto Managing Director Rajiv Bajaj, "so we are confident that there will be a huge appetite in India and other emerging markets for these new products." New information since the original announcement is that Bajaj will take over distribution of Triumph's UK built large displacement models in India

(where it currently sells around 1,000 bikes out of total annual production of around 62,000) and export and sell the new models worldwide wherever it has an existing sales structure.

Indeed, remarks by Triumph Managing Director Nick Bloor in a January 2020 press conference in India appear to suggest that Triumph's own dealer network in Europe, USA and elsewhere could also be 'in-play', stating that "the products that will come out of the partnership will also help attract a younger, but still discerning customer audience and is another step in our ambition to expand globally, particularly in the fast-growing markets of South East Asia, but also driving growth in more mature territories like Europe".

KTM Adventure Rally

KTM has announced the venue for the fourth annual edition of the European KTM Adventure Rally, which will take place

in Nafpaktos, Greece, on June 9-12, 2020. With the 2020 KTM Adventure Rally basecamp set in the beachside town of Nafpaktos, "200 attendees will be able to join an exclusive Ready to Race community event that will include three full days of riding on some of the best mountain trails Greece has to offer".

Following two successful editions in Italy and one in



Bosnia in 2019, the European KTM Adventure Rally is complementing established KTM Adventure events that have been taking place in

Australia, New Zealand, USA, Canada and South Africa. With its latest edition in Bosnia receiving excellent reviews by participants, KTM is promising "a three-day-long exploration of the heart of mountainous Greece".

Organised by KTM, the rally is a "community event designed to suit all rider abilities" from beginners to seasoned Adventure professionals. For



2020, participants can join one of the guided riding groups and enjoy three days of hardcore riding alongside like-minded KTM fans or select the self-navigating option. The event will be open to 200 motorcyclists with the following KTM bikes: 640, 690, 390, 790, 950, 990, 1050, 1090, 1190 and 1290 Adventure models.

ktm-adventure-rally.com

Bradbury Bros and Rob Hunter merge, join PDG



Powersports Distribution Group (PDG) is proud to announce that it has concluded the purchase of the entire share capital of Bradbury Bros and the business and assets of Rob Hunter & Co Ltd. The combined business will be re-branded to "Bradbury Hunter" and become one of the largest parts wholesalers in the UK, with a sales team of eleven account managers across the country. With these acquisitions, PDG further positions itself as a leading European distributor of premium motorcycle parts and accessories.

"There is great strategic rationale for the combination as the two companies complement each other

geographically, where Bradbury has historically been more active in the North and Scotland and Rob Hunter focused on the Midlands and South, while sharing a similar product portfolio with brands such as EBC, HiFlo, JT, Yuasa, Silkolene and Castrol, which will be further expanded under the ownership of PDG," Denis Bradbury says, "and I am delighted with this transaction and look forward to working with Rob's sales team under the wings of PDG."

Rob Hunter, who has managed the eponymous company since its creation over 50 years ago, commented: "This deal provides continuity and will benefit our customers, suppliers and staff who

have supported us over the years. Denis and I have very complementary businesses and I've no doubt that they will be much stronger together."

Lee Martin, who will join the management team at Bradbury Hunter, thinks this acquisition is a natural fit for PDG: "We aim to build a leading position in the UK hard parts distribution business, and this combination gives us the perfect platform to achieve this."

Tom Beyers, CEO of parent company PDG, said: "We are very pleased to bring together these two great companies. PDG will continue to invest in the UK as well as other key European markets."



BE SHOCKED BY THE **NEW** 525VX3 - 530VX3 - 520ERV7 CHAINS PERFORMANCE



D.I.D.

POWERED by TECHNOLOGY

e-mail: info@did-eu.it • www.dideu.it
tel. +39 051.531543 • fax +39 051.6014912



Upgraded from DID 525VX
525VX3

Higher Tensile Strength!
8% tensile strength increase

Longer chain life!

525VX3 11% wear resistance increase
530VX3 5% wear resistance increase

Wider Range of Motorcycles!

525VX3 max 1,000cc
530VX3 max 1,100cc



Upgraded from DID 520ERV3 G&G
520ERV7

Higher Tensile Strength!
3% tensile strength increase

Longer chain life!

13% wear resistance increase

Reduced Friction!



NEW SONIC EXHAUST BY GPR

READY FOR ADVENTURE.



GPR ITALIA SRL
MILAN - ITALY - tel. +39 298 112058
support@gpr.it - www.gpr.it

Tenneco closing in on plans to separate DRiV Ride Performance division

Following the acquisition of Federal Mogul by former Marzocchi shocks owner Tenneco, the Lake Forest, Illinois (Chicago) based conglomerate is close to completing consolidation, realignment and rebranding of the \$11.8 billion turnover, 81,000 employee 'Super Group'.

Just one of several large scale mergers and acquisitions to be seen in recent years as the automotive industry positions itself for the radical change it faces, Federal Mogul was sold to Tenneco by controversial billionaire activist investor Carl Icahn in 2018 for around \$5.4bn.

Federal Mogul owns several businesses and brands with significant sales and profile in the international motorcycle industry, including Italy based brake pad maker Ferodo and Champion air filters (and automotive spark plugs).

Tenneco is best known for its ownership of the giant Monroe shock absorber business and, in motorcycle



terms, followed up its 2015 acquisition and 2018 closure and sell-on of what was left of Marzocchi with the late 2018 acquisition of Swedish shock absorber manufacturer Öhlins from founder and Chairman Kent Öhlin.

Tenneco CEO Brian Kessler (who masterminded the Öhlins acquisition) used a January 2020 update to announce plans to streamline the

TENNECO



FERODO

CHAMPION



In advance of the separation of DRiV, the newly renamed Ferodo, Champion and Öhlins owner that is being spun out of the combined Tenneco and Federal Mogul 'Super Group', has said that DRiV is being positioned for a possible stock market flotation as "one of the largest multi-line, multi-brand aftermarket and OE ride performance and braking companies in the world."

Public Offering) is expected eventually.

Kessler is quoted as saying: "The Tenneco Board and management team remain focused on delivering shareholder value. While we are making tangible progress to optimise our performance and right-size our cost structure, we continue to face a volatile industry environment which has created near-term headwinds. Streamlining our leadership structure is a first step in a comprehensive plan to further expand our margins, improve cash flows and lower our leverage profile. We believe these incremental actions will better position both businesses for the planned separation. This plan is modular and specifically tailored to each division to ensure continuous improvement even after the businesses are separated."

Tenneco will become a business focused on Powertrain Technology while DRiV will be "an Aftermarket and Ride Performance company" and "one of the largest global multi-line, multi-brand aftermarket companies, and one of the largest global OE ride performance and braking companies. DRiV's principal product brands will feature Monroe, Öhlins, Walker, Clevite, Elastomers, MOOG, Fel-Pro, Wagner, Ferodo and Champion among others.

Based on 2018 data, DRiV would have pro-forma revenues of \$6.4 billion, with 54% of those revenues from aftermarket and 46% from original equipment customers. The new corporate name echoes the former name of an innovative product in the company's Original Equipment advanced technology portfolio of patented road-smoothing electronic suspensions.

SABRE
MX-ENDURO HANDGUARDS

NEW FOR 2020!
The Ultimate Versatile Coverage

Barkbusters

SLIM 34mm of side adjustment **MAXIMUM**

WWW.BARKBUSTERS.NET

leadership structure (he is now the sole CEO) and reinforce Tenneco's commitment to the planned spin-off of its Aftermarket and Ride Performance business - renamed in the spring of 2019 as "DRiV" - from the remaining Powertrain Technology business ("New Tenneco"), stating that this action "is part of a broader plan to accelerate the reduction of operational costs, improve cash flow performance and reduce leverage.

"During 2020, Tenneco will be focused on the execution of its accelerated performance improvement plan to facilitate the expected separation of the businesses. The company intends to provide additional details on this plan when it reports full year 2019 earnings.

The company says that it is ready to separate the businesses as soon as favourable conditions are present. "In order to facilitate the separation, the company continues to evaluate multiple strategic alternatives, as well as options to deleverage and mitigate the ongoing impact of challenging market conditions". An IPO (Initial

Honda-Hitachi to acquire Showa, Keihin and Nissin

Having reduced its once controlling interest to a 33.5% stake some years ago, Honda has announced that it is to buy up all outstanding shares in Showa and two other well-known Japanese motorcycle component industry majors in which it also has significant stakes - Keihin and Nissin - in a massive deal with automotive supply giant Hitachi Automotive Systems (HAS) to create a new combined business that will swallow up all three of the component makers.

The new business will be jointly owned by Hitachi, who will own 66.6% of the shares in the combined business, with Honda owning the remaining one third. Honda currently owns 33.5% of Showa, having once held a controlling interest, 34.86% of Nissin and 41.35% of Keihin. It is reported that the combined business will have around 1.8 trillion yen in sales (\$16.5 billion).

The deal will bring together, into one integrated business, three areas of component manufacturing - suspensions, fuel management and brakes - that are increasingly interdependent; a trend that can only increase in the future as automotive and motorcycle systems themselves become ever more integrated and economies of scale become ever more important.

The merged company will focus on developing components for EV and self-driving systems, along with new on-demand mobility services, combining their scale in a bid to come up with products more quickly and efficiently.

Hitachi said that the increasing complexity of vehicle technologies required bigger R&D capabilities and a



bigger global footprint and access to a bigger pool of talent. "The merged company will be a mega supplier and will deliver competitive advanced technologies and solutions," Hitachi Executive Vice President Keiji Kojima told reporters. "We will leverage our strengths and our scale to expand globally."

The new business will be known as Hitachi Automotive Systems in what is being termed an "absorption-type merger," with the Showa, Keihin and Nissin names likely to disappear altogether in time. Showa's OEM client roster currently includes Harley-Davidson, Kawasaki and Suzuki, with Nissin supplying those and Yamaha. It's not known how this merger will affect current OEM customers of the trio.

Honda has said that "this merger will enable combination of the respective advanced technologies of Keihin's powertrain business, Showa's suspension and steering business, and Nissin's brake system business with the strength of HAS."

Keihin needs little introduction as a once

dominant and still legendary name in carburetors, and though best known in 'metric' markets, Nissin is believed to have equipped more motorcycles with brake calipers than any other manufacturer.

Showa has a storied history in the motorcycle industry, not least with its historic connections to Harley-Davidson. These days Showa is known as a purveyor of suspension products to Harley, but its links with Milwaukee go back to the 1950s, and using 'Honda' front ends (i.e. Showa front ends) was a significant pawn in Harley's 1985 near death experience. Founded in 1938 as a manufacturer of aircraft suspensions for the pre-war Japanese military, in 1950 Showa acquired Rikuo Motorcycle, which made licenced versions of Harley-Davidsons in the 1930s and 1940s. The Rikuo brand lasted until 1962.

When Harley was in deep trouble in 1985, Showa front ends became a bargaining chip in Vaughn Beals' and the United States Trade Representative's financial and tariff dealings with Honda (and Yamaha).

CST - FIM accredited Enduro tyres

EICMA saw CST launching new FIM approved Enduro tyres "for great off-road performance". A brand-new multipurpose compound with advanced polymer structure is said to be the result of many years of two and four-wheel/ATV off-road experience with a tread and groove pattern built by the CST R&D Centre to help disperse the mud and offer "excellent traction, stability and grip in all weather conditions and on any terrain."

"The state-of-the-art tread also offers great protection against abrasions and improves progress while providing low rolling



resistance, especially on paved road sections, and maximum traction levels and excellent stability in corners, giving great confidence even on the most difficult routes".

Ideal for competitions, these tyres are approved for both road and FIM competition use and distributed exclusively in Italy by B.I.S. S.r.l.

Headquartered in Taiwan, CST spends 3% of annual turnover on R&D and says it was one of the first companies in the world to adopt factory standards such as ISO 9001 (EU), ISO 14001 (Japan), TS 16949 (Taiwan), CCC (China) and DOT (USA).

www.csttires.eu
www.bissrl.it

VENHILL

1970
2020

CELEBRATING
50 YEARS OF
QUALITY
CONTROLS



CONTROL,
CABLE AND
HYDRAULIC
SPECIALISTS

FOR ALL YOUR
MOTORCYCLE
NEEDS

SEARCH OUR
PRODUCT LINES AT

venhill.co.uk

VENHILL

Mahindra takes 100% control of Peugeot Motorcycles

Mahindra Two Wheelers Europe, the Indian owner of brands such as BSA and a division of the huge Mahindra & Mahindra automotive conglomerate, has converted its 51% ownership stake in Peugeot Scooters into 100% ownership effective October 2019.

Mahindra has agreed to acquire all outstanding shares in scooter manufacturer Peugeot Motorcycles (PMTC) from French automotive giant Groupe PSA, parent of the Peugeot, Citroën, Vauxhall and Opel car brands, for an undisclosed sum - taking full control of the business just as PSA itself announced its merger with Fiat Chrysler.

Based at Mandeuire in France, PMTC was founded in 1898 and claims to be the world's oldest motorcycle manufacturer. Most famously, a Peugeot engine took Rembrandt Fowler's Norton-badged machine to victory at the first-ever Isle of Man TT race in 1907.

Mahindra originally bought a majority 51% stake in PMTC during 2015 for £24m. In addition to owning the legendary BSA brand, Mahindra has rights to use the Czech Jawa brand in India. Mahindra will continue to employ the Peugeot name on PMTC products when assuming ownership of



the company through a trade licensing agreement with PSA.

BDN reports that "PMTC was unprofitable at the time of the 2015 partial takeover and has been bleeding money ever since. Accumulated losses reached £111m by the end of 2018, when Mahindra Two Wheelers' management "right-sized" the French factory's workforce by making a fifth of them redundant. Hopes for a turnaround rest on a recent £10m investment to develop a Peugeot branded electric scooter, produced by Mahindra in India for the European market".

Mahindra Two Wheelers Europe and the PMTC team unveiled a "Performance 2020" plan in July 2018, backed by a "robust investment plan" which includes the launch of seven new products between 2019 and 2021.



Sales of Peugeot Metropolis are strengthening in Europe and China

Rajesh Jejurikar, President FES and Two Wheelers and a member of the Mahindra & Mahindra Ltd. Group Executive Board, is quoted as saying: "We are seeing positive momentum at Peugeot Motorcycles. The Kisbee is becoming the largest selling 50 cc vehicle in Europe, the Peugeot Metropolis getting stronger in Europe and China, and the positive market response to the launch of the new Urban GT connected Pulsion all point to a positive future. We fully support PMTC's 'Performance 2020' and look forward to the future with enhanced optimism."

Jean-Philippe Imparato, Executive VP for the Peugeot brand, said: "This

decision by the shareholders will ensure that Peugeot Motorcycles benefits from the expertise of a significant global player in the two-wheeler industry. We at Peugeot will maintain our commitment through our utilisation of the Peugeot brand and extend our support to design and technological innovations."

The Peugeot brand will continue to be used in the future by Mahindra under the Trade License Agreement between PMTC and Peugeot. In addition, the Peugeot design teams will continue to assist in the design and development of PMTC products in close cooperation with PMTC management and the Mahindra Group.

S 1000 RR monocoque carbon fibre subframe

One of the motorcycle industry's leading carbon fibre component manufacturers, Slovenian manufacturer FullSix offers everything from levers, winglets and fuel tanks to complete fairing kits, exhaust heat shields and caliper cooler sets.

The hero new product at the company's EICMA booth was

FULLSIX
CARBON POWERED SHAPES

Monocoque subframe



this stunning, lightweight, high strength carbon fibre monocoque subframe for the 2019 BMW S 1000 RR.

FullSix carbon fibre monocoque tail sections are structural components used in professional racing to reduce weight. A replacement for stock aluminium subframes, FullSix

Carbon fibre belly pan



monocoque tail sections utilise its proprietary Autoclave Composite Monocoque (ACM) technology to achieve a 75% weight reduction.

A FullSix carbon fibre monocoque tail section weighs only 1.8 kg (3.9 lbs) compared to 4.2 kg (9.3 lbs) for a stock aluminium subframe. FullSix Carbon is the first company producing a full carbon fibre subframe for the BMW S 1000 RR, which is a plug & play install design that can be used for

street or race use.

Also seen here for the S 1000 RR, this carbon fibre belly pan replaces the OEM part and "enhances both the visual appearance and performance of the motorcycle. The belly pan is designed to fit both OEM and full race exhausts with headers".

All FullSix products are available in 245 twill weave or 200 plain weave, and in a choice of clear coat or matt finish.

www.fullsixcarbon.com

Ducati 2019: sales of over 53,000 motorcycles

The Streetfighter V4 - more than 1,700 are already on order, with deliveries due to begin in March 2020.



Ducati has reported sales of 53,183 Ducati motorcycles for 2019 to customers in 90 countries (53,004 in 2018). Italy remains their number one market; the company saw double-digit growth in China, Brazil and Spain and for the second year running.



CEO Claudio Domenicali: "We're working to make Ducati the world's most desired motorcycle brand."

A record number of advance orders have been taken for the new Streetfighter V4, with deliveries to begin in March 2020, and in 2019 the Panigale was the world's best-selling Superbike with sales totalling 8,304 for a 25% of the global Superbike market.

Two new bikes introduced in 2019 - the Hypermotard 950 and Diavel 1260 - racked up sales of 4,472 and 3,129 respectively, doubling the overall volumes achieved in 2018 by previous versions.

The Multistrada family performed equally well, scoring a 3% increase compared to 2018 (thanks also to the addition of the 950 S and a revamped 1260 Enduro); deliveries totalled 12,160, the best sales performance since the Bologna-built multi-bike made its debut sixteen years ago.

"2019 was a tough but also rewarding year," said Claudio Domenicali, CEO of Ducati Motor Holding. "We're working to make Ducati the world's most desired motorcycle brand, and the results we're achieving. The development of the range and the market response all confirm we're on the right track."

"On today's global market, one in every four Superbikes is now a Panigale. The technical content and extensive racing experience we've transferred from the R version to the V4 2020 range ensure this bike will remain the category

benchmark. What's more, order books for the new Streetfighter V4 are bulging - more than 1,700 are already on order - and deliveries will begin in March 2020."

Francesco Milicia, Global Sales VP, said: "We're satisfied with the results achieved in 2019.

Over the last twelve months a major network development plan has been implemented, with 54 new dealerships in 20 countries. This expansion plan will continue this year in order to further improve the worldwide network coverage and offer our fans a growing premium experience."

Sales in Italy continue to grow, confirming the country as Ducati's number one market - sales totalled 9,474, a +3% improvement on 2018 and a +20% increase over the last three years.

In the United States, Ducati deliveries totalled 7,682 motorcycles, down by just -2% despite the continuing negative trend which saw the market shrink by 7% compared to 2018. Brazil (+20%), Spain (+10%) and France (+8%), however, performed exceedingly well.

China, a country where the Italian brand is particularly appreciated, continued the upward trend of recent years and is, with 3,200 motorcycles sold (+12%), now the Bologna-based bike manufacturer's fifth most important market.

The Ducati Scrambler range - which saw the new 800 Dark presented at EICMA - will see the introduction of a new model in the coming months.



The Diavel 1260 - 3,129 sold in 2019.



Take a deep breath.

Dual-layer foam is sculpted to provide maximum surface area in your cramped airbox. Where needed, a 3-layer foam with a backfire-resistant layer is used to eliminate the restrictive, stock backfire screen. A billet-aluminum internal cage that fills and supports the filter, reducing engine-pulse distortions. In short, anything that will make your bike's engine dirt-tight and running at it's very best. Plus, it's all developed with and used by the Factory Race Teams.

The PowerFlow Kit. Only from Twin Air.



THE CHOICE OF CHAMPIONS

SHOW ZONE

Salon Du 2 Roues

Lyon, FR • February 13-14

MCN London Motorcycle Show

London, UK • February 14-16

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

Inabike

Jakarta, Indonesia • March 18-20

Tokyo Motorcycle Show

Japan • March 27-29

MotoSpring

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

BMW Motorrad Days

Garmisch-Partenkirchen, DE • July 3-5

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

International Dirt Bike Show

Stafford, UK • October 31 - November 1

SEMA

Las Vegas, NV, USA • November 3-6

EICMA

Milan, Italy • November 3-8

Motorcycle Live

Birmingham, UK • November 21-29

Salao Duas Rodas

Sao Paulo, Brazil • November 23-28

2021

Motor Bike Expo

Verona, Italy • January 21-24*

MC Massan

Gothenburg, SE • January 29-31

Motorradwelt Bodensee

Friedrichshafen, DE • January 29-31

MP21

Helsinki, FI • February 5-7

Supersprox Dakar sprockets - "So lite, we can't sleep at night!"

When it comes to an ultimate test for motorcycle sprockets, it doesn't come much more demanding and testing than the Dakar Rally.

From 2013, when Honda started preparing for their return into Rally and the promotion of the CRF1000 Africa Twin, Supersprox has worked with engineers to provide drive sprockets.

Supersprox sprockets have been fitted to all the winning Dakar KTM bikes over the past 13 years, so the company thought they were well placed to deliver for Honda too, and they were. However, it wasn't easy.

Honda engineers embarked on a strategy of development, where every component on the motorcycle would be examined, tested and improved - it did not matter if an existing product already worked well, Honda still demanded that it would have to be improved further - mostly done to reduce weight.

The statement from a HRC engineer (Hayashi san) in Japan was to reduce weight by 11.7% to 6,326 g. Additionally to change the rivet design by reducing the height by 2.5 mm and recess all rivets under the surface.

As an example of the justification for these changes, the Honda engineer referred to the overall goal for the project in relation to weight. Although the reduction of weight might seem trivial, the motorcycle application was for a top-level race bike, and the dynamics of the bike were not known. Supersprox says that it could see that radical design changes would be needed as weight reduction would make the existing design unstable. "Development led us to add a bridge in the lightening hole, to reduce fatigue stress movement, and to



The Honda team with Supersprox's DJ Maughfling (centre)

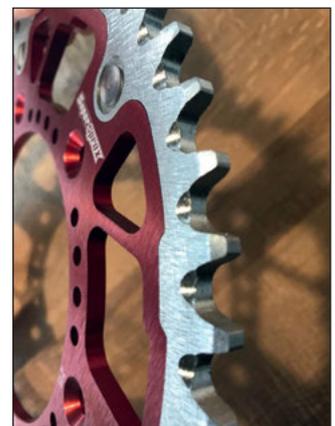


design a new assembly concept where the steel ring would cut the aluminium during assembly, pressing and forming invisible joints," says Supersprox GM DJ Maughfling.

"Honda tested the development of the sprockets for two years before accepting the parts for race conditions," says Maughfling.

"Between 2013 and 2019, the team and engineers from Honda continually subjected the sprockets to over 250,000 km (combined team testing) and, step by step, the reliability was improved. Each new development was tested and analysed - with minute focus on small details, such as the smoothness of edge material and direction of tool cutting.

"We accepted the high pressure from Honda engineers to improve and develop, though sometimes it felt that there was no reason for the changes. However, we didn't lose focus on the goal and by 2016 the team was already gaining consistent top results



Seven years of R&D went into the Supersprox sprockets that propelled Honda to victory

and we had succeeded in overcoming the complex challenges the redesign presented us with.

"Finally, all the efforts of the Honda rally team provided the result that Honda had worked for. In January 2020, Ricky Brabec won Dakar, and everything that we had gone through to stay with the team seemed worthwhile.

"From a supplier point of view, Honda development is the hardest but most rewarding in terms of feedback. To have the privilege of developing a new concept and changing the market perception has been very rewarding for Supersprox.

"It was back in 1998 that we started to develop an unknown concept of steel and aluminium combination sprockets. Back then, the concept was neither understood nor proven. Today this type of concept can be found from several producers, and the fight is no longer to invent, but to develop and improve."



Parts Europe adds LeoVince exhausts

Wasserliesch/Trier, Germany based Parts Europe has added the Italian LeoVince exhaust brand to its portfolio, effective the start of this year.

The newly incorporated product range of exhaust systems includes all the Dual Sport, Street and Scooter exhaust systems that LeoVince offers - including the partner brands of LeoVince, namely Sito and Sito Plus.

The LeoVince brand history goes back to 1954 when starting to develop and produce replacement silencers for 2-stroke and 4-stroke motorcycles. When the company was reorganised after 60 years, LeoVince restarted production and worldwide distribution in 2014 with a distribution deal for North America with Parts Europe's Wisconsin, USA based sister company Parts Unlimited. Now, LeoVince has taken the relationship a stage further.

"For LeoVince, signing a distribution contract with Parts Europe is certainly a very important step - and we're all very proud and satisfied for having reached such an agreement. The partnership with Parts Europe is the natural consequence of the long and solid collaboration we have with our exclusive distributor Parts Unlimited in the United States. Parts Unlimited is helping us to make the name of LeoVince in the U.S., with outstanding results, and we are looking forward to replicating the same success with Parts Europe," says Roberto Morone,



LeoVince CEO.

The entire development of every LeoVince product is done internally in their fully equipped R&D department where all phases of the design-to-production process are masterminded, from 3D modelling to prototypes, and from dyno testing to homologation.

"By cooperating with LeoVince, Parts Europe can add the high performance exhaust systems of the Italian manufacturer to its range - thus fulfilling our own standards to offer the right accessories for all types of motorcycle," says Xavier Williard, Parts Europe Sales Manager.

Stefano Patelli, LeoVince Sales Manager, said: "Parts Europe is one of the main players in the motorcycle market and I am sure it will increase the presence of the LeoVince and Sito brands throughout the European territory. With Parts Europe we will begin to sell our products in more than 30 countries, including ones currently not served by our sales network, granting fast and easy accessibility to all of our products."

www.partseurope.eu
www.leovince.com



NORDCODE

2020 | COLLECTION

MOTO MARKET
 info@motomarket.gr
 T. +30 2310 795 615

NORDCODE
 nordcode.com.gr
 Thessaloniki - Greece

NEWS BRIEFS

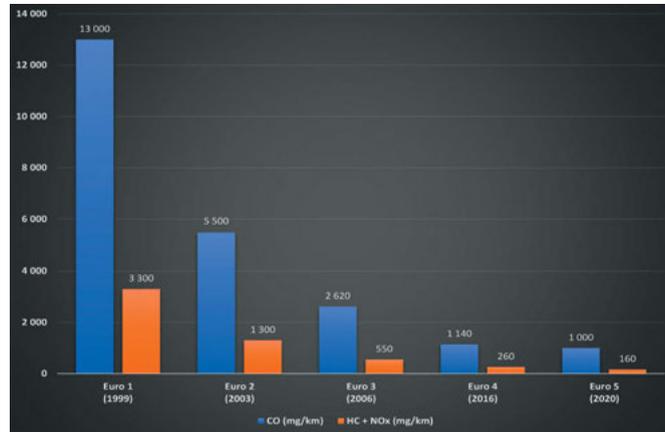
It is now a little easier for Germans to use their car driver's licence to drive light-power scooters and motorcycles with 125 cubic centimetres and a maximum of 11 kW (15 hp) of power. In December 2019 the Federal Council voted in favour of a Driving Licence Ordinance amendment proposed by the Federal Minister of Transport that, though still requiring five years of driving practice in cars, a minimum age of 25 years and extensive theory and practice training, it will dispense with the need for an examination.

BMW Motorrad is teaming up with mobility provider Cooltra to offer its maxi-scooter BMW C Evolution as part of a ride-sharing pilot programme in Barcelona. The Cooltra Prime app makes it simple to find, book and unlock the BMW C Evolution. The scooters offer a range of up to 100 km and come complete with insurance and helmet.



Since the introduction of the Dream D-Type in 1949, Honda's 70th anniversary of motorcycle mass-production has also marked the company's 400 million-unit milestone for global motorcycle production. Honda was founded in 1948 and began mass-production of motorcycles at its first overseas production facility in Belgium in 1963. Since then, Honda has expanded its production globally in accordance with its fundamental principle of producing locally where there is demand, currently producing motorcycles from 50 cc commuters to 1,800 cc models at 35 facilities in 21 countries. Honda began motorcycle production in North America in 1979.

New Euro 5 environmental standard entered into force January 1 2020



An important news release from ACEM, the Brussels based international motorcycle industry trade association...

As of 1 January 2020, all new type-approved motorcycles and mopeds sold in the European Union (EU) and the European Free Trade Area (EFTA) will have to meet the new Euro 5 environmental standard replacing the current Euro 4 specification.

For existing moped and motorcycle models type-approved before the 1 January 2020, Euro 5 will become mandatory as of the first day of 2021. This brings the pollutant emissions of L-category vehicles (i.e. mopeds, motorcycles, tricycles and quadricycles) to the same level as Euro 6 cars.

Improving environmental performance through vehicle technology

Technical innovation in the motorcycle industry has played a key role in progressively lowering vehicle emissions. Since the introduction of the Euro 1 standard for motorcycles and mopeds in 1999, pollutant emissions have been drastically reduced. Combined emissions of hydrocarbons

(HC) and nitrogen oxides (NOx) have gone down by 96.6%, whilst carbon monoxide (CO) emissions have been reduced by 92.3%.

The Euro 5 environmental standard in detail

Under the new Euro 5 standard, tailpipe emissions of mopeds, motorcycles, tricycles and quadricycles will not be allowed to exceed 1,000 mg/km of carbon monoxide (CO), 100 mg/km total hydrocarbons (THC), 68 mg/km non-methane hydrocarbons (NMHC), 60 mg/km of oxides of nitrogen (NOx) and 4.5 mg/km of particulate matter (PM). These Euro 5 tailpipe pollutant emission limits are the same as those of Euro 6 for cars.

The new Euro 5 standard that will replace the previous one (Euro 4) will become mandatory for all new type-approved motorcycles and mopeds as of 1 January 2020. Some niche segments (i.e. enduro and trial motorcycles, three-wheeled mopeds designed for utility purposes and light quadrimobiles) have been granted additional lead time. These niche products will have to comply with the new Euro 5 tailpipe emission limits as



Antonio Perlot, ACEM Secretary General: "From a supply side perspective, vehicle technology has been instrumental in improving the environmental performance of motorcycles."

of 1 January 2024. Durability provisions and evaporative emission levels are equally becoming more stringent. Another important innovation is the progressive introduction of a second stage on-board diagnostic (OBD), allowing advanced identification and flagging of malfunction and deterioration of emission control systems.

Antonio Perlot, ACEM Secretary General, said: "From a supply side perspective, vehicle technology has been instrumental in improving the environmental performance of motorcycles. ACEM members have invested heavily in research and product development to develop Euro 5 compliant motorcycles equipped with technologies such as 3-way catalysts with oxygen sensor controls, complex electronic engine management systems, advanced fuel injection and variable valve timing and lift technologies."

"As a result of this, the environmental performance of Euro 5 motorcycles will be equivalent to that of Euro 6 cars. ACEM sees this fitting within the vision of the recent European Green Deal of achieving less polluting transport, especially in cities, and further enabling the contribution of our range of vehicles to a multimodal transport system."

www.omniracing.it

Register and as a dealer you will have access to exclusive discounts designed just for YOU.

OUR PROFESSIONALISM AT YOUR SERVICE



THE FUTURE NOW

LOT OF PRODUCTS AVAILABLE NOW FOR MY2020



Become Our Dealer

Visit our website: 80 brands of accessories and spare parts for motorcycles and over 100,000 products.

KTM Group - 2019 sales +7%

The KTM Group (PIERER Mobility AG) has announced sales of 280,099 KTM and Husqvarna brand motorcycles for 2019 - up by +7% over their 2018 sales performance. The news comes shortly after the company confirmed that antitrust authorities' approval for the joint venture with GasGas Motorcycles had been granted (in December 2019) - clearing the way for integration of GasGas motorcycle division production (Girona, Spain) into the KTM Group as a third brand for 2020 and beyond.



The results mark a 9th consecutive record year for Europe's largest motorcycle manufacturer. December 2019 also saw the KTM Group confirm completion of their takeover of the E-Bike division of Pexco GmbH (Schweinfurt, Germany) with integration into PIERER Mobility AG, taking over the remaining 60% of the shares in Pexco GmbH from Pierer Industrie AG., at their acquisition cost. PIERER Mobility is forecasting turnover of around 100 million euro in the E-Bike sector in 2020. PIERER Mobility says it is Europe's leading Powered Two-Wheeler (PTW) manufacturer, and that "with its globally known motorcycle brands KTM, Husqvarna and GasGas, it is one

of the technology and market leaders, especially for premium motorcycles. "All drive technologies - from combustion engines to electric motors - are produced in series and are used. As a pioneer in electric mobility for two-wheelers in the low-voltage range (48 volts), the group and its strategic partner Bajaj have the prerequisites to assume a leading global role. Thanks to our innovative strength, we see ourselves as the technology leader in the two-wheeler sector in Europe. The strategic partnership with Bajaj, India's second largest PTW manufacturer, strengthens competitiveness in global markets".



adgmaster.it



GO WILD!
IN TOTAL SAFETY

MONOSHOCK

FORK CARTRIDGE

NEW



M46R series

F25SA series
Sealed Cartridge

DESIGNED TO PERFORM



MATRIS SRL

Camisano Vicentino (VI) - Tel. (+39) 0444 411636
e-mail: info@matrisdampers.com www.matrisdampers.com

EICMA 2019

Part 2



ESPOSIZIONE
INTERNAZIONALE
CICLO E MOTOCICLO

A SECOND SELECTION OF EXHIBITOR COMPANY AND PRODUCT NEWS FROM NOVEMBER 2019'S SUCCESSFUL 77TH "MILAN SHOW" ...

Robin Bradley
Publisher
robin@dealer-world.com



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



Puig: Spanish parts and accessory specialist Puig (Motoplast) is celebrating more track success in 2019 as a technical sponsor of the KRT team's WSBK winning team, with Jonathan Rea taking a fifth successive championship. Puig is the KRT's windscreen partner, bringing its wind tunnel derived aerodynamic expertise to that most demanding of environments;
www.puig.tv



Bihr: This is proving to be a big year for the Bartenheim, France based distribution business originally founded by Cyrille Bihr four decades ago. Under the ownership of the Belgian Alcopa Group and leadership of CEO Christophe Piron, the company is moving forward with aggressive expansion and service development plans. The summer saw the company announce the establishment of its German and other market-specific dealer service centres and the extension of distribution agreements to some of those countries with the likes of Arai and Bell helmets and Answer off-road apparel. Following news of distribution in Germany for the Italian Midland Radio range of rider communication products, the big news at EICMA was of Bihr's acquisition of British distributor Moto Direct and with it ownership of the popular RST apparel brand; www.bihr.eu

National Cycle: Recent new products from the world renowned Maywood, Illinois based windscreen manufacturer have included applications in a choice of sizes and tints for models such as the Yamaha Tracer, Multistrada, Kawasaki Z900 and Z650 (VStream+), the BMW F750GS and VStream+ designs for Honda's ground-breaking X-ADV and the 2019-20 BMW R1250R. Made in tough 3.0 mm Quantum hardcoated polycarbonate, VStream gets its name from its unique patented shape - the advanced "V" profile and dimensional contours push the wind vortex out and away from the rider's helmet, resulting in a peaceful, quieter riding environment. The "+" means these windscreens include a custom mounting bracket specifically designed and engineered for that model;
www.nationalcycle.com



WRS

WINDSCREEN PRODUCTION



CONTACT US FOR OUR DEALER
TERMS AND CONDITIONS

OFFICIAL WINDSCREEN SUPPLIER OF THE FOLLOWING TEAMS



BMW MOTORRAD
WORLD SBK TEAM



FACTORY SUPPORTED TEAM
DUCATI

TEAM PRAMAC
DUCATI MOTOGP



TEAM SIC 58
MOTO 3

WRS S.r.l.
Commercial and Logistic Office:
Via O. Respighi, 56 int. 1 - 47841 Cattolica (RN) - Italy

Email: info@wrs.it

Phone: +39 (0)541 1797778

www.wrs.it



Newfren: This has been a big year for the Italian brakes and clutch specialist. A stream of application updates for its wide ranging brake pads programme was followed by new RacePro QC clutch plate development applications, high performance fixed brake, solid and steel hub floating discs in laser-cut AISI420 steel for off-road and street, hardened and coated AISI420 steel vintage disc application discs with Ergal 7075 T6, machined from solid hub, and urban, riding-friendly ProRace brake shoes; www.newfren.com



Eleveit: Described as being the result of thirty years of experience in motorcycle boot and technical work shoe manufacturing, Treviso, Italy based manufacturer Eleveit says that "Italian authenticity" is at the heart of its riding boots, gloves and apparel designs. The technology and feature-rich programme includes race, touring, urban and café racer style boots and gloves, one-piece race suits and textile and leather jackets with removable CE certified protectors. The top-of-the-line RC Pro boot features Eleveit's proprietary Internal Protection Technology (IPT) - a new ankle protection system that is said to offer "an excellent balance between flexibility and protection"; www.eleveit.it



Wind Trading: It has been a busy year for the Ravenna, Italy parts and apparel distributor and designer. Hard parts have included WRP brand off-road discs and tapered design 'Pro-Bars'; W2 brand 'Air-RT' and 'DZF' touring boots and a complete collection of styles and finishes of 'Cruiser' boots. However, the big news was the launch (at EICMA 2018) of its new "Premium Budget" Ravenna Motorcycle Fashion line - distributed exclusively in Europe by Wind Trading; www.ravenna-moto.com, www.w2boots.com, www.windtrading.it



Vertex Pistons: The Italian off-road performance specialist is celebrating another championship win, with Tim Gajser scooping the 2019 MXGP title using Vertex GP-Racer's Choice pistons. Recent new products include its updated range of 'Top-End' piston kits - further expanded to include all 2019 off-road motorcycles. Developed by VP Italy to make the repairing process easier, saving time and money, the 'Top-End' kits "come with everything needed to replace the piston, top end gaskets and wrist pin bearing or chain"; www.vertexpistons.com



Polisport: Recent highlights from the Portuguese 'Performance Plastics' manufacturer include additions to its rider protection options with the EN1621-3:2018 (Chest - Type A) and EN1621-2:2014 (Central Back - 1) compliant Phantom PRO body chest protector. Neck brace-friendly with thermoformed shoulder paddings, the slim and adaptable design is made in "high impact-resistant plastic and soft impact deflecting padding - the Phantom PRO has the perfect blend between comfort and protection"; www.polisport.com



Hevik: Recent new products from the Italian gear, apparel and accessory brand have included its 'Typhoon' motorcycle vest, new summer gloves, the 'Ikaro' jacket, an update of its popular 'Titanium-R' all-season jacket and the new versatile and practical 'Andromeda' CE certified parka; www.hevik.com

FIND THE RIGHT BRAKE PADS
USE THE MODEL-LOOKUP WIDGET AT SBSBRAKES.COM

Fastest Performance Upgrade of Your Bike

sbs

GO AHEAD

HI-TECH BRAKE SOLUTIONS
MADE IN EUROPE



Brake Pads for **STREET** use



SP – EVO SINTER
Front



HS – SINTER
Front



LS – SINTER
Rear



HF – CERAMIC
Front / Rear



#sbsbrakes | sbsbrakes.com



SIXS: This year saw SIXS celebrate its 10th anniversary and as a follow-up to the two TS6 (long, in WindShell Carbon underwear material) and TS7 (short, in Carbon Underwear material) multisport garments launched earlier in 2019 the company marked its anniversary with a special limited edition short sleeve commemorative base layer. The TS1 Anniversary short-sleeved base layer shirt - limited to 1,000 pieces - is designed for athletic performance at high temperatures and is said to have been made with the lightest fabric ever used in a SIXS product (90% Polypropylene, 7% Elastane, 3% Carbon), making it 33% lighter than the already incredibly low weight TS1L and producing the "best breathability ever". The company also unveiled a new logo as it looks forward to its next decade, with a new strapline - Innovative Solutions For Sport - that highlights the brand's high tech materials and advanced manufacturing technologies; www.six2.com



WRS: Involved with leading teams such as Pramac Racing, the Ducati supported MotoGP team, Team SIC58 in Moto3 and the BMW Motorrad WorldSBK team, Italian windshield manufacturer WRS has quality credentials par excellence. With fitments for a wide range of street bikes from the F750/850GS, R1200GS/Adventure and the Honda 'Africa Twin' to the V-Strom 650, KTM 1290 Super Adventure and S 1000 RR, the company has dealers as well as racers covered from track to street; www.wrs.it



Richa: New products in 2019 from the Belgium based riding gear specialist have included its 2-layer, GoreTex membrane ARC GTX jacket, Infinity 2 mesh jacket and Airstrike 2, featuring a high density polyamide outer shell with 3M reflection, a 100% polyester inner mesh and CE Level 1 protectors at the back, shoulders and elbows as standard (optionally upgradable to CE Level 2); www.richa.eu



Zard: From "metal to emotions" and slip-ons to full systems, Zard is one of Italy's leading exhaust manufacturers, and EICMA saw them 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; www.zardlab.com



GIVI: The prodigious Italian helmets to luggage to accessories specialist recently turned its attention to Yamaha's revolutionary Niken with a set of accessories to "transform the standard model into a sports-tourer kitted out for riding with a passenger". The design of the frame and the fairing of the Niken has enabled the company's R&D department to create holders for a three-case set and a tank bag. With the use of the SR2143 rear rack, any Monokey or Monolock case can be installed by using a matching series of plates; www.givimoto.com



LightTech: Recent new "Italian quality and design parts and accessories" from the Treviso area manufacturer include the 2019 BMW S1000 RR. Noted for its high-quality materials, precision manufacturing and advanced, ergonomic design, LightTech has introduced a new and exclusive accessories line for the popular S1000 RR, "with all parts having been made with the main aim of complementing and improving the performance of this bike, without giving up the aesthetic aspect of the products themselves - products that have been designed to be in perfect harmony with the bike's lines and styling". Products include the well-known adjustable shifter and footrests; www.lighttech.it



HP Corse: Recent new products from the Italian high-tech exhaust manufacturer include Euro 4 approved 4-Track R slip-ons for the Triumph Tiger 800 and Suzuki V-Strom 1000. For the 90-degree V-twin V-Strom 1000 (2017 and up) the 4-Track R is said to deliver horsepower and torque improvements right where riders need it most - at low and medium revs. The lightweight 4-Track R has a laser engraved logo silencer body that is available in three different materials and finishes - titanium, satin finished or black finished steel. The muffler body is a stylish octagonal casing with included carbon heat shield, reinforced support bracket, watertight stainless steel rivets and high capacity sound absorption material. The end cap is manufactured using advanced hydroforming and mechanical weld-free processes. Also available for the BMW F 850 GS and additional popular Maxi Enduro and Sport Touring/ADV models; www.hpcorse.com



Mupo Suspension: The Italian suspension specialist has recently introduced a new cartridge with Through-Rod Technology. Described as the result of over 10 years of development by its in-house R&D department, the CSP30 suspension cartridge is a race cartridge that has been tested, among others, by Michele Pirro in the Italian SBK series, Alex Barros in Brazil and in other countries in a number of leading and demanding series and race environments. Leonardo Borghi, Mupo's Director of International Sales and Marketing, told IDN that "so far the results and feedback have been fantastic - everyone who has tried the CSP30 has immediately changed over to it from whichever suspension cartridge they were using before, and the opinion of racers is that the CSP30 is the most advanced front suspension technology on the market. At the heart of the CSP30 is the company's Through-Rod Technology - an innovative system used by top teams in the most prestigious competitions worldwide"; www.mupo.it



SC-Project: Best known for its track and high performance exhaust expertise, recent new products from the Milan area based Italian specialist have included Euro 4 slip-ons for the Z900RS, SC1-M muffler for the Hypermotard 950 and Dakar inspired 'Rally Raid' ADV slip-ons for the KTM 790 Adventure. Developed by the SC R&D department for extreme off-road use, it 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; www.sc-project.com

BORN TO BE MOTO

www.lighttech.it

BMW S1000RR by Lighttech

Experience our new original ideas

seguici su
 Lighttech Racing

LightTech
Italian racing components



Bitubo: Recent new products from the Italian suspension specialist include upgrades for the Panigale V4 ABS 1100, derived from its race experience and recent collaboration with Eugene Laverty and the Go Eleven WSBK Team. Bitubo's ECH29 pressurised cartridge offers adjustable hydraulic spring preload, compression and rebound, features lightweight components and the patented low-pressure gas pressurised 'Full Pressure System' (FPS) to ensure immediate response by eliminating cavitations by the internal fluid. The 'SSW A1' shock-absorbing steering kit is adjustable in 18 positions and features the patented coaxial pressurised shock absorber chamber design. Additionally, further development of the racing rear monoshock with manual spring preload (XXF11) and XXF31 rear monoshock with hydraulic spring preload for the Panigale V4 has resulted in an overall weight decrease, new settings that are even more race-ready and an upgrade aimed at better performance and adjusting simplicity of the length and hydraulic spring preload adjustment; www.bitubo.com



Tucano Urbano: Celebrating its 20th anniversary last year, the Milan area based scooter and urban riding accessory specialist's new 'T.ur' gear and apparel brand sees the company taking the experience and knowledge it has gained in one of the toughest of riding environments and entering another - the off-road, enduro and ADV sectors. 'T.ur' products are CE motorcycle certified, "developed with the best materials (such as Cordura fabrics, Thermore padding, D30 level 2 protections and YKK zippers) and designed with the highest attention to detail and tested both on and off-road"; www.tucanourbano.com, www.T-ur.com



Kappa: Following on from the launch of its 'Oregon' jet, 'Mandala' demi-jet and KV32 'Orlando' modular helmets, the latest hard parts and accessory offerings from the Italian brand sees Kappa address the styling and travel opportunities presented by the Versys 1000; www.kappamoto.com



Midland: With its origins in the USA and, since the 1990s, part of the CTE International Group at Reggio Emilia, Italy, the Midland brand has been celebrating its 60th anniversary this year and finishes the year with the news of a partnership for distribution of its popular rider communication systems in Germany with Cologne area based Bihr Deutschland; www.midlandeuropa.com



AIROH Helmets: New and updated designs for 2020 include the "race-ready" GP 550 S full-face; the Helios tech-jet; Twist 2.0 MX helmet with double EPS; Spark "top of the range" street helmet; Aviator Ace MX helmet with double outer shell and the WRAAP ultralight youth helmet; www.airoh.com



Stylmartin: Recent new products from the Italian footwear specialist have included the feature-rich and "style meets safety" Sport U-Line 'Velox' and 'Vector' boots, 'Pearl-J' ankle boots, 'Syncro' touring boot and 'Colorado' unisex sneakers; www.stylmartin.it

NEW **RST** INTEGRATED AIRBAG RANGE

A combination of comfort and discretion to offer enhanced rider protection

PRO SERIES ADVENTURE-X AIRBAG

TEXTILE JACKET

- + CE Certified Level AA
- + Airbag 5* SRA rating



RACE DEPT V4.1 AIRBAG

LEATHER 1PC SUIT

- + CE Certified Level AAA
- + Airbag 5* SRA rating



GT LEATHER AIRBAG

LEATHER JACKET

- + CE Certified Level AAA
- + Airbag 5* SRA rating



GT TEXTILE AIRBAG

TEXTILE JACKET

- + CE Certified Level A
- + Airbag 5* SRA rating



Fully CE Certified
garment, armour
and airbag.

WITH
inmotion
A I R B A G

AVAILABLE EXCLUSIVELY AT

Bihr

Powering your passion



Artein Gaskets: The Spanish gaskets, seals and air cleaner specialist 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 a major European gasket manufacturer, noted for its advanced technology, precision manufacturing and performance materials research and development; www.arteingaskets.com



LeoVince: The Italian exhaust brand has been celebrating its 65th anniversary this year - "innovative research has always been at the heart of everything that LeoVince stands for. We started on the street, but soon ended up on the racetrack, looking for innovative materials and construction techniques. The art of manufacturing exhaust systems for champions seeking maximum performance has always been our school - bringing those same exhausts to the road for today's bikers". Recent product additions include an LV One Black Edition for Yamaha models and Sic58 Squadra Corse Limited Edition LV-10 Titanium exhaust as a fund raiser for the Marco Simoncelli Foundation; www.leovince.com



Ferodo: One of the most famous brand names in the motorcycle brakes industry, the company is celebrating another year of race success and a busy year off the track too with more than 500 new and updated brake pad applications. Ferodo says its brand objective is to deliver a "Balanced Braking Performance" – a four-stage concept that calibrates the initial bite, the resulting deceleration, the modulation (feel and control) that the rider has going into a corner under braking, and the point at which the brake can be released after the apex of a corner; www.ferodoracing.com



Andreani Group: As part of its comprehensive suspension workshop tools range, Andreani recently introduced a labour-saving universal fork tube removal kit and universal suspension fluid injector for easy maintenance of oil levels in each fork. The procedure is simple, fast and accurate - set the desired oil level through the integrated graduated shaft, insert the empty injector into the outer tube, making sure it is centred, push the cylinder down to suck the fork oil and then take the injector out to throw the oil away; www.andreanigroup.com



Galfer: Recent new products from the Barcelona area manufacturer include race-developed 280 mm MX front brake kits to meet the current trend of increasing front disc sizes on off-roaders. Available for all the main off-road motorcycle brands, Galfer says the new kit delivers "substantially improved braking performance, especially under extreme weather conditions or at higher speeds. So much so that the 280 mm oversized discs have been used in the last two seasons of the AMA Supercross Championship with great results - former Spanish motocross rider Javi García Vico used it recently on his Honda CRF 450"; www.galfer.eu



Putoline: The popular Dutch blended motorcycle oil brand scored big in 2019 with its new N-Tech additive technology for a new "superior quality" API group 5 fully synthetic base oil that Putoline is using. The company says that ten years ago it was the first to introduce Nanotechnology into its motorcycle lubricants and that the brand is now moving forward again with N-Tech - "the next step in additive technology for motorcycles and the worthy successor to the Nano-Tech range". The top of the new Putoline range is the N-Tech PRO R +, which is available in various viscosities in both Road and Off-Road versions, and is said to be suitable for most "conceivable and diverse conditions from year-round use to extreme competition"; www.putoline.com



UCLEAR
DIGITAL

Premium Bluetooth Helmet Communication Systems



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

Quick Access

Volume (UP)

LED Indicator

Volume (DOWN)

We are looking for Distributors!



ON/OFF (POWER)

Impact Sensor

Gesture Sensor

USB-C

1st
Industry First
Features

WEATHER PROOF



Bluetooth 5.0

www.UCLEAR.eu

POWERSPORTSBUSINESS
NIFTY50

20th ANNIVERSARY
WINNER 2019

Bluetooth® 5.0 + MESH Intercom Headsets for Motorcycle Helmets

MOTION INFINITY

BOOMLESS HELMET COMMUNICATOR

Includes **U-SAFE** Crash Sensor



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

BOOMLESS HELMET COMMUNICATOR



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

BOOMLESS HELMET COMMUNICATOR



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.



We are looking for Distributors!

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 GO2

AMP GO2 Bluetooth Headset

The AMP GO 2 is new for 2020 and for drivers who only need a 1:1 intercom and also want to make calls, listen to music and GPS announcements - with a range up to 250m per person.



WEATHER PROOF



www.UCLEAR.eu

-

Ph +49-(0)761-592100



Industry-First Features

Bluetooth 5.0 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



AMP GO2



AMP GO



MOTION 4 Lite



MOTION 6



MOTION Infinity

UCLEAR HEADSET FEATURES

Group Intercom up to	2 Rider	4 Rider	4 Rider	6 Rider	∞ Infinite Rider
Intercom technique	Bluetooth MULTI-HOP	Bluetooth MULTI-HOP	DynaMESH-Mesh+Bluetooth	DynaMESH-Mesh+Bluetooth	DynaMESH-Mesh+Bluetooth
Range intercom system	Up to 250m per Person	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			✓	✓	✓
UPAIR 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			✓	✓	✓
Speaker / Charging cable port	Mini USB	Mini USB	USB-C	USB-C	USB-C
	Single Kit: 180506	Single Kit: 161237	Single Kit: 180507	Single Kit: 180508 Dual Kit: 180509	Single Kit: 180510 Dual Kit: 180511

We are looking for Distributors in Europe!



USA

Western Power Sports Inc.

www.wps-inc.com



CANADA

Kimpex

www.kimpex.com



EUROPE

HANTZ + PARTNER GMBH
Gewerbestr. 37
79194 Gundelfingen, Germany
Phone: +49-(0)761-59210-0
Fax: +49-(0)761-59210-39

www.udclear.eu
info@udclear.eu



AUSTRALIA

McLeod Accessories

www.mcleodaccessories.com.au



ASIA

BITwave Pte. Ltd.

www.bitwave.com.sg



MEXICO

XMP

www.xmp.mx

LeoVince Nero for KTM 790 Adventure/R

LeoVince has developed a new line of exhaust systems for the KTM 790 Adventure/R: the Nero. The muffler has "an aggressive style and sharp lines", intended for motorbikes and maxi-scooters "with a dark and modern look", the result of LeoVince's constant research of "quality steels and exclusive processes".

The body is made from AISI 304 stainless steel and enriched with a carving design to aid impact resistance, and the ceramic black helps provide excellent resistance. The LeoVince logo is laser-etched on the silencer.

The end cap has an "asymmetric and aggressive" cut, and is made from carbon fibre, which "perfectly fits with the blacked-out look of the muffler". It also has a new matt clear coating for improved resistance to UV rays.



LEOVINCE
 Monticello d'Alba (CN), ITALY
info@leovince.com
leovince.com



Adjustable shock absorbers for Vespa models

Italian suspension specialist Bitubo has updated its offer for Vespa scooter models with a shock absorber featuring a nitrogen charged, remote pressurised gas tank (model WMI01V1).

This pair of shock absorbers "improves comfort and stability by adding a sporty note to the handling thanks to the internal hydraulic system and the remote compensation tank. The wide range of adjustment options allows an excellent use with both the rider and full load". Adjustment features include stepless spring preload.

BITUBO
 Selve di Teolo (PD), ITALY
 Tel: +39 0499 903 475
info@bitubo.com
www.bitubo.com



'Spark' full-face from Airoh

The new Airoh full-face helmet made from HRT (High Resistant Thermoplastic) with its "aggressive and aerodynamic lines" has been engineered in the wind tunnel (you can read more



about this in the last edition of IDN) and developed on two different external shell sizes.

Features of this top-of-the-range helmet include an extra wide visor, integrated sunscreen visor, Bluetooth-ready, Stop Wind and Pinlock visors included.

The weight is 1,490 g (+/-50 g) and it comes in ten graphics and three solid colours.

LOCATELLI S.P.A.
 Almenno San Bartolomeo (BG), ITALY
 Tel: +39 035 553101
info@airoh.com
www.airoh.com

VStream+ Windscreens for the 2019-20 R 1250 R

Maywood, Illinois based windscreen specialist ZTechnik has three new VStream+ Windscreens to give this BMW's naked roadster "some serious touring performance".

The windscreens are made in three different sizes and tints to satisfy almost any rider's needs and ZTechnik says that all will offer improved wind protection and riding comfort compared to other aftermarket windscreens.

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

The "+" means these windscreens include a custom mounting bracket specifically designed and engineered for this bike model.

These windscreens are made from tough 4.5 mm Quantum hardcoated polycarbonate. "This high-quality material, along with state-of-the-art manufacturing techniques, provides outstanding

clarity, impact strength and scratch resistance unmatched by any windscreen maker worldwide.

"Quantum hardcoated polycarbonate is the material of choice for serious motorcycle riders. It is 10 times more abrasion resistant than FMR hardcoated polycarbonate, and 30 times more than windscreens made from commonly used 'aircraft plastic' or acrylic".

VStream Windscreens are easy to install and are protected by a 3-year warranty against breakage.

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



'Oberalp' adventure riding gloves

Hevik's 2020 gloves range offers 17 products, all with CE certification, providing gloves for all four seasons and every type of rider.

The new range includes 'Oberalp', a winter glove that takes its name from a mountain pass, developed by Hevik to offer a high level of comfort and protection from freezing temperatures with the exterior material made up of 40% microfibre, 50% stretch fabric and 10% leather.

'Oberalp' is a long glove, "highly comfortable to wear, with an external construction consisting of a microfibre stretch fabric blend, embellished with a leather trim, allowing greater freedom of movement for hands and fingers. Protection from the cold is by microfleece thermal interior, while the waterproof, breathable membrane insulates the hands from wind and moisture. The wrist fastening system is well designed, featuring elasticated seams and an adjustable hook and loop fastening strap".

The reinforced palm with the Hevik logo pattern is in non-slip silicone which, in addition to enabling a firmer grip, provides a mix of different textures, and the top



Axring chain kits



French distributor and product specialist Sifam says that its Axring kits "are the best choice to replace the drivetrain on a wide range of makes, models and years". Each kit includes "the best quality front and rear ESJOT sprockets and the right X-Ring chain for the motorcycle you are working on."

"When assembled, the brand-new X-Ring flexes to create a spring effect, guaranteeing that the seals will not deteriorate over time and provide maximum power and friction efficiency".

The company says that "the special X-Ring section provides great chain flexibility to deliver the best performance, durability and reliability".

SIFAM
Saint Laurent du Var, FRANCE
Tel: +33 (0)4 97 00 07 78
jramos@sifam.fr
www.sifam.fr



features a reflective insert. 'Oberalp' is available in a range of sizes and two colour schemes: original two-tone grey/black and classic total black. Certified to EN 13594:2015.

HEVIK
Brescia (BS), ITALY
Tel: +39 030 268 0374
info@hevik.com
www.hevik.com



Gilles adds accessories for the Ducati V4 S/R



Accessories for the V4 Panigale

In the last edition we featured a whole suite of options available from Luxembourg based high performance parts and accessory designer and manufacturer Gilles Tooling for the popular KTM 790 Duke/R.

The big news from Gilles was of a new OEM cooperation that it had entered into with KTM, manufacturing the rearsets for the new 2020 1290 Super Duke R. KTM is Gilles' fourth OEM customer - it already manufactures for BMW Motorrad, Yamaha and Suzuki.

Among the highlights of the company's custom parts for the 790 Duke were a completely new adjustment system for footrests, also now available for the Ducati V4 Panigale S/R series from 2018 and up.

Available in Touring (80 mm long with 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.

Optional accessories include outriggers that allow the rider to adjust the replacement footpegs to 360 degrees (divided into 24 individual positions), by 20 mm and 30 mm through to 40 mm for the pillion seat position, and optional spacers in choice of colours.

Other Gilles product designs seen here on the V4 Panigale include clutch lever protectors and brake side hand shields; brake and clutch levers; a race cover kit in black; GTA front axle protector brake fluid reservoir cover (front) and an oil filler plug with colourway detailing options; and MUE2 rearsets - a completely new generation of footrest systems. Combining futuristic design with the highest quality workmanship and significantly easier adjustability of the footrest position, the MUE2 is a visual highlight for any bike in black anodised with contrasting adjusters.

The positions of footrests as well as brake and shift levers are freely adjustable according to the rider's own preferences. The footrests are positioned using a combination of sliding and rotating settings at only one point, making them extremely quick and



Footrest



Rearset

easy to select (five positions by sliding and four positions by rotating). The conversion to reverse switching is done by simply turning the switching arm. The brake and shift levers are double-ball-bearing for perfect play-free function of the levers - the eccentrics can be adjusted as required - and they feature carbon heel protectors on both sides.

GILLES TOOLING GmbH
Grevenmacher, LUXEMBOURG
Tel: +352 2678931
info@gillestooling.com
www.gillestooling.com



ognibene

OGNIBENE S.p.A.
 via del Tipografo, 6 - 40138 - Bologna - Italia
 tel. +39 051 534225 - fax +39 051 535083
 commerciale@ognibenechaintech.it - www.ognibenechaintech.it



INGRANAGGI. SPROCKETS

FROM 1948 DESIGN AND COMMERCIAL FOR MOTORCYCLE

Cable and hose upgrades for Suzuki GSX-R range



British motorcycle controls specialist Venhill Engineering has a complete range of cable and hose upgrades for Suzuki GSX-R models.

A simple and inexpensive upgrade, Venhill's high performance stainless steel braided brake hoses and 'Featherlight' cables improve braking performance, lighten up the clutch and fine-tune throttle operation, "shaving years off the feel of older machines".

Experts in motorcycle controls since 1970, Venhill have developed a complete package for Suzuki's long-running sports bike family - front and rear brake hose kits, clutch and throttle cables, as well as choke cables for certain models.

Made in Venhill's UK factory and designed to replace the OE set-up without the need for any modifications, each hose features a heat-resistant

PTFE 'teflon' core, with a consistent internal diameter and smooth bore for more efficient fluid flow and increased braking force. They exceed DOT and TÜV standards, and each one is pressure-tested to 1500 psi before leaving the factory.

Venhill's Featherlight cable kits are also made in the UK and will improve feel, control and reliability. Designed as a straight swap with the OE items, they feature marine-grade stainless steel inner wire, for minimum stretch, a low-friction PTFE liner for a smoother action and are 'bird-caged' for strength. Kits are currently available for GSX-R 600 (SRAD) 1997-2019, GSX-R 750 W (water-cooled) 1992-1995, GSX-R 750 (SRAD) 1996-2019 and GSX-R 1000 2001-2018. Venhill also offers a complete brake line race set-up for track bikes.

VENHILL ENGINEERING
Dorking, Surrey, UK
Tel: +44 (0)1306 885111
sales@venhill.co.uk
www.venhill.co.uk



X-803 RS Ultra Carbon



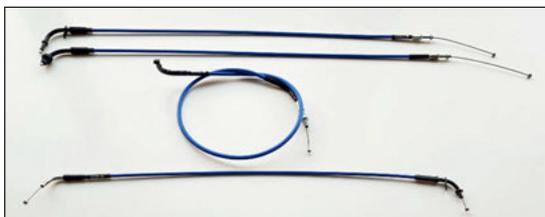
With around 400,000 helmets made every year and exported to more than 80 countries worldwide, Nolan says it is a long-term official supplier of the motorcycle squads of many national and international public authorities, the partner of brands such as Ducati and the sole licensee for MotoGP and SBK brand helmets.

The company's "most important" new helmet for 2020 is the X-803 RS Ultra Carbon, a high carbon content full-face racing helmet in an exclusive Racetrack Setup (RS), including MotoGP and SBK graphics and available in C. Stoner, D. Petrucci, A. Rins and C. Davies versions. Features of this lightweight and compact helmet include a Racetrack Aerodynamic Spoiler reducing the aerodynamic resistance of the helmet, an adjustment system for the position of the liner, an additional dark green visor, an emergency cheek pad removal system, a reliable visor mechanism with a double action system allowing visor lock and minimum visor opening at low speed, Racing Air Flow ventilation system, and a Carbon Fitting Racing Experience inner comfort padding, including a liner with an "innovative net construction" and removable and washable lateral cheek pads and lining straps.

The company's patent-pending Liner Positioning Control allows the regulation of the position of the liner. The helmet offers wide lateral visibility, a Pinlock fog-resistant inner visor and a breath deflector. It has passed rotational impact tests undergone by competition helmets used in MotoGP and SBK, in accordance with regulation UN/ECE 22-05.

The X-803 RS Ultra Carbon is intended for motorcyclists who want to enjoy their racetrack experience to the full. It is available in three outer shell sizes.

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



Forma 'Frontier' touring boot

'Frontier' is the new entry in the high-level segment of the Forma touring range of boots.

Featuring an innovative design and full grain oil leather upper, "this new touring boot will be a sure hit in terms of safety and comfort", according to the company. The personalised double density rubber sole, the reinforced front plate and the toe and heel protectors "assure safety and unmatched comfort for sensitive foot areas".

Other features include a leather gear pad protection, double Velcro and double zip closure, padded inserts at the shin and calf areas and a thermoformed and reinforced side panel insert. The rear reflective insert ensures greater visibility at night and Drytex tubular lining makes the 'Frontier' waterproof and breathable. Internal TPU protections (moulded and injected) in the ankle and shin areas plus the polymer padding with memory foam "give added safety and comfort".

The boot also has a TPU Dual Flex midsole with anti-



shock EVA covering and an anti-bacterial, replaceable insole that features A.P.S. (Air Pump System) for more comfort. 'Frontier' is available in black in sizes 38-47, it is CE-approved, designed and developed in Italy and manufactured in the EU.

SDE MOTORSPORT SRL
Altivole (TV), ITALY
Tel: +39 0423 915335
info@formaboos.com
www.formaboos.com

Shock Factory M-Series monoshocks

The brainchild of former racer Mike Capon, Shock Factory near Lyon, France, offers multiple ranges of shock absorber and suspension solutions, including twin shock set-ups, specialty lines for Ural motorcycles and Can Am Spyder reverse trikes, the BMW Telelever front end and, seen here, M Shock single shock set-ups.

Described as a "simple and effective shock absorber to improve comfort and handling," Mike says that the M Shock is a single-tuned damper that allows the rider to adjust compression and rebound in a synchronised way, while keeping the right ratio between the two. With 48 clicks of adjustment available, M Shocks offer a wide range of set-up solutions for "a refined ride and a difference the rider can feel". Created for use on the road, the M Shock is equipped with progressive damping, able to eliminate the transmission of irregularities of surface, while keeping the control needed for the big bumps, allowing directional stability and trajectory accuracy on imperfect surfaces.

Mike explains that "each component and each principle used for the construction of our monoshock is chosen according to its capacity to guarantee the reliability and the duration of the life of the shock absorber. Each shock absorber is tested on our Roehrig test bench before being shipped to the dealer.

The high-quality components, materials and surface treatments, as well as our know-how and experience, provide a shock

absorber that will last over time, and that will continue to offer excellent performance - even after many thousands of kilometres.

"Our components, material and manufacturing quality allow us to offer a two-year warranty on our monoshock products, without mileage limitation.

At the end of this warranty period our aftersales service is available to service, update or repair your shock absorber as soon as possible.

"Our vast experience in design, development and manufacturing has allowed us to reduce our costs, without compromising the quality of our shock absorbers. Our experience has also allowed us to refine the technology and refocus the design technique to develop reliability and durability," says Mike.

Shock Factory also offers a Plate Corrector option. The Seat Corrector is a length adjustment of the damper - this setting allows the rider to change the height of the machine without changing the spring preload. Mainly used in competition to change the geometry of the machine, the corrector is also useful to change the height of a machine used by several riders of different sizes.

SHOCK FACTORY
Market Harborough, Leics, UK
Tel: +44 (0)1858 288021
info@shock-factory.co.uk
www.shock-factory.co.uk



Barnett extra plate performance clutch kit



Californian specialist Barnett has just added an extra plate performance clutch kit upgrade to its line-up for Triumph Bonneville, Scrambler and Thruxton models.

The kit includes friction plates made with Barnett's exclusive RQ friction material and designed for maximum heat dissipation, tempered steel drive plates, and a set of heat-treated, heavy duty springs. An extra friction and steel plate are added for increased clutch capacity, making this kit ideal for high performance applications.

All clutch kits are quality checked for proper stack height prior to packaging to "guarantee optimal fit and performance right out of the box". This clutch and all Barnett products are made in the USA, and have been since 1948.

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

AXRING

**A WIDE RANGE OF
GREAT
QUALITY KIT CHAINS**

AXRING

MOTORCYCLE CHAIN
Design engineered in Japan

ESJOT
SPROCKETS

XRING CHAINS

Available on sifam.fr **Sifam**
OFFICIAL DISTRIBUTOR



YOUR NEXT ROAD SUSPENSION



KIT DIGISHOX for HARLEY DAVIDSON Softail & Touring



CPU



LED PANEL



GPS



SET-UP



KIT CARTRIDGES & REAR MONOSHOCK

bitubo.com | bituboracesuspension

PRO GUIDE

OptiMate Battery Monitors - "Stronger for longer"

We all know that motorcycle batteries need continuous charge maintenance, or constant topping off, so that the battery remains healthy and ready to start the engine when needed.

Both lead-acid and Lithium batteries benefit from continuous or frequent maintenance charging - simply put, the batteries will remain stronger for longer.

Lead-acid batteries (AGM, GEL and STD wet cell) self-discharge even without being hooked up to circuitry - the batteries use their own energy just to stay alive. During discharge lead-sulphate is generated, **nasty stuff** that likes to crystallise if the battery is not recharged soon enough, and then that battery becomes more difficult to recharge.

To avoid compromising longevity it's best to recharge before the charge level drops below 50%. In any case, below 50% all lead-acid batteries deliver fewer cranking amps, so it pays to keep them charged.

Lithium (LiFePO4/Lithium Ferrous Phosphate) starter batteries self-discharge way less than lead-acid, use less of their own energy to stay alive and can deliver maximum power right down to 10% charge, but as their capacity is on average three times less than the equivalent lead-acid battery, in a stored vehicle they will discharge **quicker**.

Fortunately, nothing nasty is generated during discharge, essentially lithium ions move from cathode (negative) to anode (positive) through the electrolyte and during recharge the direction is reversed - the cathode (negative plate) gets its lithium back from the anode (positive plate).

It is, however, **essential** that there's always a minimum level of lithium at either cathode and anode otherwise they become vulnerable and start breaking down. In realistic terms that means as long as the battery's charge level is between 30% and 100%, *longevity and performance will not be compromised*.

There are, of course, times when it is impossible to hook up a maintenance charger to the battery, maybe the vehicle owner's storage area does not have power, or multiple vehicles are in storage and typically there are not enough power outlets. Then, in a dealer's showroom dozens of chargers and cables lying around or hanging from the motorcycles create a trip hazard - but being unable to fire up the engine of that motorcycle the customer is so excited about, can dampen or even kill the sale.

That's where **OptiMate Monitors** can help. Wired or connected to the vehicle they are out of the way, yet still able to indicate state of charge in the blink of an LED. Three LEDs indicate state of charge, green is great, and no charge needed; yellow is still good, maybe recharge soon; red means low battery, recharge now.

The LED corresponding to charge level blinks every few seconds, reducing draw from the battery to a miserly 0.2 milli-amps. When charging is required, flip open the SAE charge port and hook up an OptiMate battery charger, or fire up the engine.

Once fired up, the LED mode changes to indicate if the charging system is working right, or in the case

OptiMate O-127



of Lithium batteries that do not like to be overcharged, a warning light will blink furiously if charge voltage exceeds 14.6V.

The O-124 is ideal for all 12V lead-acid batteries, including AGM, GEL and STD wet cell. The 4th LED indicates the higher voltage that AGM batteries can hold.

The O-127 is ideal for 12.8V Lithium Ferrous Phosphate batteries. The 4th LED indicates if charge voltage exceeds the safe level of 14.6V.

Both monitors come with OptiMate's unique dual size rings, able to fit battery posts ranging from M6 (1/4") to M8 (5/16"). For dealers that want to fit these smart leads to vehicles at PDI, both come in a jar of 20.

For vehicles with lead-acid batteries that have a

OptiMate O-124



battery lead with SAE connector pre-fitted, the O-125 is ideal. The O-126 plugs directly into a 12V auto size socket that remains live during storage, e.g. KTM adventure motorcycles.

TECMATE
Tienen, BELGIUM
Tel: +32 (0)16 805440
www.tecmate.com
www.optimate1.com



WRS - "track bred, street smart"



Suzuki
V-Strom 650
(2017-2019)

Based near Pesaro, Italy, WRS has quickly emerged as one of the fastest growing manufacturers of acrylic windscreens and special parts in Europe. Founded in 2009, its success has been driven in no small part by technical partnerships and sponsorships with major teams such as Pramac Racing (Ducati MotoGP), BMW Motorrad official team (WorldSBK) and Team SIC 58 Squadra Corse (Moto3). The latest news just announced is that WRS is now the technical sponsor of "Reale Avintia Racing Team" with Johann Zarco and Tito Rabat.

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."

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, so they do not create dangerous splinters." "Our designs are so finely tuned that whether a high



Ducati Panigale V4/S

or a low design, we gain optimum protection from wind and rain - the basis of our designs have 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."

Seen here, and showing the diversity of their range, are a 4.5 mm thick Plexiglas sport windshield for the BMW S 1000 RR (2019), a race windshield for the Ducati Panigale V4/S and a touring style screen for the versatile Suzuki V-Strom 650 (2017-2019) - each one aerodynamically tuned to eliminate the



turbulence that hits the rider's helmet and styled to complement the lines of the bike.

"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 conditions, as well as in the software. Aerodynamics is about 'feel' as well as math, and working this way allows us to offer aesthetically unique products with excellent aerodynamic protection and minimum turbulence values," says Nicolas.



BMW S 1000 RR (2019)



WRS SRL
Tavullia (PU), ITALY
Tel: +39 0541 1797778
www.wrs.it

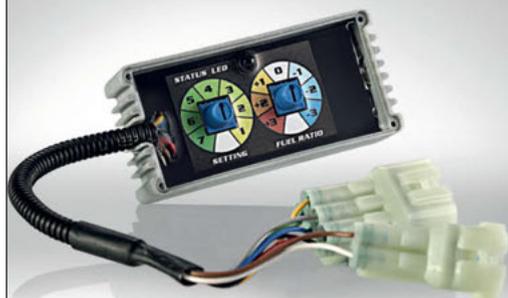
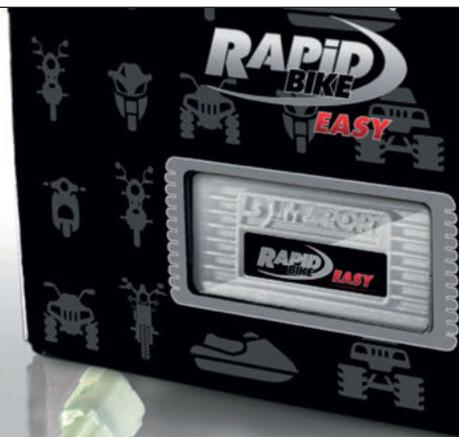


BMW Motorrad
WorldSBK Team



Improve power delivery without any software operations

PLUG & PLAY
EASY RIDING



New **Rapid Bike Easy** kit (KRBEA2-039) available to enhance performances of latest EURO 4 Kawasaki Z 1000 SX Ninja, Z 1000/R, Z 900 RS, Z 900, Versys 1000.

100% MADE IN ITALY BY
DIMSPORT SRL - Phone +39 0142 9552 - www.rapidbike.it



Sport-T soft bags line

The well-known Sport-T luggage line from GIVI is expanding, with thermoformed soft bags featuring an aerodynamic design now available.

The new range includes a pair of expandable side bags with an Easylock quick coupling/release system, an expandable saddlebag with a universal fitting with four straps, a 3-litre leg bag with three inner pockets (including a smartphone holder) and a 22-litre rucksack with shell.

Combined with selected "UV tested" materials (high-tenacity 1200D/PVC polyester, PU inserts, thermoformed EVA coated with anti-scratch PU), these bags "are big on character".

The thermoformed shell of the ST606 rucksack "creates an aesthetic link" between this "wearable" bag and the other "attachable" Sport-T products. The rucksack has an internal capacity of 22 litres, an aerodynamic shape and sturdy, padded, quick-release shoulder straps in breathable material with additional chest and waist straps. It has two side pockets

with zip closures and reflective covers that function as deflectors to avoid sudden opening, and there is also a glasses holder in the carrying handle area. Inside are three compartments, one with a case for tablets/laptops up to 13", one elastic, and another interior compartment with zip closure inside the pre-formed lid.

There is also a side helmet holder strap, an integrated rain cover and a non-slip PU base.

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



'Fast Line' and 'Moon' grips

Catalan motorcycle accessories specialist CustomAccess has two new grip designs available for all custom bikes, including the lightweight Japanese customs such as the Honda Rebel 500 and the Kawasaki Vulcan S.



The 'Fast Line' model is made of high grip rubber, with diamond-shaped engraving, and available in four different colours: yellow, red, orange or black. These grips are designed for handlebars with a diameter of 22 mm (7/8") and have a total length of 123 mm.

The 'Moon' grips have a metal grip with black finish and engraving to ensure a perfect grip. "We wanted to strengthen the aesthetic appeal of the 'Moon' grips for custom riders, so this model is topped in silver machined aluminium in the area of the counterweight and three stripes at the opposite end".

'Moon' grips are suitable for handlebars with 26 mm diameter and have a total length of 140 mm.

CustomAccess now has its new 2020 catalogue available online. The range includes sissy bars, engine guards, saddlebags and a new line of virtual wind tunnel designed and German TÜV homologated windscreens.



CUSTOMACCESS
Granollers (BCN), SPAIN
Tel: +34 93 846 7229
info@customaccess.com
www.customaccess.com

Caberg - 'Horus' flip-up

'Horus' is a new flip-up (modular) helmet from Caberg in Italy - "conceived for touring as well as urban commuting thanks to the dual homologation P/J that allows riding with the chin guard open (J configuration) or closed (P configuration). 'Horus' passed the homologation tests required by the standard regulation ECE 22.05 P/J".



The chin guard has a rotational movement that is independent from the visor, allowing it to be much closer to the shell and reducing the head wind effect while riding with the chin guard open.

"The elegant design and precious technical features make it the ideal travel companion with its 'Panoramic Ultra-Wide' outer visor, currently already

in use on our top of the range 'Levo' for one of the best wide fields of view in its category - the equivalent of 82 degrees".

'Horus' is equipped with an anti-fog Pinlock Max vision lens and a glove-friendly integrated anti-scratch Double Visor Tech sunshade visor. "The ventilation system offers optimal comfort even in the most extreme conditions thanks to an air front vent on the chin guard and one large, adjustable air intake on top, two rear air extractors, built-in inner shell channels and breathable fabrics for the entirely removable and washable liner".

'Horus' is comms ready and can be equipped with the new Caberg JUST SPEAK EVO Bluetooth communication system as well as with the main Bluetooth systems already on the market.



CABERG SPA
Azzano S Paolo (BG), ITALY
Tel: +39 035 4203611
info@caberg.it
www.caberg.it

Zard for Hypermotard, Moto Guzzi V85 TT



Hypermotard 950-SP

needed for either version.

Zard says that its products are "the perfect symbiosis between craftsmanship and technology. We use only the highest quality raw materials: tubes and sheets in AISI 304 stainless steel, titanium and carbon. The TIG - MIG/MAG welds are handmade by specialised operators and the black ceramic treatment used for the paint of the outlets resists up to a temperature of over 1000° C. We personally test every installation on the road and the test bench, and every production step is carried out with the utmost care, attention and, above all, an authentic passion".

For the V85 TT, their Euro 4 approved or race version slip-on silencer with titanium lining in black is made in stainless steel with a sandblasted finish and removable dB killer. The end cap and bracket are in carbon. The system weighs 3 kg compared to 5.3 kg for the original design; no ECU modifications are needed for either version.



Moto Guzzi V85 TT



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

Italian performance exhaust specialist Zard continues to add to its product offerings with these exhausts for the 2019 Ducati Hypermotard 950-SP and Moto Guzzi V85 TT. The slip-ons for the Hypermotard are made in stainless steel with a sandblasted finish with carbon end caps and removable dB killers, in Euro 4 compliant or race configuration versions. The kit includes carbon side cases that follow the sides of the motorcycle design. The system weighs 2.6 kg compared to 4.8 kg for the Ducati original - meaning "considerable" improvement in horsepower and torque. No ECU modifications are

"Year of Innovation" for LighTech

Italian parts and accessory manufacturer LighTech's "Year of Innovation" is off to a great start with this aluminium fuel tank cap. Renowned for its attention to technical detail and quality of materials, the company's continuous investments in product development ranks them among Europe's leading parts manufacturers.

Two fuel tank cap versions are available. The new black body standard quick release screw cap design will be available with five central cap colour options for all the new models LighTech develops accessory programs for.

A satin black/silver with a quick release push and lock button satin silver central cap will be offered as an additional special order option version for new models and a range of existing models such as the majority of Suzuki, Yamaha and Kawasakis, along with the BMW S 1000 R /RR and Honda CB1000R/RR.

LIGHTECH S.R.L.
S. Lucia de Piave (TV), ITALY
Tel: +39 0438 453010
info@lightech.it
www.lightech.it



WINDSCREENS

for naked bikes

Puig
Hi-Tech Parts
puig.tv

SD-TEC hydraulic maintenance lift

Stein-Dinse, the Italian motorcycle parts and accessory specialist based near Hannover, Germany, continues to add to its own brand workshop equipment product line with this new SD-TEC hydraulic maintenance lift.

Weighing around 27 kg, it offers a maximum height of 37.5 cm and a load capacity of up to 680 kg (1,500 lbs).

Stable rollers and guide bar mean easy and precise manoeuvrability, and the robust construction delivers safe lifting of double tube frame motorcycles and quads with foot pedal lowering and rails to relieve

the hydraulics during longer breaks.

A rubberised overlay protects the bike from scratches and delivers secure footing; it is 76 cm long and 15 cm wide with a 31 x 69 cm lift table. The minimum height is 11.5 cm and it offers three height stops at 24.5, 31.5 and 36.5 cm.

STEIN-DINSE GMBH
Schwülper, GERMANY
Tel: +49 (0)531 123300 0
info@stein-dinse.com
www.stein-dinse.com



Suspension upgrades for Hypermotard 950

Italian suspension specialist Matris continues to add to its wide range of suspension upgrade components, including standard and Adventure 'Quad Valve' hydraulic cartridge kits and multi-adjustable hydraulic rear shocks for the 2019 and up Ducati Hypermotard 950.

Matris M46KD hydraulic rear shocks are equipped with their multi-setting "IK" knob-hydraulic spring preload unit for easy and fast multi-adjustment preload setting.

For the front fork, their 20 mm (internal diameter) F20K standard and 25 mm F12RX Adventure 'Quad Valve' hydraulic cartridge kits allow full adjustment of the compression, rebound and preload.



They are a plug & play easy install that replaces all the original fork internal components for a modification-free, fully reversible performance suspension upgrade.

Matris also offers a selection (SDK and SDR) of steering damper kits for the Hypermotard 950 that reduce the shaking of the front wheel, offering precise handling and control and greater safety at high speed.

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



'Core' and 'Grid' sneakers

'Core'



New in the Italian specialist Stylmartin footwear 2020 collection are the 'Core' and 'Grid' sneakers.

'Core' has a streamlined, minimalist design, "created to appeal to all generations of motorcyclists", said to be comfortable and versatile with an extremely 'slim' fit resembling leisure boots, without compromising on the necessary protection and certification for riding footwear.

The upper is made of grain leather, the lining is waterproof and breathable plus air mesh, and there is malleolus PU internal protection on both sides. Fastening is by laces and the footbed is anatomic, changeable and breathable. The sole is made of rubber and comes in either black or white and available colours are black, black/white or brown.

'Grid' is intended to be a summer model based on the same technical principles as 'Core', but crafted of different materials, more suited to hot weather. The textile upper is slightly waxed to make it water repellent, able to cope with humidity and light showers, while the absence of an internal membrane ensures the highest level of ventilation for the foot. Other features include nappa hydro leather inserts, breathable air mesh lining and malleolus internal protection on both sides. Only in blue

'Grid'



STYLMARTIN
Montebelluna (TV), ITALY
Tel: +39 0423 603033
info@stylmartin.it
www.stylmartin.it

Dark Division - style meets safety

Portuguese manufacturer NEXX Helmets' new Dark Division line of premium carbon fibre helmets is described by the company as "mysterious, aggressive and stunningly good looking" with 'Metal Black' being "the new black".

The colour is formulated using 1 part in 50 of aluminium powder, blended with black and dark titanium paint for a unique 'Metal Black' colour "coupled with striking electric yellow lines and the exquisite look of the carbon fibre - making it a winning colour scheme, the epitome of elegance and ready to match with a variety of sport bikes".

In order to maximise the night visibility and security level, both the X.R2 Dark Division and X.WST2 Dark Division include dark retro reflectors, "beautiful and discreet by daylight, this powerful retro reflective material efficiently reflects car and motorcycle lights in the dark, so it can be seen at night".

The outer shell is made with an ultra-lightweight carbon fibre that is said to feature "the latest technological advances used in Aeronautical Engineering and top level sport".

"Two exceptional versions are available: the X.R2 Dark Division for those who are looking for a fast, aerodynamic and sporty looking helmet with spoiler

effect on the back, and the X.WST2 Dark Division, a more street version with an integrated drop-down visor and a high-tech militaristic design that is sure to be appreciated by many sport motorcycles fans".

The detailing is undoubtedly exquisite - even the 3D technoflex NEXX logo on the front features patented technology and delivers a refined contrast against the carbon fibre.

The handcrafted interior features a blend of "cut-and-sewn optic leather, sumptuous retro reflective inserts, distinctive yellow stitching, mesh panels and soft touch X.MART DRY fabrics that keep the interior cool, dry and comfortable".

Both helmets come with a visor with recessed cavity for a Pinlock lens, a panoramic eye port, reflectors, X.MART DRY fabrics and soft anti-sweat and anti-allergic fabric inner lining. Other features include a 3D-formed removable and washable pad, chin wind stopper and an aerodynamic shell and rim. They are homologated to ECE/22-05, DOT FMVSS 218 and NBR-7471:2001 standards.

The X.R2 Dark Division weighs 1,300 g, comes in two shell sizes, has a PC Lexan shield with a new easy locking system and Fastshot quick release system. It has an air dynamic system with two inlet and four



X.WST2 Dark Division



X.R2 Dark Division

outlet air vents, a visor ventilation system and a removable breath guard.

The X.WST2 Dark Division weighs 1,350 g, comes in three shell sizes, has a PC Lexan shield with anti-fog position and super lock, an X-Lock quick release system, an inner sun visor, cheek pads with emergency strap system, a special chin shape to reduce injury risk from frontal impacts and an air dynamic system with three inlets. It is ready for the NEXX X.COM intercom system.

NEXX HELMETS
Anadia, PORTUGAL
Tel: +351 231 590010
nexx@nexxpro.com
www.nexx-helmets.com



Performance for the way you ride.

Barnett
 Clutches & Cables

MADE IN THE U.S.A. SINCE 1948

www.BarnettClutches.com

[Go] Anywhere with Barnett

01 Patented BILLET CLUTCH BASKETS

- CNC precision machined billet aluminum
- Hard anodized
- Replaceable stainless steel inserts virtually eliminate grooving
- Increases oil flow for longer clutch life



02 DIRT DIGGER CLUTCH KITS

- Designed to run cooler, last longer
- Includes frictions, steels, and heavy duty springs
- Exclusive proprietary Kevlar and Carbon Fiber friction materials



03 BILLET CLUTCH COVERS

- Textured powder-coated finish with contrast cut logo
- Tested under extreme riding conditions



UCLEAR 2020 updates

Last year we reported that the fast growing and hugely updated feature-rich weatherproof UCLEAR range of rider communication products had become fully available in Europe for the first time through Hantz & Partners in Germany, as master importers, and that distributor and dealer opportunities were now available throughout Europe.

At the heart of the UCLEAR programme is an extraordinarily advanced and comprehensive suite of features, including everything from Bluetooth 5.0, U-Command and U-Prompt voice activation and control, and U-Pair universal intercom pairing with all other manufacturers' Bluetooth headsets - right through to U-Safe Crash Impact Sensing and emergency contact advisory and GPS location functions, exclusive boomless hidden MEMS microphones using patented Advanced Beam Forming (ABF) noise cancellation technology and unique, buttonless Gesture Control - making the UCLEAR the first ever motorcycle headset that can be controlled by hand, even when wearing the heaviest of winter gloves.

The top of the range UCLEAR Motion Infinity allows an unlimited number of riders to take advantage of the MULTI-HOP technology that increases the range by an additional 1,200 m with each rider that joins the DynaMESH E-Z Button 1-Touch pairing intercom network.

If the capacity of the Motion Infinity is never going to be required, then there are the Motion 6 and, new for 2020, Motion 4 Lite versions that offer lower cost and more basic features.

The single pack Motion 4 Lite Boomless Bluetooth



Motion 4 Lite Boomless Bluetooth Headset Group Intercom



Headset Group Intercom for up to four riders still offers an excellent 1,200 m range per person, and while Gesture Control and Voice Command features are not included, SIRI and Google Voice are supported. The Motion 4 Lite will be available as a single pack only.

Also new for 2020, the AMP Go2 Bluetooth Helmet Audio System Headset is for riders who just need intercom between 2 people, in addition to being able to talk on the phone, listen to music and receive GPS announcements.

AMP Go2 Bluetooth Helmet Audio System Headset

HANTZ + PARTNER GMBH
Gundelfingen, GERMANY
Tel: +49 (0)761 592100
info@uclear.eu
www.uclear.eu
www.hantz.com

G.Razor and G.Rocket boots

Two new boots presented by Gaerne at EICMA were the G.Rocket and the G.Razor.

The G.Rocket was designed for sport-racing, but to be comfortable off the bike as well. The upper is made of microfibre and said to be highly wear resistant. Features include lateral air vent perforation to improve inside ventilation and comfort, malleolus reinforcement, shift pad and heel protection. Closure is by laces and Velcro strap with a micro injected insert to facilitate grip. The exclusive compound rubber sole is integrated with the upper design and offers maximum grip and wear resistance. The boot has an internal breathable and anti-bacterial membrane, but G.Rocket is also available with a Gore-Tex extended membrane for increased breathability.



G.Rocket

G.Razor is said to be a "comfortable sport shoe, with a lightweight and street-styled upper combining suede and technical fabric". Features

include soft pads on the ankle area and on the heel, laces for easy closure and a comfortable fit, the lace loop holder on the lateral side safely securing the closure. The Gore-Tex extended membrane provides increased breathability, while the newly designed rubber sole "gives excellent grip on and off the bike".



G.Razor

GAERNE SPA
Coste di Maser (TV), ITALY
Tel: +39 0423 923169
gaerne@gaerne.com
www.gaerne.com

WWW.SURFLEXCLUTCHES.COM

...A VAST RANGE OF CLUTCHES!

from Norton

to the Japanese

through Ducati

SURFLEX
PER FRENI
PER FRIZIONI

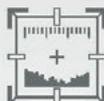
Via Montesanto, 46
 21049 Tradate (VA) - Tel. 0331.811.795
 Fax 0331.811.065 - E-mail surflex@iol.it



GRAVEL-T

GRT709 - GRAVEL-T

High versatility is the keyword for this pair of soft, 35 ltr side bags for Adventure and off-road oriented motorcycles. Thanks to the quick-release UNIFIT mounting system, equipped with Security Lock, these bags are compatible with all the GIVI tubular pannier mounts and most of the OEM side racks on the market. Equipped with a separate and removable liner, that provides full protection from heavy rain and extreme conditions (IPX5 standard), and also with a separate, removable sleeve for thermos or other bottles. Materials and shape have been selected and designed to guarantee the best performance, flexibility and content protection under any circumstances and condition of use.



Hard nylon mounting plate, works with most pannier racks on the market

Removable, IPX5 standard waterproof liner

M.O.L.L.E. webbing, with 10 accessories included



FOCUS ON



Find more than 1000 accessories at givimoto.com
Discover giviexplorer.com the web portal for motorcyclists

EXPLORE. ENJOY.

HIGH PERFORMANCE SUSPENSION.

Michele Pirro
2019 Italian
SBK Champion

STEERING DAMPER



K911 CARTRIDGE

AB1 EVO FACTORY



We are Mupo. Our mission is to boost your riding experience. Passion, innovation and design is how we do it.



Check our 1000+ model application list at www.mupo.it

info@mupo.it @muposuspension

Arai 2020

Arai Concept-X - "Old School, minus the compromises"



The Concept-X has an "aggressive retro style that harks back to the decade with attitude - for today's modern riders". Features include a new, strong, lightweight PB e-CLC shell material with hidden ventilation, an adjustable interior and VAS-VC mounting system.

The smooth, round shell shape has been designed to slide across surfaces and glance-off obstacles and is reinforced with Arai's proprietary peripheral belt.

A hidden multi-stage air channel provides an efficient ventilation flow and antimicrobial interior features adjustable cheek pads and temple pad for a custom fit.



bulk." The sleek outer shell hides an internal ventilation system - cooling air feeds into the visor brow vents and is drawn through the comfort liner and out of three upper crown exhaust holes via a hidden multi-stage air channel within the EPS liner by the negative pressure created by the combined Venturi effect of the side exhaust ports and neckroll vent. Up front the six meshed slots close to demist and open for airflow.

A VAS MAX Vision visor provides enhanced visibility in all conditions. The 3D latch system is borrowed from Arai's F1 helmet and secures the visor firmly but operates with a one finger operation - even with gloves. It's also Pinlock ready.

Additional internal features include adjustable interior with Facial Contour System (FCS) and speaker pockets, Emergency Release System (ERS), and speaker pockets that offer room for mounting speakers without affecting comfort or fit.

The RX-7V Racing - Make Faster, Easier



The VAS-VC visor system, with its retro mechanical look, further enhances glancing-off performance by lowering the visor pivot point to maximise a smooth upper shell.

The peripherally belted e-Complex Laminate Construction (PB e-CLC) shell concept delivers lightweight strength. New materials have been used to substitute the AR-mat as middle layer for a substantial weight reduction, while maintaining the same strength as PB-CLC.

It also employs Arai's Variable Axis System (VAS) which lowers the visor mounting position - this yields an average of an additional 24 mm across both temple areas, in pursuit of the ideal smoother shape that increases the shell's ability to glance-off energy.

"The softer, one-piece Multi-Density EPS inner liner is a key part of our protection philosophy and designed to absorb and dissipate impact energy without excess



Arai says that the RX-7V is "everything Arai knows about producing the ultimate competition-ready motorcycle helmet.

"The strong, smooth and rounded R75 shape shell increases the important glancing-off performance. The VAS system means perfect fit and ventilation, and the RX-7V Racing goes one step further with an extra layer of technology.

"An FIM approved aero kit improves the RX-7V's high-speed aerodynamic performance with no reduction in protection or glancing-off ability. It is expected to be approved soon by the FIM Racing Homologation Programme for helmets (FRHPhe-01) and ECE22.05 and comes with a 2D racing visor".

Arai's proprietary peripheral belt (super fibre belt), borrowed from its F1 technology, maximises shell strength and flexibility while maintaining low weight.

Positioned across the top of the eye port, it allows the use of a thinner, Multi-Density EPS liner which greatly enhances the upward field of view - especially appreciated in a full racing tuck! The Structural Net Composite adds a physical bond to the resin bond of the (many) layers of fibres; the latest 'Z-Mixture' resin increases material adhesion, requiring less resin for a stronger bond.

The Variable Axis System (VAS) lowers the visor mounting position, providing an additional 24 mm across both temple areas.

The rear spoiler optimises high-speed aerodynamic performance. Designed to 'fill-in' and smooth the aerodynamic flow between the helmet and the rider's suit hump, the rear spoiler is available in either clear or painted form. It's also designed to provide minimal resistance to impact forces (or impede glancing-off performance) as it simply breaks away.

The interior has fully adjustable (and removable) 5 mm peel away cheek pads and temple crown pads. For an even better snug fit and enhancing comfort to the lower jaw, the Facial Contour System (FCS) works with a foam spring support in the cheek pad that compresses and rebounds, providing the necessary support without excessive pressure. The neck roll can also be removed. The Emergency Release System (ERS) makes helmet removal easier.

SZ-V Open Face - "Open New Horizons"



A "premium new open face for the urban professional with subtle, sophisticated appeal". Designed with day-in, day-out use and comfort first and foremost, with adjustable interior with efficient cooling and removable cheek pads and built-in speaker pockets and outer shell ready to mount a communication system.

"While the SZ-V's subtle looks exude premium appeal (of course), its tough, lightweight outer shell - designed around VAS which lowers the visor mounting points - is built primarily to provide maximum protection in terms of impact energy absorption and glancing-off performance from the smooth, rounded R75 shape. The softer, one-piece Multi-Density EPS inner liner works in support of the shell to dissipate energy without excess bulk and the interior offers adjustability".

The SZ-V is also designed to fit a communication system easily on the shell exterior and without any compromise to the EPS liner.

ARAI HELMET (EUROPE)
Hoevelaken, NETHERLANDS
Tel: +31 (0)33 254 1010
info@araihelmet-europe.com
www.araihelmet-europe.com

Supersprox®

Extend Your Journey

RELIABILITY QUALITY PERFORMANCE

After 23 years Honda HRC are back on top of the Dakar rally podium. Only the best components are used by Honda. Supersprox-stealth was chosen by Honda as the most reliable and highest performing sprocket in the world.

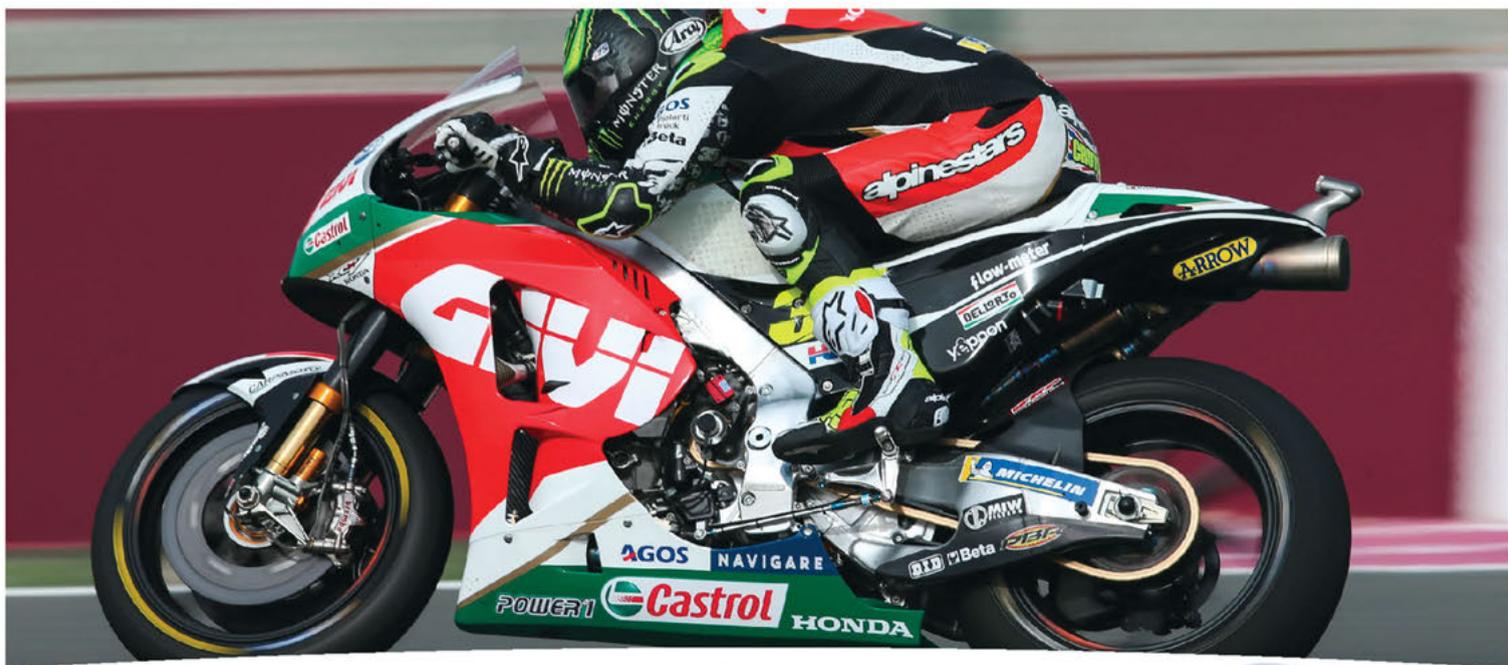
STEEL TEETH FOR LONG LIFE OF SPROCKET AND CHAIN

ALUMINIUM CORE FOR LIGHT WEIGHT. ANODISED TO COMPLEMENT YOUR BIKE.



Ricky Brabec.
2020 Dakar Champion.
With Supersprox sprockets

Contact: sales@supersprox.com
WWW.SUPERSPROX.COM



«Take a deep breath»

Cal Crutchlow

MotoGp LCR Honda Technical Partner.
Japanese technology



ITALY



FRANCE

EXCLUSIVE DISTRIBUTORS

EUROMOTO 85

SPAIN

LANGENSCHIEDT

GERMANY

Lowicz Industrial & Logistic

OTHER MARKETS

miwfilter.com - info@miwfilter.com

Race-proven Panigale V4 suspension package

Last month we featured Italian performance suspension specialist Mupo's all-new 2020 Superbike fork, described as "setting a new landmark for high performance racing equipment", with features including a new triple tree bush system to increase flexural rigidity and DLC Hyperlox coating.

This month we have news of more new product designs from Mupo - its Ducati Panigale V4 suspension package, featuring a new AB1 Evo Factory shock and CSP30-R cartridge; this is the kit with which Mupo won the first Panigale V4 title worldwide in the Italian SBK Championship. The AB1 Factory shock is characterised by the bladder technology inside the reservoir, which significantly increases feel and sensibility and allows continuity and reliability of damping from the first to the last lap.



Completely made of Ergal 7075 aluminium alloy (zinc alloy aluminium, as used in the aerospace industry), "the Factory shock integrates lightness, resistance and a high heat coefficient - all contributing to an excellent damping in the most extreme conditions.

"The sophisticated hydraulics, tested and approved by riders such as Alex Barros and Michele Pirro, has a CNC machined 46 mm piston, which gives more grip and control to the rider in braking, apex and exit of the curve".

Completely adjustable in high and low speed compression, rebound, spring preload and length, the AB1 Factory is the "reference point for the rider who wants to find the ideal setting and have a high-performance motorcycle".

At the heart of the CSP30-R is the Trough-Rod Technology, an innovative system used by top teams in the most prestigious competitions worldwide. This technology is characterised by the behaviour of the piston rod, which enters and exits the body of the cartridge at the same time, avoiding gas pressure imbalances and limiting oil dilatation.

"The result is a unique and uniquely homogeneous and progressive damping with grip and feeling at the front in the braking, apex and exit phases of the corner. The CSP30-R's performance is simply superior to the open, closed and pressurised cartridges



currently on the market".

The compression and rebound damping are completely independent - together with the spring preload adjustment in both legs, this makes finding the perfect setting "simple, fast and intuitive".

MUPO S.R.L
Bologna, ITALY
Tel: +39 0542 671860
info@mupo.it
www.mupo.it



'Silent Sprockets': exclusive, patented vulcanised technology

Italian driveline specialist Ognibene's 'Silent Sprockets' feature a patented vulcanised rubber technology gear profile that reduces noise and prolongs transmission life. Founded by Dante Ognibene in 1948 as a result of his experience working at Ducati, these days the Bolognese company has 48 employees, a sales turnover of over 12 million euro and a facility of over 5,000 square metres and is widely respected as a leader in the design, realisation and commercialisation of chain transmissions and motorcycle components.

After over thirty years of collaboration with the most prestigious and important brands in the world (including D.I.D and Nissin), Ognibene S.p.A. patented its sprocket technology as a solution to meet the specific build specifications of motorcycle manufacturers as the power that the transmission had to cope with and the durability of critical components made ever greater demands of materials and manufacturing precision and quality control. The 'Silent Sprockets' by Ognibene are gears with a vulcanised rubber profile applied to both sides, which guarantees a noise reduction of at least 2dB more than conventional kits, thereby extending transmission life. Front and rear sprockets in this product range are made exclusively in

C45 steel and Chrome/Molybdenum for strength, reliability and durability. One of the most recent results and latest motorcycle engineering innovations to come out of Ognibene's Research and Development Department, the Ognibene 'Silent Sprockets' were the brainchild of Franco Ognibene, in a design that offers efficiency and high precision. "Unique in the aftermarket, all Ognibene gears are subject to strict quality control in order to satisfy the demands of the most expert motorcyclists" - Ognibene's unique product is backed up by patents registered in Italy and the USA.

"We endeavour to guarantee uniqueness and high performance every day to those who, like us, see motorcycles as more than a



means of transport," says Federico Arbizzani, Sales Manager for the Motorcycle Department at Ognibene S.p.A.

"In 2018, sales of the Ognibene 'Silent Sprockets' recorded an increase of +15% over 2017, a strong indication that shows there are opportunities for our technology to grow further still in the international market.

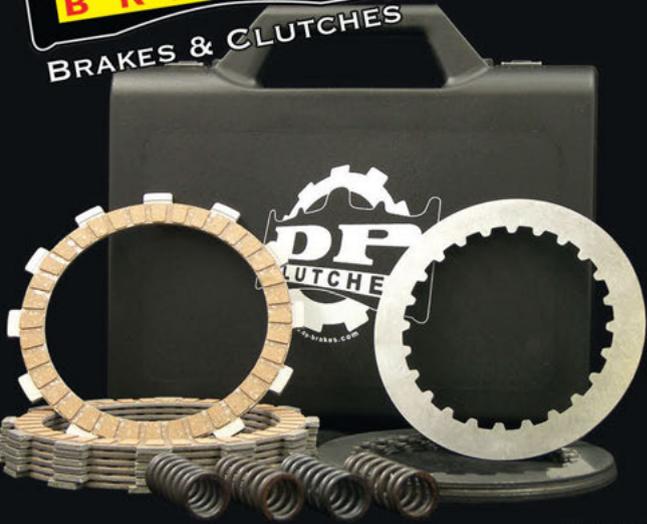
"The fact that these gears, in particular the pinion, have been chosen by the most important manufacturers, obviously makes us very proud and for us highlights that the world is increasingly sensitive to noise and environmental impact." The Ognibene 'Silent Sprockets' range includes over 400 product items, applications and fitments.

OGNIBENE SPA
Bologna, ITALY
Tel: +39 051 534225

ognibene@ognibenechaintech.it
www.ognibenechaintech.it



Ride. Grip. Feel the Trust.



- More durable than OEM -
- Extra smooth delivery -
- Ready to fit -
- No pre-soak needed -
- Less Inventory -
- Higher Margins -
- OEM Upgrade -
- No Brake Dust -
- No Brake Squeal -

OFF THE SHELF PERFORMANCE UPGRADE

The First. The Best. The Leader in Sintered Braking Technology... www.dp-brakes.com

BATTERY GOOD? No more guessing!



Optimate monitor

Battery status at a glance!



Domino race grade controls

Best known for having turned the humble motorcycle grip into a control system and art form, Italian controls and grips specialist Domino was founded in 1951 as an OEM manufacturer of cable transmissions for clutches and brakes.

Fast forward to 2020, and as the Domino Group closes in on its 70th anniversary (via the 1991 acquisition of the equally storied and 1930 founded acquisition of the then Turin based Tommaselli), the company continues to be at the cutting edge of its markets with EICMA seeing them introduce several advanced and innovative new products.

Racing electronic throttle control (RBW)



INTERNATIONAL
DEALER NEWS
HOT 100
PARTS AND ACCESSORIES

Domino's first electronic throttle control (Ride by Wire), specifically designed for racing use - plug and play with the main motorcycle models. Compared to the original controls, this product minimises the free play between components, providing an extremely precise response to the rider's input, very low friction and weight (198 g), and greater strength. The components are precision CNC-machined from high strength EN AW7075 zinc alloy aluminium, black anodised, with a throttle tube made with special techno-polymers, a waterproof IP67 rated Hall sensor, specially developed by Domino during many years of research, a special return spring tuned for racing use, and waterproof connectors.

Although only recently launched, the Domino electronic throttle control has already gained many podiums with the official BMW Superbike and Endurance World Championship race teams, in particular on the 2019 BMW S1000RR of Tom Sykes. Available for a growing list of models, including the BMW S1000RR 2019 (exclusively sold by Alpha Racing), Ducati Panigale V4R/S, Moto 2, Yamaha YZF-R1 2020 and KTM RC390 2019.

Racing quick shifter sensor kit

A new plug and play Hall effect quick shifter kit for the majority of motorcycles able to manage the



blipper during the gear downshift. The kit includes the special Hall effect Domino sensor, a threaded rod made in 7075 Eralg (zinc aluminium alloy), a steel ball joint rod end, and special electric wiring - all interfaced with the original electrical connections. This Hall effect magnetic quick shifter kit has been designed and developed with the aim of solving the well-known problems that affect the load cell sensors on the market and therefore improve the rider's feeling with the gearbox. The sensor has a double signal to guarantee an assembly with traditional or inverted gearshift.

This kit was developed in collaboration with the main team in the Italian Superbike Championship; applications so far confirmed include the Aprilia RSV4 1000 and 1100; Ducati Panigale 1199 and 1299, V4, V4R, V4S; Yamaha YZF-R1 2019; Kawasaki Ninja ZX-10R 2016 and BMW S1000RR 2018.

Racing clutch lever hand control



Described as the lightest clutch handle control on the market at only 145 g, it is produced almost exclusively in aluminium, with a new lever design with a collapsible CNC handle - using the same ergonomics of the Domino racing fixed levers, the most widely used in competition. The shape of this new lever was optimised by computational flow analysis (CFD) in order to minimise the drag induced by the air flow. This design is said to be the only one on the market today with a special seat to fix the 2D angular sensor on the lever. A friction-free PTFE sliding bearing allows smooth rotation of the lever.



This product was also developed in collaboration with the main teams of the Moto2 and Moto3 World Championship and is available in 26, 28, 30 and 33 mm.

A450 road racing grips

Created to complete the Domino range of grips for road racing use, these dual compound grips, a technology pioneered by Domino, draw on 20 years of race experience and R&D with dual compound use and 50 years of ergonomic experience to produce a solution that adapts to individual riders' needs and preferences.

The two materials have different hardnesses (and colours) to give a harder grip core to make the grip



stable on the handlebar and a softer outer coat to promote maximum grip in all conditions. The harder material is exposed in those areas that are more subject to wear and tear - such as the flange and the outer edge - better supporting the hand and reducing the more localised wear.

A new external multi-conic finish allows exceptional and constant grip - even in wet conditions - with progressive wear of the grip. This is possible thanks to its engineered shape. They have a slightly larger grip diameter than the popular A010 Domino series grips, designed for those who prefer a larger ergonomic grip.

There are three points for iron wire fixing, of which the innermost can be used to adapt the socket to the shorter accelerator tubes of the Japanese motorcycles.



DOMINO SRL
Sirtori (LC), ITALY
Tel: +39 0399 211286
domino@domino-group.com
www.domino-group.com

The DF series

Combination-indicator-rear-brake-light
extremely small - extremely bright!

Kellermann



Bullet 1000® DF

Made in Germany®
3 years warranty

Atto® DF

micro S DF Dark

Rhombus S DF Dark



Phone: 0049 (0) 241 938 0815 | From USA & Canada: 011 49 241 938 0815

Email: info@kellermann-online.com | Auf der Hülse 184 - 186 . 52068 Aachen . Germany

PISTONS Made To Win

Chosen by Factory MX GP Teams

Team Honda HRC MXGP

Team Kawasaki KRT

Team Yamaha Factory MXGP

Team Yamaha Factory MX2

Team KTM Marchetti

Team Gebben Van Venrooy Yamaha

Team Honda Racing Assomotor

Team Yamaha SM Action

Team Fonta MX Racing



• DESIGN • PERFORMANCE • RELIABILITY



info@vertexpistons.com - www.vertexpistons.com

'Rambler Racer' soft bags

The 'Rambler Racer' waterproof soft bags line from Kappa is intended for those motorcyclists "who love the vintage look". The set, previewed at EICMA, consists of four matching bags - a pair of side bags, a saddlebag, a tank bag and a compact tool bag. The RB100 side bags have an internal capacity of 14 litres each and a roll top closure system. Fastening is by saddlebag straps with hook and loop closure and additional straps with ring loop to fasten the double D-ring. There is a front handle and a pocket with a front waterproof zip. The RB101 saddlebag has an internal capacity of 26 litres and closes with four straps with clips. Once the bags are detached, they fasten together, leaving the fairing free. Features include padded shoulder straps for easy transport, a carrying handle and a pocket with a front waterproof zip. The RB102 tool bag has an internal capacity of 0.5 litres and a roll up band with tool compartment and

hook for hanging as well as an interior pocket with zip, straps with metal rings for closing and two adjustable double D-rings for fastening. The RB103 tank bag has an internal capacity of seven litres and also a roll top closure system, fastening for metal and non-metal tanks either by four magnets or four straps, a single padded shoulder strap (D-ring and carabiner coupling), wind straps, pocket with front waterproof zip and a padded back panel for comfort when worn. The set is available in coordinating colours of grey and green with black synthetic leather inserts. The external material is 550D PVC coated polyester, and the removeable internal lining in 190D nylon (except the tool bag) has thermo-sealed seams to guarantee the bag is waterproof. The bags are sold with a TNT bag with the Kappa Rambler logo for storage. The entire line complies with REACH regulations.



KAPPA
Flero (BS), ITALY
Tel: +39 030 268 0374
info@kappamoto.com
www.kappamoto.com

Nordcode 'Senegal' four-season jacket

The feature-rich 'Senegal' jacket has been developed by Nordcode to be an "advanced, modern motorcycle jacket with CE certification to the demanding prEN 17092:2019 Class AA standard". It is a versatile and technologically advanced three-layer touring jacket, equipped with removable CE EN1621-1 certified protectors on shoulders and elbows and removable CE back protector. The REISSA waterproof membrane and the thermal liner can be removed, giving the rider maximum freedom of use. Significant ventilation is offered by the large mesh panels on the chest, arms and back, allowing air to cool the rider without compromising on safety. Additional features include reflective inserts, four front pockets, one large back pocket,

two internal pockets and two pockets in the thermal lining (one for a mobile phone), adjustable straps at the waist and sleeves, sleeve adjustment knobs, neck adjustment "SmartFit" system and Velcro straps at the bottom. The mesh lining is fixed and made from high-tenacity fabric, and with excellent abrasion resistance, the 'Senegal' jacket is "waterproof, windproof and breathable".



NORDCODE
Thessaloniki, GREECE
Tel: +30 2310 795 615
info@motomarket.gr
www.nordcode.com.gr



Fuel in the blood. Italy in your heart.



Moto Guzzi

Ducati

Aprilia

Brembo

Dellorto

Accessories

www.stein-dinse.com

SHIDO dual battery chargers

Shido DC 4.0



Transmission and battery product specialist DC AFAM (Nazareth, Belgium) has completed the development of two new feature-rich IP 65 waterproof chargers with after-charge battery health check function.

Product Manager Kjell Roels told IDN: "SHIDO dual battery chargers are unique charger tools – AFAM used all its 40+ years of motorcycle knowledge to develop new charging algorithms for both Lithium LiFePO4 and lead-acid batteries. "The chargers feature a manual selection between Lithium LiFePO4 and lead-acid batteries, a battery recovery function for deeply discharged batteries, a maintaining mode with voltage checks every four hours and a battery health check."

The range consists of the SHIDO DC 1.0, which offers 1 Ah of output, weighs just 0.4 kg and is suited for all battery types, and the 0.6 kg SHIDO DC 4.0 top-of-the-range charger, with extra features including a 6 volt option, selection between 1 Ah and 4 Ah of output, specific AGM mode for sealed batteries and a digital screen with live voltage measurement. The charger can be used for motorcycle, power sports and car applications.

The versatile DC 1.0 offers 8-step charging for lead-acid batteries - detection, pulse, recovery, bulk charge, declining current, absorption, battery check and floating. Kjell points out that fewer steps are required for lithium batteries, "as you cannot use the Pulse step on a lithium battery, as the higher voltages can damage the lithium battery, certainly when pulses go above 15.2V. Also, the floating mode (constant small current) in lead-acid mode is replaced by the monitoring mode, here the charger will perform the 4h interval checks."

"Users are not always sure which battery charger to use with their lithium batteries," said Kjell. "We have taken this uncertainty away and can now recommend a suitable charger with confidence. SHIDO dual battery chargers complete our wide range of lead-acid (NITRO) and lithium (SHIDO) battery products."

DC AFAM
Nazareth, BELGIUM
Tel: +32 (0)9 243 7390
service@afam.com
www.afam.com
www.shido-batteries.com

Shido DC 1.0



No place is far away

No place is too far away if we are motivated by our passion. Leaving the city behind, pack the essentials and off to the great outdoors, towards the freedom that only comes from traveling. The light filters through the trees and a new landscape hides behind every turn, an emotion that clears the mind and fills the soul.

#RIDEYOURLIFE



TAIL BAG
→ RA318



SMARTPHONE HOLDER
→ KS920



FULL FACE HELMET
→ KV30 ENDURO FLASH



TOP CASE
→ KVE48

SIDE CASE
→ KVE37

YOUR GLOBAL SPOKE CENTER

The strongest stainless steel spokes available



- Largest motocross spoke sets range in the world
- Made in Sweden
- Exceed all OEM specifications
- MX • Street • Off-Road • Vintage



ALSO

The world's largest range of Vintage (and late model) MX brake discs



- Laser cut from hot rolled Swedish precision, extra high strength, cold formed carbon and manganese alloy steel with zinc coated finish
- OEM style replacements
- Fitments for vintage and current production models



C.G. PRODUCTS
MOTOCROSS & ENDURO RIDING PARTS - SWEDEN

CROSS-CENTER INTERNATIONAL AB
HABO SWEDEN Tel: 46 (0)36 466 64
www.cross-center.com

PRO GUIDE

Scorpion EXO R1 Carbon Air: "Racing technology wears Black"



Before EICMA we reported on Scorpion's new EXO 1400 Air Carbon full face - "the best GT (Gran Turismo) helmet ever built".

Milan saw the company add to its 2020 offer with the EXO S1 Jet and, seen here, the high-tech, lightweight, triple shell size EXO R1 Carbon Air, which weighs just 1,200 g in size M (+/- 50 gr) which, Scorpion says, "moves the bar of technology and performance even higher - the best racing helmet ever produced by Scorpion Sports".

The shell is made of Ultra-TCT Carbon, "a lightweight material that offers superior protection".

In the event of an impact, it ensures considerable energy absorption thanks to its ability to progressively deform. Wind tunnel tested, the aerodynamic shape guarantees great stability, even at the very high speeds that are reached in competitions at the highest levels (Moto GP, SBK, etc.).

Features include removable and washable 3D laser cut cheek pads and KwikWick III fabric liner with Air Fit, KwikFit and a multiple density EPS that "follows the shape of the head perfectly". The Air Fit system allows the internal cushions to be inflated and deflated, while the KwikFit internal profiling makes the R1 eyewear friendly.

A second-generation Ellip-Tec II mechanism makes replacing the visor "easier than ever - without the use of tools". Equipped with very powerful springs, the system guarantees a totally hermetic and incredibly silent clamping along the entire seal. The visor also has a central locking mechanism that allows easy and safe closure and opening and offers a very wide and vertical view. It is also possible to leave (and stabilise) the visor in a slightly open position (useful especially when riding at low speeds in the city).

The visor has tear-off supports and the transparent visor also combines with a "Dark Smoke" visor as standard, while the Pinlock 100% MaxVision system (also standard and present in the box) ensures 100% anti-fog action.

The upper air intake (with a tension spring that can be opened by a simple touch) is large but with a low profile to blend perfectly with the aerodynamic curves of the helmet. The large amount of air captured is discharged into the interior and then discharged by the rear extractors to generate an aerodynamic load (downward thrust) for even more stable riding at high speeds.

The EXO R1 Carbon Air has a "Double-D" ring system in lightweight titanium, and in the event of an emergency, the rapid second generation cheek pad removal system facilitates rapid removal of the helmet.

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

Triumph Scrambler handguard hardware kit



Renowned Australian handguard specialist Barkbusters has announced its latest bike-specific hardware kit for the Triumph Scrambler 1200 XC/CE.

Two mounting points secure the full wrap-around aluminium design with features including a heat-treated aluminium backbone for added strength and impact protection.

Compatible with the company's JET, VPS, STORM or CARBON guards (each sold separately), the Barkbusters range of advanced hand protector designs has a solution tailored to each rider's individual style and needs. All Barkbusters kits are supplied with easy to follow instructions.

RIDEWORX
Berkeley, NSW, AUSTRALIA
Tel: +61 242 718 244
info@barkbusters.net
www.barkbusters.net



SC-Project - Euro 4 X-Plorer II slip-on

The Italian exhaust specialist unveiled a blitz of new products at EICMA, among them the X-Plorer II slip-on muffler - specifically engineered for the "cross-overs" of the Sport Tourer and Maxi Enduro categories.

With a sophisticated profile, the clean and minimalistic design of the carbon end cap with autoclaved 'Twill' is said to "integrate perfectly with modern generation motorcycles - the oval-shaped outlet has been designed to increase the volume of gas while maintaining a compact and sporty shape". SC-Project's X-Plorer (and Adventure) family of



Yamaha Tenere 700 (2019)



BMW R 1250
R/RS (2019)

exhausts has been designed and built to increase durability and product life, "with each new generation of improvements delivering even greater reliability and performance - especially for bikes that are used for long distances or off-road competitions in all weather conditions".

All components and details in titanium and AISI 304 stainless steel (link pipe) are T.I.G welded, with CNC billet aluminium coupling bushings "guaranteeing precision fit".

Depending on the make and model, the muffler is available with the external body in carbon, titanium

or ceramic painted titanium.

Each kit includes a slip-on muffler with dB killer, carbon end cap, carbon heat protection, carbon valve cover, springs and screws, heat-resistant adhesive, homologation card and a 24-month SC-Project official warranty.

SC-PROJECT
Cassinetta di Lugagnano (MI), ITALY
Tel: +39 0294 22313
info@sc-project.com
www.sc-project.com



FEEL SAFE, FEEL GOOD

DISCOVER OUR COLLECTION 2020

VISIT WWW.RICHA.EU · INFO@RICHA.BE

MADE WITH GORE-TEX PRODUCT
TECHNOLOGY FOR WATERPROOF PROTECTION



PROTECTED BY
D30

'Devil' touring full-face helmet

The new 'Devil' from Premier Helmets is a touring full-face helmet designed and developed for long-distance riding inspired by the world of racing.

The visor has been extended by 11% to provide a larger visual range than previous Premier models and in addition to an anti-scratch polycarbonate visor, the helmet is equipped with a small internal dark retractable visor that allows optimum riding in any weather and light. It is activated with a lever on the shell's left side.

To avoid fogging, it is provided with a Pinlock lens. Another detail is the visor closing mechanism, which is on the chin protection like on racing helmets, making the helmet safer and noiseless even at



higher speeds, according to Premier. The ventilation system is composed of three elements: a wide air vent on the front side and one on the chin protection, allowing best ventilation both in the

upper and lower part, while the extractor on the rear ensures exit of hot air keeping the interior cool.

The "Advanced Padding System", a kit included in the package, enables the rider to customise the interior for a comfortable fit. The interior, completely removable and washable, has had sanitised treatment to make it hypoallergenic, and internal paddings are placed to leave enough space for glasses thanks to the Easy-Fit system. The 'Devil' has a micrometric strap that allows

rapid release and is prepared for Bluetooth.

The inner shell is made of EPS, a particular pressed polystyrene that is put in several layers at different density so there is a very good performance in case of a crash, distributing energy uniformly. The outer shell is made using two different mould sizes from carbon aramid fibre combined with last generation epoxy resin, so the shell is lightweight, but at the same time elastic and extremely crash resistant.

The helmet is available in two carbon variants, both polished and opaque, and in three graphics (Gran Turismo, Predator, Electra) in different colours in a total of thirteen variants, with monochromatic versions in polished white and opaque black also available. It has ECE 22.05 certification, and all helmets of the Premier collection benefit from a 5-year warranty following purchase, subject to registration on their website.

PREMIER HELMETS
Gallicano/Lucca, ITALY
Tel: +39 0583 730 310
info@premier.it
www.premier.it

LSL 'Gonia' crash pads

The original LSL crash pad design has rightly become regarded as a classic fall protector configuration. However, LSL's Jochen Schmitz-Linkweiler says that the ongoing development of modern motorcycles and their associated edgier design mean that such a design cannot stand still - a correspondingly "sharper drawn" product design is called for.

The new 'Gonia' crash pads are "characterised by straight lines and the dynamics of the motorcycle," says Jochen. "The central shock-absorbing element is, as with our classic crash pads, a plastic insert embedded in the aluminium shell.



"The rising contour of the crash pad head provides space effectively preventing roadway jumps when hitting manhole covers and other such surface obstructions. Just as accurately drawn as the outer shell, the black insert of the pad looks like a skid and keeps the motorcycle sliding in the

direction of the energy in case of a fall." The plastic absorbs the impact and brakes the speed of the vehicle with its coefficient of friction. In light slides it is only the plastic that gets scratched and that can be easily replaced. The CNC-milled aluminium outer shell of the 'Gonia' crash pads is available in ten different colours, a choice of finishes, including a carbon look finish, and can be combined with more than 150 mounting kits for a wide variety of motorcycle models.

PAASCHBURG & WUNDERLICH
Glinde, GERMANY
Tel: +49 (0)2151 55590
info@lsl.eu
www.lsl.eu

FK Visors compatible with Momo Helmets

The popular and respected FK Visors programme was created as a brand of Forbikes S.r.l., a leading Italian accessory vendor, and is one of the leading independent motorcycle helmet visor producers.

Made to deliver the best possible quality and optical purity standards, 30 years of experience go into every FK visor - and one of the latest helmet brands for which FK visors are available is MOMODESIGN.

FK takes care of the entire visor production process for the helmet manufacturer - from technical specification and design to the mould, testing of prototypes and then the final product.

The branded visor compatible with MOMODESIGN helmets is available in eight colours: transparent, dark smoke, silver mirror, blue mirror, red mirror, gold mirror, pink mirror and green mirror.

The mirroring has a water-repellent treatment and is a non-homogeneous multilayer which allows the



presence of different colours on the visor while maintaining a predominant colour on the others. It is made using an 80% smoke material that guarantees vivid colours.

On the outside the FK visor has an anti-scratch treatment ensuring transparency and durability. All FK visors are Made in Italy "combining technology and craftsmanship. The artisan workmanship is an important step in our production process, but we also use the most advanced technology to ensure millimetric precision".

The visor for MOMODESIGN helmets has a thickness of 1.5 mm and is produced in high quality polycarbonate. The rubber gasket around the perimeter of the visor ensures that no air or water can penetrate.

FORBIKES SRL
Reggio Emilia (RE), ITALY
Tel: +39 0522 232590
commerciale@forbikes.it
www.fkvisors.com

Renthal - new lightweight FB36 handlebars



Over 50 years of specialist experience have taught Renthal that a fraction of a second, a few grams, a couple of millimetres - "it all counts".

Working alongside its factory race teams, Renthal have taken the concept of improving performance through weight reduction without compromising existing handlebar strength to a new level.

"Every time you accelerate, brake, corner, jump, you work against the weight of the motorcycle. By reducing weight, it improves the performance of the motorcycle in all of these areas - resulting in faster lap times".

Renthal's 50+ years of experience in handlebar design, testing and racing has resulted in the R-Works Fatbar36 - described as the "ultimate in lightweight motocross handlebars".

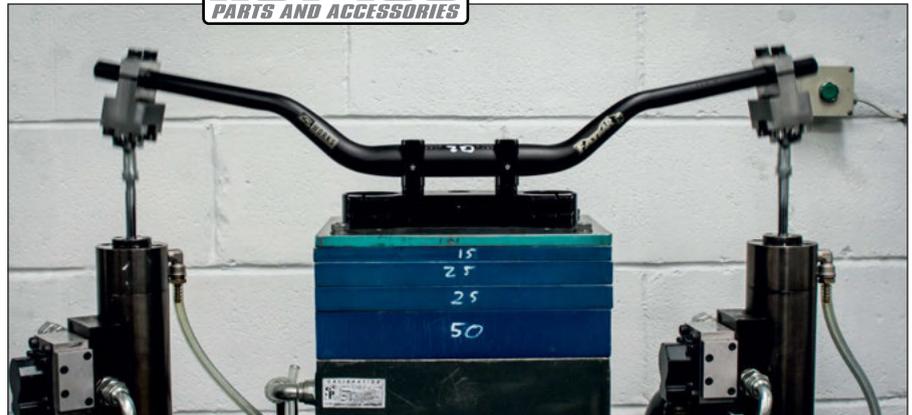
Utilising Renthal's 36Tech handlebar standard and proprietary Zarilium material to give a high strength handlebar at the lowest possible weight, "the R-Works Fatbar36 is 36% lighter than our standard 28 mm diameter Fatbar, previously the lightest motocross handlebar".

"At Renthal we have always strived to produce the strongest, highest quality product we can. Our current handlebar range is at a level of strength that our factory level teams feel it needs to be, but weight saving will always be high on the priority list. In developing the Fatbar36, we made this our priority too".

The company says that its new 36Tech advanced technology is a new handlebar standard developed by Renthal to push forward the boundaries of handlebar technology. Using advanced wall geometry, the 36 mm clamping diameter tapers down to a conventional 22 mm control section at each end, reducing weight by maximising material efficiencies in wall thickness along the entire length of the handlebar.

Exclusive to Renthal, Zarilium is a new aluminium alloy that has +20% greater ultimate tensile strength, while maintaining the same elongation properties. This additional strength has allowed Renthal to achieve the maximum weight reduction possible whilst matching the best in class strength with the Renthal 28 mm diameter Fatbar.

Founded in 1969 in the UK by Henry Rosenthal and Andrew Renshaw, the first Renthal handlebars were made for the motorcycle trials market and were the first to be made of aluminium.



Even in the early days, there was a focus on supporting the world's best riders, and in 1971, Renthal gained its first trials World Champion title with Mick Andrews. Renthal moved into the growing sport of motocross, with which the brand is now synonymous. Gaining instant popularity and racing success, the first motocross World Championship for Renthal was won in 1981 by Neil Hudson.

Supercross in the U.S. boomed in the late 80s and Renthal was at the epicentre, supporting legend of the sport and seven times Supercross world champion Jeremy McGrath.

For the entire 50-year history of Renthal there has been a focus on working with the world's fastest riders. Renthal supported athletes who have won World Championship titles every year, from 1983 to the present day. To date, Renthal supported athletes who have won 213 World and 222 U.S. championship titles.

Looking to the future, Renthal has returned to be a self-owned business after some 10 years or so under the ownership of the Motorsport Aftermarket Group in the USA. The company continues as a cutting-edge design and manufacturing company, with extensive on-site facilities such as its handlebar testing Lab -



Renthal was founded in 1969 in the UK by Henry Rosenthal and Andrew Renshaw.

Renthal is the only handlebar manufacturer using data acquisition and equipped with its own in-house test facility.

"As the global leader in handlebar technology, we pride ourselves not only on our engineering abilities, but also our state-of-the-art manufacturing facility. Taking raw Zarilium tube, we put it through a host of operations to turn it into the Fatbar36.

"The R-Works badge represents uncompromising performance. It means we have selected the ultimate materials and manufacturing processes at our disposal to bring the market the very best performance product we can".

Renthal products are available through leading distributors, including Techno Motor Veghel in the Netherlands (www.tmv.nl).

RENTHAL LTD
Stockport, Cheshire, UK
Tel: +44 (0)161 406 6399
renthal@renthal.com
www.renthal.com



Vertex 2020 piston off-road line

Italian performance piston specialist Vertex had a great year in 2019, playing a leading role in all the major World and European championships, a level of success that has been going on for years and that "shows how Vertex pistons are decisive for the champions' performances".

In particular, Vertex Pistons dominated the World Championships: the MXGP with four riders in the top five of the final standings, securing the World title with Tim Gajser of the Honda HRC team and the World Vice-Champion title with Jeremy Seewer of Yamaha Monster Energy Factory team - in addition to the fourth and fifth places respectively of Paulin Gautier and Tonus Arnaud, both of the Yamaha Wilvo team. In MX2, they scored third and fourth places with Jago Geerts of the Yamaha Kemea team and Calvin Vlaanderen of the Honda HRC. There were also excellent results in the Enduro World Championship, with four titles won: the E2 with Loic Larrieu of the TM Racing team; the E3 with Steve Holcombe of Beta Factory team; the EJ with Andrea Verona of TM Racing and the EY with Hamish MacDonald of the Sherco CH Racing team.

Vertex pistons were also successful in the EMX85, winning with Edvards Bidzāns and Valerio Lata, taking first and second place in the championship.

Such regular success gives the Vertex R&D team access to unparalleled data with which to finesse, tune and perfect its off-road pistons for the motorcycle models of the following year. So Vertex has been able to upgrade this year's Vertex 4-stroke ranges for 2020 models, with its Replica, High Compression, Big Bore and GP-Racer's Choice versions all updated to meet the ever evolving demands the manufacturers place on their components.

The Replica model, made with forged



aluminium body, racing profile, anti-seize MoS2 coating and original ring kit, perfectly replaces the standard piston and offers an excellent quality/price ratio.

The High Compression range is produced with specific, dedicated forgings and with the shape of the top completely revised by the company's R&D engineers with an increase in the compression ratio to improve power and torque.

The Big Bore model, on the other hand, has a profile that is similar to the standard one, but has a larger diameter with a relative increase in the displacement - leading to considerable improvements in performances.

At the top of the Vertex Pistons Off-Road range are the internationally noted GP-Racer's Choice line of pistons, hot forged in high resistance VP-310 alloy and equipped with the exclusive F1 inspired Vertex T-Bridge, DLC coated pin, rings in chromed or

nitrited steel (depending on the application and a special shape of the head that allows the maximum compression ratio with a great performance) without any loss of reliability.

The Vertex Off-Road 4-stroke pistons range is available for Honda CRF, Kawasaki KX-F, Yamaha YZ-F, Suzuki RM-Z 250 and 450 cc and for the KTM SX-F and Husqvarna FC 250, 350 and 450 cc.



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



ARE YOU READY TO START? PLUG & PLAY SOLUTION!

LITHIUM
 LiFePO4



SLA MAX
 FACTORY ACTIVATED



SLA
 FACTORY ACTIVATED



Construction - Manufacture - Distribution
Perfection - Quality - Design Your specialist for accessories

GSG MOTO
MOTOTECHNIK
www.gsg-mototechnik.de

Brake fluid reservoir with ABE



MV Agusta Brutale 800



Safety Crash Pad

crashpad perfection
crash pads with shock absorption
through push-on shock-absorbing caps

CNC-products Yokes, foot controls, engine covers, exhaust holders, mirrors
GFK - Carbon Seats, fairings, fenders, side covers, radiator covers, rear wheel covers
30 Jahre (1985 - 2015)
GSG-Mototechnik

Handlebars - Protection Guards - Luggage Carriers - Chrome'n parts
MOTORCYCLE ACCESSORIES
FEHLING
MOTORCYCLE ACCESSORIES
SINCE 1946



Ernst Fehling GmbH & Co. Metallwarenfabrik
Mendener Straße 1 - 58739 Wickede (Ruhr) - Germany
Fon. +49 (0) 23 77 - 20 33 - Fax +49 (0) 23 77 - 16 35 - eMail info@fehling.de

GALFER EUROPEAN DISTRIBUTORS
PERFORMANCE BRAKING SYSTEMS

- BELGIUM**
MOTOPRO SPORT
www.motopro.com
OFF ROAD ACTION (Trial)
www.offroadaction.net
- CROATIA**
CVAJKO MOTORI
www.cvajko-motori.hr
- CZECH REPUBLIC**
EXAC (OFF-ROAD)
www.galferparts.cz
- DENMARK**
MC-TECH DK
www.mctech.dk
KG IMPORT
www.kgi.dk
- FINLAND**
EUROBIKER
www.eurobiker.fi
- FRANCE**
SEMC
www.semc.pro
- GERMANY**
Hermann Hartje KG
www.hartje.de
CUSTOM CHROME EUROPE
www.custom-chrome-europe.com
SCOOTER-CENTER
www.scooter-center.com
STREETBUZZ DISTRIBUTION
www.scooter-attack.com
SIP SCOOTERSHOP GMBH
www.sip-scootershop.com
- GREECE**
INTRAMOTO
www.intramoto.gr
MOTOCOSMOS
www.motocosmos.gr
- HUNGARY**
UNIX AUTO KFT
www.unixauto.hu/
- ITALY**
INDUSTRIAS GALFER ITALIA
www.galfermoto.it
- NETHERLANDS**
MOTOPRO SPORT
www.motopro.com
HOLLAND MOTOR SPORTS
www.hollandmotorsports.nl

- NORWAY**
NON STOP TRADING AS
www.non-stop.no
 - POLAND**
OLEK MOTOCYKLE
www.olekmotocykle.pl
MIELOCH MOTOCYKLE
www.mieloch.pl
 - PORTUGAL**
MULTIMOTO
www.multimoto.pt
 - RUSSIA**
HILTEK
www.galferrussia.ru
 - SERBIA**
MAXMOMENT
www.maxmoment.rs
 - SLOVAKIA**
MOTOGP, S.R.O. (Off-Road)
www.motogregyplyn.sk
 - SWEDEN**
EMX RACING AB
www.emx.se
GREVENS MOTORCYKELDELAR
www.grevensmcdelar.com
TWO-STROKE
www.two-stroke.se
 - SWITZERLAND**
SP SCOOTER PART IMPORT AG
www.scooterparts.ch
 - TURKEY**
DENIMOTO
www.denimoto.com.tr
 - UK**
PERFORMANCE PARTS LTD
www.performanceparts-ltd.com
MALCOLM RATHMELL (Trial)
www.mrsLtd.co.uk
TWS (Off-Road)
www.twsgb.co.uk
HI LEVEL
www.hilevel1.co.uk
 - USA**
GALFER USA
www.galferusa.com
- info@galfer.es
www.galfer.eu

Barnett
Clutches & Cables

- USA**
Parts Unlimited (608) 758-1111
Hap Jones (408) 432-1918
Tucker (817) 258-9000
- Canada**
Parts Canada (403) 250-6611
Motovan Motorsport
(450) 449-3903
Kimpex Action (519) 659-0508

- Europe**
Parts Europe
0049 (0) 6501 9695-0
- Germany**
Grossewaechter
0049 (0)5225859256

- UK**
P.D.Q. Motorcycle
0044 1628667644
- Australia**
Serco 07 38232833

- Netherlands**
Motorcycle Storehouse BV
0031 (0)50 303 9771
Motopro Sport
0031 (0)597 613 000

- Japan**
Wellington Moto
- France**
Bihl Racing
0033 389673639
www.barnettclutches.com

SIGN-UP TO THE DIGITAL EDITION TODAY
idnmag.com

Optimate
tecMATE

www.tecmate.com

Multi-lingual catalogs :
tecmate.com/cat

Global distributors :
tecmate.com/distributors

Email (sales / service / technical):
tecmate.com/contact

SALES OFFICES

EUROPE, UK & Rest of the World
(for regions not listed below)

TecMate (International) S.A., Belgium
Tel: +32-16-805440

North, Central and South America

TecMate North America, Canada
CAN : +1-905-3372095
USA : +1-541-6399800

Africa, Australia, New Zealand, Southern Asia

TecMate South Africa, South Africa
Tel: +27-21-5316045

INTERNATIONAL DEALER NEWS

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

THIS MONTH'S ADVERTISERS

Barnett Clutches & Cables (US) Off-road clutches & covers	45
Bihl (FR) New RST intergrated airbag range	29
Bitubo (IT) Suspension	40
BS Battery (FR) Powersport batteries & chargers	60
Cross-Center International (SE) Stainless steel spokes, vintage MX brake discs	56
D.I.D Europe (IT) Chains	13
DimSport (IT) Rapid Bike Easy kit	41
DP Brakes and Clutches North America (US) Brakes & clutches	51
Fehling (DE) Parts & accessories	61
FullSix (SI) Carbon parts	4
G.P.R. Italia (IT) Exhausts	13
Givi (IT) Gravel-T side bags	47
GSG-Mototechnik (DE) Parts & accessories	61
Hantz + Partner (DE) UCLEAR premium Bluetooth helmet communication system	31-34
Hevik (IT) 'Andromeda' Urban jacket	11
Industrias Galfer (ES) Brakes & accessories	5
INTERMOT / Koelnmesse (DE) INTERMOT Cologne 2020	63
Kappa (IT) Tail bag, smartphone holder, full face helmet & case	55
Kellermann (DE) DF series combination indicator and rear break light	53
LeoVince (PL) Exhausts	9
LighTech (IT) Parts & accessories	27
Locatelli (IT) Airoh 'GP550 S' Vektor orange matt	2
Matris (IT) M46R monoshock & F255A fork cartridge	21
Moto Market (GR) Nordcode 2020 collection	19
Motoplastic (ES) Puig Hi-Tech products	43
Mupo (IT) High performance suspension	47
National Cycle (US) Windshields & accessories	5
Newfren (IT) Brake & clutch technology	9
Ognibene (IT) Sprockets	37
Omnia Racing Special Parts (IT) Parts & accessories	20
Richa (BE) 2020 new collection	57
Rick's Motorsport Electrics (US) Starters, chargers & ignitions	10
RideWorx (AU) Barkbusters handguards	14
SBS Friction (DK) SBS brake pads	25
Sifam Trading (FR) Axring chains	39
Stein-Dinse (DE) Distributor	54
Supersprox (CZ) Stealth sprockets; MIW filters	49
Surflex (IT) Clutches	46
TecMate International (BE) OptiMate battery monitor	51
Twin Air (NL) Championship-winning filters	17
Venhill Engineering (GB) Cables & hoses	15
Vertex Pistons - VP Italy (IT) Team choice pistons	53
WRS (IT) Windshields; distributor	23,64

THIS MONTH'S EDITORIAL

ACEM (BE) 2019 European registrations	1
ACEM (BE) New Euro 5 environmental standard	20
ANCM (IT) StatZone: Italian registrations up	8
Andreani Group International (IT) EICMA 2019 review feature part 2	30
ANESDOR (ES) StatZone: Spanish registrations up	8
Arai Helmet (Europe) (NL) 2020 helmets	48
Artein Gaskets (ES) EICMA 2019 review feature part 2	30
Barnett Clutches & Cables (US) Extra plate performance clutch kit for Triumph	39
Bihl (FR) Buys IP Store of Belgium; EICMA	22,64
Bitubo (IT) Adjustable shock absorbers for Vespa models; EICMA	28,35
Caberg (IT) 'Horus' flip-up helmet	42
CNC Racing (IT) NewsBrief: Extends partnership with Pramac Racing	10
CST Tires (US) New FIM accredited Enduro tyres	15
CTE International (IT) EICMA 2019 review feature part 2	28

DC AFAM (BE) SHIDO dual battery chargers	55
Domino (IT) Race grade controls	52
DRIV (IT) EICMA 2019 review feature part 2	30
Ducati Motorcycles (IT) 2019 sales	17
EICMA (IT) EICMA 2019 review feature part 2	22-30
Eleveit (IT) EICMA 2019 review feature part 2	24
FCAI (AU) StatZone: Austrian powersports sales down	6
Forbikes (IT) FK Visors compatible with Momo helmets	58
FullSix (SI) S 1000 RR monochoque carbon fibre subframe	16
Gaerne (IT) G.Razor and G.Rocket boots	46
Gilles Tooling (LU) Accessories for Ducati V4 S/R	37
Givi (IT) Sport-T soft bags; EICMA	26,42
Hantz + Partner (DE) UCLEAR 2020 updates	46
Hevik (IT) 'Oberalp' adventure riding gloves; EICMA	24,36
Honda Motor Co (JP) Honda-Hitachi to acquire Showa, Keihin and Nissin	15
HP Corse (IT) EICMA 2019 review feature part 2	27
Industrias Galfer (ES) EICMA 2019 review feature part 2	30
IVM (DE) StatZone: German 2019 registrations up	6
JAMA (JP) StatZone: Japanese exports down	8
Kappa (IT) 'Rambler Racer' soft bags; EICMA	28,54
KTM Sportmotorcycle (AT) KTM Adventure Rally	12
LeoVince (PL) Now distributed by Parts Europe	19
LeoVince (PL) Nero for 790 Adventurer/R	35
LeoVince (PL) Limited edition LV-10 SIC58 Squadra sold out	26,64
LighTech (IT) Aluminum fuel tank cap; EICMA	26,43
Locatelli (IT) 'Spark' full-face; EICMA	28,35
LSL Motorradtechnik (DE) 'Gonia' crash pads	58
Matris (IT) Suspension upgrades for Hypermotard 950	44
McRF (SE) StatZone: Swedish registrations up	7
Moto Market (GR) 'Senegal' four-season jacket	54
Motoplastic (ES) CustomAccess grips and catalogue; EICMA	22,42
MCIA (GB) StatZone: UK registrations slightly up	7
Motosuisse (CH) StatZone: Swiss registrations down	6
Mupo (IT) Panigale V4 suspension package; EICMA	27,50
National Cycle (US) VStream+ windscreens for R 1250 R; EICMA	22,36
Newfren (IT) EICMA 2019 review feature part 2	24
NEXX Helmets (PT) Dark Division helmets	45
Nolan Group (IT) X-803 RS Ultra Carbon helmet	38
Ognibene (IT) 'Silent Sprockets' with patented vulcanised technology	50
Parts Europe (DE) Now distributing LeoVince exhausts	19
Peugeot Motorcycles (FR) Mahindra takes 100% ownership	16
Polisport (PT) EICMA 2019 review feature part 2	24
Powersports Distribution Group (NL) Bradbury Bros and Rob Hunter merge; join PDG	12
Premier Helmets (IT) 'Devil' full-face helmet	58
Putoline Oil (NL) EICMA 2019 review feature part 2	30
PZPM (PL) StatZone: Polish registrations up	7
Renthal (GB) Lightweight FB36 handlebars	59
Richa (BE) EICMA 2019 review feature part 2	26
RideWorx (AU) Scrambler handguard hardware kit	56
SBS Friction (DK) Racing and performance brakes guide	10
SC-Project (IT) X-Plorer II slip-on; EICMA	27,57
Scorpion Sports Europe (FR) EXO R1 Carbon Air helmet	56
SDE Motorsport (IT) Forma 'Frontier' touring boot	38
Shock Factory (GB) M-Series monoshocks	39
Sifam Trading (FR) Axring chain kits	36
SIXS (IT) EICMA 2019 review feature part 2	26
Stein-Dinse (DE) SD-TEC hydraulic maintenance lift	44
Stylmartin (IT) 'Core' and 'Grid' sneakers; EICMA	28,44
Supersprox (CZ) Dakar sprockets	18
Techno Motor Veghel (TMV) (NL) Distributing Renthal handlebars	59
Technomouse (IT) New generation of high-performance mouses	11
TecMate International (BE) OptiMate battery monitors - "stronger for longer"	40
Tenneco (US) Closing in on plans to separate DRIV ride performance division	14
Triumph Motorcycles (GB) Bajaj plan going ahead	12
Tucano Urbano (IT) EICMA 2019 review feature part 2	28
Venhill Engineering Limited (GB) Cable and hose upgrades for GSX-R	38
Vertex Pistons - VP Italy (IT) 2020 piston off-road line; EICMA	24,60
Wind Trading (IT) EICMA 2019 review feature part 2	24
WRS (IT) Windscreens for Ducati, BMW and Suzuki; EICMA	26,41
WRS (IT) NewsBrief: Technical sponsor of Reale Avintia Racing Team	64
Zard (IT) Exhausts for Hypermotard 950-SP and V85 TT; EICMA	26,43

INTERMOT

COLOGNE, 06.–11.10.2020

OPEN FOR ALL: 08.–11.10.2020



IT'S ALL RIDE

#INTERMOT2020

WWW.INTERMOT-COLOGNE.COM

IVM
German Motorcycle Industry Association

koelnmesse

NEWS BRIEFS

Ducati CEO Claudio Domenicali has been appointed as the new President of Motor Valley - a Bologna, Italy, area promotional association that brings together all the "Motor Valley" brands of the Emilia-Romagna region - "this unique motorcycle and car manufacturing area has over 16,500 businesses (10% of Italy's national supply chain) and employs over 66,000 people. It is home to a concentration of brands, private collections, international race circuits and specialised training centres within a 150 km radius that is like no other on the planet. Motor Valley encapsulates Made-in-Italy automotive and industrial excellence: it's a project that highlights the area's capacity to network and make the most of internationally unique qualities."



WRS, the noted Italian windshield manufacturer and distributor of select top end parts and accessory brands such as Ilmberger, Rotobox, Suter and Bonamici, has signed as a technical sponsor with Ducati satellite Reale Avintia Racing Team. This year Ducati has signed Frenchman and two-time Moto2 World Champion Johann Zarco to replace Karel Abraham in MotoGP at Avintia, racing on the Ducati Desmosedici GP19 with teammate Tito Rabat. WRS is also official windscreen supplier for the BMW WSBK team, factory Ducati supported Pramac Racing in MotoGP and 58 SIC Squadra Corse in Moto3.

An analysis by Bloomberg suggests that even after the U.S. administration's latest China trade deal, in 2019, dollar terms losses from China tariffs translated to \$134 billion in lost GDP. Bloomberg is projecting that China tariffs will cost the American economy \$316 billion by the end of 2020.

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

Bihr buys IP Store of Belgium

Bartenheim, France based Bihr has announced that it has acquired 100% of IP Store, a leading distributor of motorcycle tyres and of selected rider gear brands in Belgium - formerly known as International Pneus.

As a result of this agreement, Bernard De Longueville, currently CEO of IP Store and one of the best known motorcycle industry figures in Belgium, has been appointed Sales Director Belgium for Bihr.

Bihr states that the objective of the transaction is twofold. First, that by acquiring IP Store, Bihr will further strengthen its commercial footprint in Belgium. Second, and in the short term, the transaction will allow the clients of IP Store to benefit from the larger product offering of Bihr.

Conversely, Bihr clients in Belgium will soon benefit from the products exclusively distributed by IP Store. In addition to its impressive roster of tyre brands (Pirelli, Dunlop, Bridgestone, Continental, Mitas, Metzeler, Michelin), IP Store currently sells for brands such as Tucano Urbano, BS Battery, Kappa, Sidi, SBS, Ixon and Scott - operating from its own warehouse at Anderlecht. "I am very pleased to join Bihr and to grow our combined business to an



Having sold IP Store (Anderlecht, Belgium) to Bihr, Bernard De Longueville will become Sales Director Belgium for Bihr.

unprecedented level. The power of the Bihr offering, combined with our very deep Belgian roots, will be very beneficial for our clients," said Bernard De Longueville, newly appointed Sales Director Belgium. Dominique Jamar, who until now was in charge of Belgium for Bihr, will fully focus on Business Development (new products, services and geographies).

Though founded in 1975 in France by Cyrille Bihr, the distributor also now has Belgian roots, being owned by the 2 billion euro turnover Kontich/Antwerp, Belgium based Alcopa Group, which traces its origins in the automotive and motorcycle business back to 1937 when Albert and Constance Moorkens started their motorcycle distribution

business. Bihr has over 42,000 sq m of distribution space in total in four warehouses in France and Spain, is now active in 13 European countries, employing 400 people and selling some 230 brands and 200,000 items through a network of some 11,000 dealers. Bihr says it can supply almost all European motorcycle dealers within 24 hours.

"We are very happy to partner with IP Store," said Christophe Piron, CEO of Bihr. "With this transaction, Bihr not only becomes second to none in terms of motorcycle tyre distribution in Belgium, but we also have the opportunity to add some brands we were missing in our product portfolio."

www.bihr.eu

LeoVince raises € 10,000

Italian exhaust specialist LeoVince has announced that it sold out the 58 limited edition LV-10 SIC58 Squadra Corse exhausts in just two weeks!

"This initiative has allowed us to raise €10,000, all donated to the Marco Simoncelli Foundation. The funds will be allocated to humanitarian and



social projects that have always been supported by the Foundation, in memory of Sic".

LeoVince and the Marco Simoncelli Foundation thank all those who made it possible to achieve such an important goal.

www.leovince.com

CONTACT US FOR OUR DEALER TERMS AND CONDITIONS

Official distributor for Italy of the following brands

Commercial and Logistic Office:
Via O. Respighi, 56 int. 1 - 47841 Cattolica (RN) - Italy

info@wrs.it
Phone: +39 (0)541 1797778

WWW.WRS.IT