

INTERNATIONAL DEALER NEWS

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FREE WITH THIS ISSUE



GATFER
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EU agrees Euro 4 "end of series" extension

Brussels based international motorcycle industry trade association ACEM has welcomed the positive votes of the EU Council and Parliament on the revision of Euro 4 "end of series" provisions.

"The motorcycle industry in Europe welcomes the decision by the Council of the EU and the European Parliament to endorse the European Commission's proposal adapting the rules on end of series vehicles in EU Regulation 168/2013".

The amendment will give motorcycle dealers and companies across Europe, who have seen sales of Euro 4 units affected by the outbreak of the COVID-19 pandemic, a 12-month extension to 31 December 2021 to sell their stock of Euro 4 vehicles before a delayed final implementation of Euro 5 on January 1 2022.

The proposal, supported by the two legislative bodies, will cover only the vehicles that were in stock at the moment when national lockdowns were introduced across the EU. More specifically, the amount of

vehicles benefiting from the revised end of series measures will not exceed the number of Euro 4 L-category vehicles in stock in the EU on 15 March 2020, which was estimated by industry experts at around 550,000 units.

Under EU type approval rules, all Euro 4 motorcycles needed to be registered before the application of the



environmental Euro 5 step on 1 January 2021. This requirement was impossible to achieve as a result of the drop in sales caused by the COVID-19 pandemic.

EU type approval rules included a flexibility mechanism called "end of series", which allowed manufacturers to continue making available, register or enter into service a limited part of their stock of Euro 4 vehicles.

The amendment to the end of series provisions in EU Regulation 168/2013 will not affect the original timeline foreseen for the introduction of the Euro 5 standard, i.e. 1 January 2021, for existing moped and motorcycle models type approved before 1 January 2020.

Commenting on the political agreement reached by the EU institutions, Antonio Perlot, ACEM Secretary General, said: "ACEM welcomes the positive vote of the Council and the European Parliament. The amendment will help those manufacturers in need of specific support and will help to bridge the gap towards Euro 5. The new rules will also provide a much needed 'safety net' for the entire sector, including downstream dealerships, and will prevent the unnecessary scrapping of Euro 4 vehicles.

"ACEM and the sector's national associations will continue working constructively with public authorities to ensure that the new end of series rules support manufacturing in Europe and dealerships in these challenging times."



Kellermann



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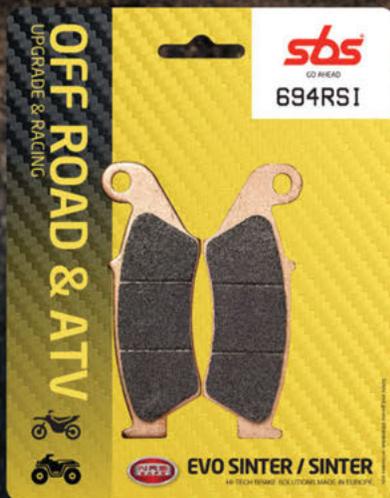
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Claus Menne

Product specialist SBS
Former professional MX rider

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S&S Cycle **58-59**

When a performance parts and accessory manufacturer such as S&S Cycle starts to tool up for a motorcycle manufacturer's model range, then you know it's got to be a serious long-term business opportunity for dealers.



Galfer **32-33**

When the service item sectors such as oils, tyres, filters and brakes are doing well, then you know the miles are being ridden. Barcelona brake component manufacturer Galfer's growth is good news for all of us.



MV Augusta **28-29**

Adam Child's interview with CEO Timur Sardarov is as far ranging as it is candid - all change ahead as Italy's boutique manufacturer eyes growth and a very different future.

PROGUIDE **EXTRA**



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The German hi-tech lights specialist has advanced daytime running lights with indicator option.



PUIG **47**

The Barcelona based parts and accessory manufacturer is gearing up with a string of new products on offer for 2021.



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LEVEIT
FEEL THE EXPERIENCE

Do we have herd immunity yet?

As the international motorcycle industry continues to surf the waves of the pandemic, the fear of wipe-out is never far away. Regardless of how many waves we are destined to endure, when it comes to how they impact the motorcycle industry, we have to accept that sooner or later one of them will have rocks in it.

At present, based on reports from readers and customers, and the latest available data from ACEM and the individual national motorcycle industry trade associations around Europe, signs are that motorcycle industry new unit sales remain surprisingly robust. We may be dented and bruised, but it could have been oh so worse!

Indeed, in many markets sales so far in 2020 are up well over the corresponding period of 2019 - showing actual growth.

Is it sustainable? To be brutally honest, I don't think any of us really know if anything is sustainable anymore and I still reckon that those who think they have the answers are not understanding the questions.

In theory, there is now enough evidence to suggest that the powerful 'two-wheels mean environmentally and time and cost-saving commuting convenience' message may finally be getting through.

It is ironic that mass transit systems are now being seen as a potential part of the problem and that the perfect social distancing of a two-wheel commute now has an upper hand. As Antonio Perlot, the Secretary General of ACEM, said recently though, it is all about balance.

He has called on transport policy makers and regulators to ensure that PTWs are included in a balanced diet of future-facing policy solutions. Indeed, the argument that needs to be made is that PTWs should be seen as an integral part of the transport mix, not just part of a temporary pandemic fix. ACEM and the national trade associations are well aware of this and are making every effort to grasp this opportunity to make the 'two wheels good' message stick permanently.

If the current market bounce is down to commuter and wider consumer group response to the health emergency, then great, but we need local, regional and national transport authorities to redouble their preparedness and efforts to deliver on the EU's pledge to ensure that motorcycles, scooters and mopeds are indeed protected and promoted as part of future-facing transport initiatives.

What we will have to wait and see, however, is whether the present market buoyancy does sustain once everyone is vaccinated and herd immunity to COVID-19 established to see if the motorcycle industry's products now also have herd immunity - to see if PTW use is elevated to another level and can kick-on from what we are seeing at present.

It could go either way, of course. Once a sufficient percentage of the population is protected from the coronavirus, it may be that a lot of potential customers (new and returnees, youth and older) heave a collective sigh of relief and reach for their rail and bus passes again without fear.

Right across Europe one is hearing opinions from both sides of the debate, indicating that it could go either way. If anything, the "everything will be different in the land of new normal" tribe of optimists appear to outnumber the "not so much, we'll all revert to type" brigade of realists.

However, having been around this block so often before, having seen so many false

dawns for the motorcycle market since the late 1980s, I guess I am a tad less convinced so far.

Yes, there are promising signs, but show me the lines of vast millions of enthusiastic new customers beating down the doors of their local motorcycle store two or three years from now, and then I would be prepared to become a true believer. Sadly, life isn't like that, and Genies never do go back into bottles.

There was a time 60, 70 years ago when it appeared that manufacturers could sell all the motorcycles they could make (or so it seems to those who weren't there), a time when the unit numbers were eye-watering and the prices of new and used machines just as (relatively) high as they are now.

But the issues that the motorcycle industry has been grappling with for a decade now, issues of demographics, youth entry and competing calls on time and money, have not gone away. Those issues never will go away, they can only get tougher for markets like ours - especially as the end of the road for the internal combustion engine looms ever larger.

Electric motorcycles, scooters and mopeds will and do already have their own very specific appeal, but as yet there is precious little evidence to suggest that the huge demand that conventional ICE units generate for service and performance items, for personalisation and multiple gear and apparel combinations in a well-stocked home garage will have any parallel.

PTWs may cease to be a lifestyle consumer discretionary product altogether and become part instead of just another part of the energy industry, the consumer electronics market and transport infrastructure provision instead.

Maybe it is being locked down again that is making me gloomy in the face of such excellent statistical evidence for a bright future. Maybe it is fear of being disappointed. Either way, I have always believed that if something looks too good to be true, then it almost certainly is.

On the other hand, it is true that, especially under the circumstances, our industry is doing well - at least in new registration numbers, and we are seeing pre-owned unit prices harden in most European markets.

Indeed, as I said last edition, inventory appears to be the primary foot on our hosepipe and in that context the extra time to sell Euro 4 models is great news. Rather than needing to wait two or three years, actually, I still believe that we need to get into the start of the spring selling season to see what a longer term picture looks like.

If sales do sustain deep into 2021, as, hopefully, the pandemic eases, then in all likelihood there is a long-term benefit to our industry in play and, personally, despite my apparent doubts, I do think that 2021 will be a good year - and that it should then give us a foundation to build on for a few years more, even if the eventual impact of the ICE bans means the future of the motorcycle and parts, accessory and G&A market as we know it, is, ultimately, time limited.

“ integral part of the transport mix ”

Robin Bradley
Publisher

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ACEM - 'Big Five' market registrations -3.3% January to September

ACEM, the Brussels based international motorcycle industry trade association, says that motorcycle registrations in the five largest European markets reached 708,503 units between January and September 2020.

This represents a decrease of 'only' -3.3% for the five main markets compared to the first nine months of 2019. The 'Big Five' (France, Germany, Italy, Spain and the UK) account for around 80% of the EU/UK combined motorcycle market registrations total.

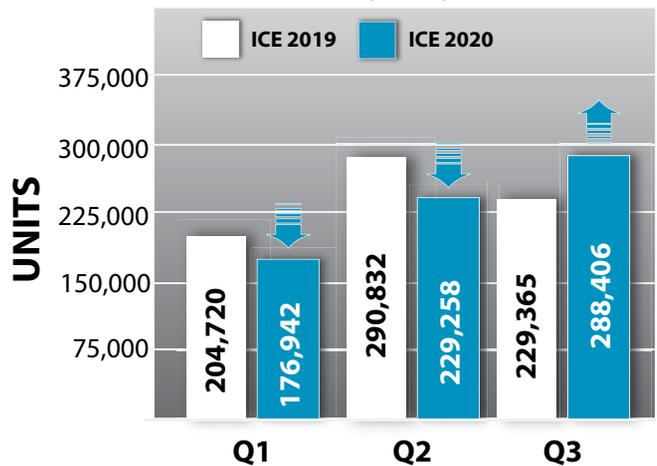
"The current registration trends in the motorcycle segment, however, show an improvement in comparison to the first six months of the year, when motorcycle registrations in the main European markets had fallen on average by -17%. This was due to the paralysis of commercial activity, caused by the outbreak of the COVID-19 virus".

The moped segment looks in better shape, with registrations in the largest European markets (i.e. Belgium, France, Germany, Italy, the Netherlands and Spain) reaching a total of 205,688 units during the first nine months of 2020. This represents an increase of +6.4% in comparison to the same period of 2019.

Commenting on the current situation of the sector, Antonio Perlot, ACEM Secretary General, said: "The registration figures for the first nine months of the year show that the sector is slowly starting to recover from the very difficult months of March and April 2020. The situation remains delicate, and the uncertainty created by the COVID-19 outbreak is not over yet."

"That said, there are reasons to be optimistic. The recent decision by the EU institutions to extend the cut-off deadline for selling Euro 4 models until 31st of December 2021 will certainly help the motorcycle industry

**European motorcycle registrations
(France, Germany, Italy, Spain, UK)**



to better cope with this crisis.

"Also, the COVID-19 crisis creates opportunities for policy-makers to rethink about local transport policy. The crisis has clearly shown that overreliance on public transport can create vulnerabilities in cities' transport systems.

"A better, preferable approach would be to find a balance between different transport modes. Better integration of two-wheelers in the transport mix, for example, can reduce the present risks of operating public transport networks at full capacity."

www.acem.eu

Italy - 2020 motorcycle registrations -8.15% January - October

As is being seen elsewhere in Europe, new motorcycle registrations have stalled again as the second wave of the pandemic saps consumer opportunity and confidence. After being +42.25% for August at 6,663 units and +25.96% for September (8,728 units), the latest data available from ANCMA, the motorcycle industry trade association in Italy (and the owner of EICMA), shows the statistical direction of travel headed down with the market essentially flat for October at +1.94% (6,502 units).

For the year-to-date, motorcycle registrations were -8.15% at 85,058 units - slightly down on the first nine months - but the rate of market recovery from the awful spring has lost momentum. Italy is an important scooter and moped market, so total PTW registrations (of all displacements and styles) is a telling sign of underlying market activity, and they were -13.92% at 15,748 units for October - not surprisingly suggesting that the market is suffering most in the urban centres.

The rate of decline in total PTW registrations is on the rise again, running at -7.71% for the nine months to October at 199,961 units (compared to 216,658 units in 2019). There were 114,903 scooters registered in the period from January to October (-7.37%). The top selling motorcycles in Italy YTD have been the Benelli TRK 502/502X (3,322 units YTD), followed by the BMW R 1250 GS (2,896 units YTD), followed by the Honda Africa Twin (2,807 units). The top selling scooters are the Honda SH 150, 300 and



CONFINDUSTRIA ANCMA
Associazione Nazionale Ciclo Motociclo Accessori

125 range (in 1st, 2nd and 4th spots respectively), with the Piaggio Beverly 300 ABS in 3rd spot. Piaggio's Liberty 125 ABS is 5th, the Kymco Agility 125 R16 is 6th, with Yamaha's big TMAX scooter in 7th place, and the company's XMAX 300 in 8th. For the record, in 2019 the Italian market was again Europe's largest at +6.26% in motorcycle registration terms (98,883 units) and +5.65% in total PTW terms at 231,937 units.

UK: motorcycle registrations +21.62% in October 2020

In what must have been a last burst of buying activity before the UK surrendered to the inevitable second wave lockdown, the latest data from the MCIA, the trade association in the UK, shows that new motorcycle registrations were +21.62% in October (7,882 units), having been +10.35% in September (13,384 units) and +31.87% in August (8,354 units).

On a YTD basis, new motorcycle sales in the UK have now recovered to 'just' -6.94% at 84,115 units. In total PTW terms, YTD registrations are running at -6.04% (89,964 units), having been +23.92% in October (8,751 units). The small moped market in the UK has caught up with 2019 sales YTD at +9.02% (5,849 units). Honda was market share leader in

October, followed by Lexmoto, Yamaha, KTM, Triumph, Kawasaki and BMW. The top selling Adventure Sport model was the Yamaha Ténéré 700; the top selling Sport/Touring model was the Kawasaki Ninja 1000 SX; the top selling Touring model was the BMW R 1250 RT. The most popular sector of the UK market remains Naked style machines (28,018 units sold YTD).

By way of context - motorcycle registrations in the UK grew slightly in 2019, +0.72%, with 100,472 units sold. Along with Italy, France, Germany and Spain, the UK remains one of Europe's 'Big Five' markets (actually, the fifth largest) and between them they account for just over 80% of annual new registrations in Europe.



mcia
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Germany - motorcycle registrations +8.83% January to October

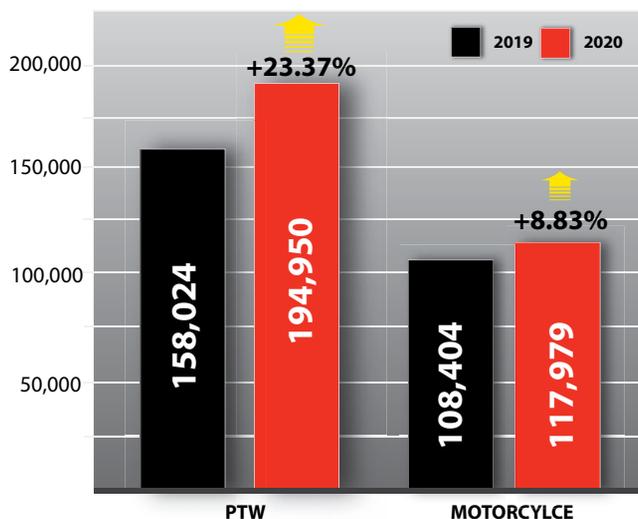
Germany's lesson in pandemic management continues to find graphic expression in the performance of the motorcycle market there.

New motorcycle registrations were up by +41.25% and +41.09% respectively in July and August; they were up by +50.71% in September at 10,429 units and by +33.45% in October at 6,630 units.

That means that not only has the German market now put the negative effects of the coronavirus pandemic on new motorcycle registrations into its rear view mirror, but the market is up by +8.83% YTD at 117,979 units (compared to 108,404 units in 2019). Of course, as this edition of IDN went to press, Europe was locking down again as a second wave swept the continent, but with the experience of the spring to reinforce how the industry responds, and the traditionally 'thinner' months to come, it is likely that the full year statistics for the German market will show flat sales at worst and quite likely low to mid-range single digits of growth.

In the context of 2020, the motorcycle registration statistics in Germany for 2020 so far have been remarkable. The market demonstrated the same promising start to the year that was seen elsewhere in Europe, but started to recover strongly in May, suggesting that demand hadn't gone away, with consumers buying when they judged the moment right to do so.

German Registrations



Indeed, in total PTW terms, it looks very much like the theory that the urban mobility and isolation messages that PTWs have in their favour are being taken up by commuters. Total PTW registrations in Germany in September were +65.39% (18,274 units) and +57.76% in October (12,690 units). Strength in the small cc moped market suggests strong commuter demand - the total PTW market in Germany was +23.37% YTD at 194,950 units (compared to 158,024 in 2019).

In market share terms, BMW remains 'Top Dog' in its home market with slightly decreased market share of

20.80% (245,534 units YTD and six models in the top 20 best sellers), followed by KTM, Honda, Kawasaki and Yamaha.

The top selling model was BMW's R 1250 GS (8,392 units YTD), followed by the Kawasaki Z900 (Z650 in fourth), Yamaha MT-07 third (Ténéré 700 in 8th), KTM 690 SMC, 790 Duke and 390 Duke in 5th, 6th and 7th spots, Honda CMX 500 Rebel in 9th and the CRF 1100 Africa Twin in 10th spot.

Last year saw the German motorcycle market grow by +4.38% to 113,039 units, with PTW sales growing by +6.53% to 165,311 units.

STAT ATTACK

JAPANESE EXPORTS

Motorcycle shipments to Europe from the Japanese factories were -44.66% for August (4,033 units) and -37.79% (7,334 units) for September. For the YTD (to September 2020), motorcycle shipments of Japanese made motorcycles to Europe were -20.79% at 90,863 units (over 65,000 of which were in the first three months), adding to the widespread inventory concerns already being reported by Honda, Yamaha, Kawasaki and Suzuki dealers. In total PTW terms, shipments to Europe were -19.55% for the year to September at 100,849 units in total. Japanese made motorcycle exports to USA were -19.34% in September (3,836 units) and -36.53% YTD (26,857 units).

POLAND

New motorcycle registrations in Poland were +26.33% in October (1,113 units) and +24.84% (1,528 units) in September. They were +2.30% for the January to October period (18,154 units). New moped registrations are -20.76% YTD (14,192 units), with the total PTW number at 32,346 units (-9.28%) YTD. Poland is a large market for pre-owned machines imported from other markets and getting their first domestic registration. That amounted to 54,664 additional motorcycles YTD (-9.36%) and took the total Polish motorcycle market (new and pre-owned imports) to 72,818 units YTD (-6.71%), with total PTW registrations (new and pre-owned combined) at 95,352 units YTD (-8.96%).

SWEDEN

New motorcycle registrations for the year to October 2020 in Sweden are still running at a record high for recent years, with the market at +7.79% (12,239 units); there is some sign of softening though with October at -6.94% (496 units). The Swedish moped market was +40.67% in October (1,266 units) and +16.31% (14,897 units) for the January to October period. Total new PTW registrations were +22.96% in October (1,762 units) and were +12.31% YTD at 27,136 units in total - the best market performance in Sweden at least since before the financial crisis in 2008.

SWITZERLAND

Swiss new motorcycle registrations were +25.62% for October at 1,216 units (+61.93%/2,280 units for September) and are running at +20.03% for the YTD (27,978 units). In total PTW terms, the Swiss market was +50.45% in September and +22.12% in October and is running at +16.58% for the YTD at 46,009 units.

Spain: total PTW registrations +12.20% January - October

Having been +16.45% for July (23,793 units) and +17.72% for August (13,742 units), the latest new motorcycle registration numbers from ANESDOR, the motorcycle industry trade association in Spain, show market recovery flattening as Madrid in particular started to grapple with the second wave of the pandemic. Registrations for September were up by +4.82% (15,743 units), but were down by -17.52% for October (13,299 units).

In year-to-date terms, motorcycle registrations were running at 131,838 units for the first ten months of 2020 (-13.14%) compared to 151,787 units in 2019. Though the Spanish market recovered strongly after March, April and May, the second wave has set back the chances of Spain seeing a full

return to growth for the year.

Moped registrations on the other hand have recovered and returned to growth at +12.20% YTD (17,664 units) to leave the total PTW market in Spain at -10.76% for the January to October period (149,502 units).

Jose Maria Riano, General Secretary of ANESDOR, stated: "The health situation has had logical consequences for the economy and for the PTW market in Spain. The period through the summer clearly demonstrated that ever more consumers are turning to two wheels for transport convenience, but with sales particularly badly hit in the primary population centres, the market is being negatively affected again."

The top selling models in Spain YTD have been the Honda PCX 125 and



Jose Maria Riano, General Secretary of ANESDOR

Yamaha NMAX 125. Honda remains overall market leader with 18.7% of the Spanish market, followed by Yamaha, Kymco, Piaggio and BMW (8,816 units sold YTD for a 6.7% market share).

NEWS BRIEFS

Legendary wheel maker Roberto Marchesini passed away in Italy after a long illness. The former Campagnolo man started his own business as an aluminium and magnesium foundry in 1988 with his lightweight, high-strength magnesium wheels famously being adopted first by Ducati, then by dozens of race teams, privateers and OEMs worldwide. The company he founded became part of the Brembo Group in 2000.

Indian Motorcycle manufacturer Polaris Industries has signed a 10-year deal with Zero Motorcycles to partner over the development of EVs using Zero powertrains - initially in Polaris ATV, UTV and snowmobile applications. Polaris unveiled its 'rEV'd up' strategy with co-development of Zero powered models slated for a MY2020 launch. The strategy aims to offer customers "an electric vehicle option within each of the company's core product segments by 2025," according to CEO Scott Wine.

Polaris says sales of its roadster style Slingshot reverse three-wheel trike doubled in the USA between May and September this year, with Q3 up by mid-50 percent. Slingshot features Polaris' first ever four-cylinder engine and AutoDrive transmission.

Family owned French distributor SIFAM is expanding - the company will stay in the South of France, at Nice, but has a second logistics facility in development at Avignon, where it will have an additional 8,500 sq m available to take the company to over 15,000 sq m in total. The extra space will allow SIFAM to increase its inventory to include nearly 40,000 SKUs and make nearly 1,000 shipments daily. SIFAM sells to 2,600 dealers in France and some 6,000 in total throughout Europe.

Italjet has announced that once volume production of its 125 and 200 cc Dragster scooters starts (Q1 2021?), one of its first customers will be the world famous Imola race track, where the purposeful and stylish Dragster will be the official pit bike. A 499 unit special edition run in June sold out immediately.

In the absence of its planned collaboration with AIMExpo in January, Texas based distributor Tucker Powersports is going on the road. The company plans a series of road show style stops at cities around the USA where it will invite dealers to meet with its vendors, brand managers and sales staff.

Borilli Enduro tyres for European conditions

Having entered the European market with an Italian head office and sponsorship of the 2020 Enduro World Championship, Borilli Racing has released details about some of the products that will be available from the Brazilian manufacturer from inventory here in Europe.

Off-road in general and Enduro in particular are the Borilli specialty, and seen here are the company's 140/80-18 7 Days Enduro or Soft 140/80-18 rear and 7 Days Enduro 90/100-21 front tyres.

Also seen here are Extreme Enduro SS 140/80-18 rear combined with the 7 Days Enduro Soft 90/100-21 front.

These combinations cover most of the Enduro applications asked for and needed in European conditions and combine "high levels of traction, reliability and durability", according to Borilli Racing President Renato Borilli.

Speaking of the company's plans for the



Extreme Enduro SS 140/80-18 rear combined with the 7 Days Enduro Soft 90/100-21 front.

market in Europe, Renato said: "We are a leader in the Brazilian market, and we are confident that we can also have our say in the European market with what is a highly respected performance



Borilli Racing President, Renato Borilli aims to build a European network over the next two years.

product range in the off-road world.

"Competence, research, passion and hard work have always been the driving force behind Borilli Racing, and today more than ever, this new challenge here in Europe as title sponsor of the Enduro World Championship makes us look forward with great enthusiasm and desire to make known the great quality and reliability of Borilli brand tyres."

Borilli Tires was founded in 1983 by Renato's father Arlindo, with the Borilli Racing division established in 2014. Borilli Racing has managed to match the sales volumes of the historic family company, bringing total production to 14,000 tyres a month.

Renato's aim is to build a network in Europe in the next two years with an exclusive distributor for each European country. As an off-road tyre specialist, Borilli aims to "become a primary point of reference for the sector throughout Europe," he says. "Through constant training and support, image building and effective communications and marketing, we believe we can develop the visibility of the brand and its association with off-road riding and



140/80-18 7 Days Enduro and 7 Days Enduro 90/100-21 front tyres.

racing success and excellence, reliability and performance."

The tyres seen here were developed for intermediate/soft conditions - a combination of a range of surfaces from loose or slick to sandy and muddy terrain.

The 7 Day/Softs include symmetrical knobs for stability in the turn, more room between the knobs to enhance the tyre's ability to throw off dirt (self-cleaning cavities), more traction, greater stability when braking and a rigid side structure to enhance stability. The Extreme tyres (7 Days Extreme Enduro SS) have been developed for hard and rugged conditions such as rocks, wood logs and artificial obstacles.

www.borilliracing.com

Verona/MBE postponed until spring 2021

Motor Bike Expo (the 'Verona' Show) has announced the postponement of its 2021 show from the planned January dates to later in the spring of 2021.

"Aware of the difficult situation we all face, we have come up with an alternative solution. With the hope that the international situation will soon take a significant turn for the better, we are convinced that the best choice at the moment is to postpone MBE 2021 to the beginning of spring. "At this stage it is impossible for us to guarantee the expected level of success of the event, both in terms of

commercial results for exhibitors as well as offering the full, dynamic visitor experience.

"For these reasons - and above all for the protection of everyone's health and to offer an even more significant and satisfying edition of the event - postponement is the best option". The organisers of Motor Bike Expo are looking at the positives where they can and have quite rightly pointed to one big upside of a spring timing - namely that many more visitors will be able to come to the show by motorbike.

"As with every situation which may initially seem negative, we focus on the

MBE
MOTOR BIKE EXPO

positive implications and new opportunities that this scenario can present to us, such as the possibility for visitors to reach the event directly by motorcycle, further expansion of exhibition spaces with greater use of outdoor areas, strengthening of test ride activities and an increase in outdoor entertainment activities.

"Longer days and milder weather can be a winning combination and we look forward to being able to deliver a different kind of show when the world is in a 'better place' in terms of this health crisis".

www.motorbikeexpo.it



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NEWS BRIEFS

Italian international distributor Omnia Racing has added to its inventory with new product lines from DNA Filters, of Greece; protectors and accessories from British specialist GB Racing, and lightweight, high performance Stylema brake calipers by Brembo. The Stylema design sees around 7% less weight and reduced external dimensions for "a more direct connection to the piston area, increased airflow to the pads and the spaces around the pistons for better cooling".

Dell'Orto is to continue as exclusive Moto3 ECU supplier until 2025. Headquartered in Lombardy, Dell'Orto has been the sole ECU supplier for the lightweight class of Grand Prix racing since 2012 and is a long-term partner of MotoGP. The company is also the official ECU for the FIM Enel MotoE World Cup.

At the end of October, Max Biaggi set a new record in the 'Partially Streamlined electric motorcycle over 300 kilos' class when he rode the Voxan Wattman electric Superbike at the Chateauroux Airfield in France to set a two runs in two hours average of 366.94 km/h (228.05 mph) - beating Ryuji Tsuruta's Mobitec EV-02A record of 329 km/h (204 mph).

Having already added manufacturing capacity in Argentina in 2020, Indian manufacturer Royal Enfield (Eicher Motors) is said to be planning to open an additional 'overseas' plant in 2021, this time in Thailand. Based in Chachoengsao it will be a Southeast Asia production hub. It will benefit from the better tariff status that Thailand would offer as one of the signatories to the recently concluded 15 nation Asia-Pacific free trade deal - a deal that covers some one third of the world's population, including China, but currently excluding India.

John Russell, the interim CEO for TVS at Norton Motorcycle in the UK, has said that he hopes to move the company into a new manufacturing facility near Birmingham, England by the end of 2020, with production underway there at some point in January 2021. For the next year or so, he says the company will mostly be working on the current V4s and getting into Euro 5 compliance for future models. The company will be retiring the present iteration of the Commando after the current production run ends.

FEA tool creates virtual pre-approval system for helmets using MIPS' Brain Protection System

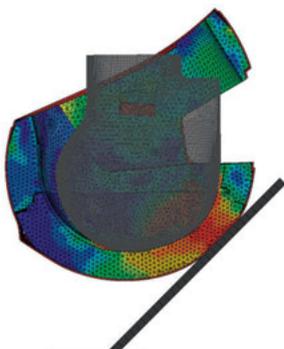
Stockholm, Sweden based MIPS has announced a new proprietary analysis technique to allow it to "significantly increase safety while reducing the cost of its technology to motorcycle helmet brands and manufacturers".

Describing it as "the future of helmet development", MIPS' new Finite Element Analysis (FEA) tool is the latest state-of-the-art computer science technique it is using to replicate and predict the response in lab-based and real-life impact helmet testing more quickly and efficiently.

"With nearly 20 years of experience developing ground-breaking testing methodology, MIPS has become a pioneer in utilising virtual testing for linear and rotational motion," says MIPS CEO, Max Strandwitz.

"Our 20 plus years of research and simulating real-world accidents has led us to this ground-breaking way to test helmets. We are committed to lead the world to safer helmets and at the same time help to improve the development process for helmet brands.

"This is the way forward, and in the near future we will be able to test all different kinds of helmets according to leading standards, all in the name of consumer safety. Developing new



helmets has always been a demanding task lined with uncertainties, even for the most experienced.

"Multiple design iterations and a lengthy testing procedure can make the helmet manufacturing process expensive and time-consuming. To make sure a helmet performs in accordance with the latest standards, which incorporates increased protection for both linear and rotational motion, it requires another



level in helmet development and testing.

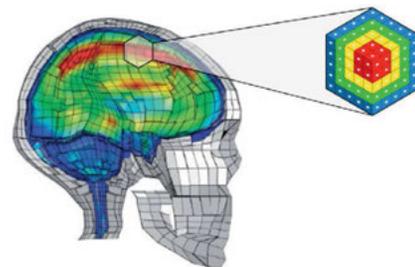
"Thanks to our new FEA method, brands are now able to expedite both the development and testing process, while also reducing costs and cutting the length of time to bring a safer helmet to market.

"MIPS now offers brands its virtual testing service where helmets can be compared and tested in accordance with a wide range of standards. The first testing standard to utilise the FEA testing method will be ECE 22.06, which includes testing for rotational motion - the foundation of MIPS' technology."

The company states that the benefits of Finite Element Analysis include enabling brands to understand how the helmet will perform in both linear and rotational testing at an earlier stage in the development cycle, using CAD files during the virtual tests.

"Brands can optimise the helmet's performance from a safety perspective and achieve faster product

Mips

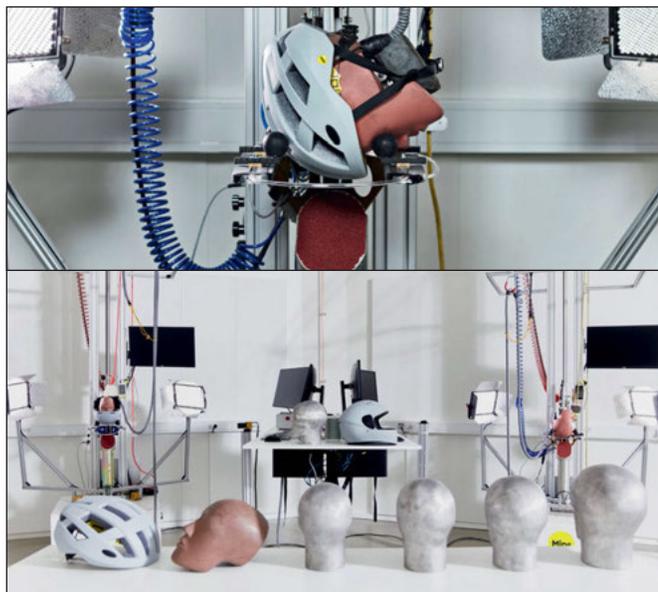


development, with fewer iterations and less re-tooling."

It adds to the environmentally friendly profile of the development process with less material consumed and less shipping. It is more cost-effective, and by expediting development results it can give riders access to a superior level of safety sooner.

MIPS specialises in helmet-based safety and protection of the brain and says it is the world leader in this field. Based on an ingredient brand model, the MIPS patented Brain Protection System (BPS) is sold to the global helmet industry with, currently, over 14 million helmets from over 100 helmet brands equipped with MIPS BPS.

www.mipsprotection.com



Mitas extends Extreme Enduro range to junior sizes

Last month we reported that tyre manufacturer Mitas had extended its 2019 introduced TERRA FORCE-MX motocross competition tyre range to include junior sizes for motorcycles from 50 cc to 85 cc engine displacement. This month we have news that Mitas is "doubling down" on its investment in young riders by additionally extending its Extreme Enduro range to also include fitments for 50 cc to 85 cc displacements.

Gustavo Pinto Teixeira, Vice President Two Wheels and Specialty Tires, explained: "We have always been at the forefront of extreme enduro, and we're the first manufacturer to add junior sizes to this type of tyre range."

"For the first time, young riders will have a chance to use tyres designed for extreme enduro from the beginning of their racing careers. I'm convinced that this addition will help many young talents grow to become successful riders."

The company says that the development of these sizes was possible "thanks to the knowledge Mitas has acquired over decades, combined with constant field testing with numerous top riders in extreme enduro".



AVAILABLE PATTERNS AND SIZES:

FRONT	REAR
70/100-19 42M TT TERRA FORCE-MX MH Super	90/100-16 51M TT TERRA FORCE-MX MH Super soft
90/90-14 40M TT C-21 Super	90/100-12 46M TT C-20 Super soft

Mitas test rider Tristan Hedgcock from South Africa says: "What really impressed me the most is the versatility of the tyre across all terrains. From mud to rock and forest, junior hard enduro riders from around the world now have the tyre to take them wherever they want."

Mitas Extreme Enduro junior tyres are said to ensure "incredible grip and stability" in all conditions the rider can face in extreme enduro and that "due to their excellent handling characteristics and grip, they can be used from novice to competitive riders". In 2019, 85 cc FIM Junior World Champion Valerio Lata won the title on Mitas tyres. "We are keen to help young

riders on their way to higher MX classes," says Teixeira.

In other news, Mitas is celebrating winning the 2020 FIM Speedway Grand Prix world title with Poland's Bartosz Zmarzlik retaining his 2019 title. In fact, Mitas achieved a 'Podium Sweep' with Great Britain's three time World Champion Tai Woffinden, second and Swedish rider Fredrik Lingren, third, all racing on Mitas Tires. Indeed, speedway is where the Mitas motorsport story started, in 1947. The 2020 Speedway Grand Prix season was the 26th season of the Speedway Grand Prix era, and decided the 75th FIM Speedway World Championship.

www.mitas-moto.com

Cross-Center - strong growth in 2020

Well-known Swedish spoke maker, brake disc manufacturer and wheel builder Cross-Center International AB says that while there have been downs as well as ups, it has had a good 2020 overall.

A business like theirs is an interesting 'bellwether' for what is going on in the market. Owner Torbjörn 'Tobbe' Bergh told IDN: "It has been another difficult year for motocross and enduro racing, so we have seen a decline in our racing products, but growth in spoke sales has kept us busy."

"While racing is in decline for now, the



recreational off-road sector has grown strongly, so we have been expanding our ranges of spoke sets and brake discs for these bikes and will continue to increase our stock of rims.

"We have increased the production of

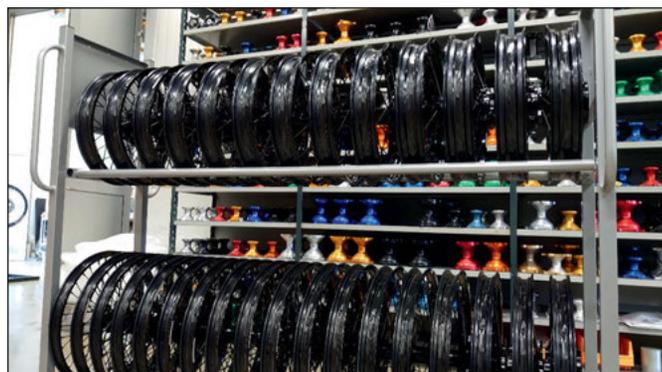


spoke sets and are now up to over 620 different sets for over 2,600 bikes. So overall, sales have actually increased in 2020 by between +15-20%, but we have seen the profile changing away from racing, with restoration work on the increase. The demand for restoration wheels and specials has grown as a lot of people get their old bikes back on the road.

"Along the way there have been some interesting projects - we have made wheel sets with spike tyres for the Swedish Army MC 409 (KTM LC4), and we made wheel sets for one of the Swedish electric bike manufacturers and have orders from another."

"We have been sand-blasting and powder-coating for some years now and have recently bought an additional tyre mounting machine, balancing machines and new rust removal, zinc plating (including yellow zinc for the old 70s look spoke nipples) and nickel plating equipment, so we can offer a complete job."

www.cross-center.com



NEWS BRIEFS

Hero MotorCorp is said to be developing a premium pitched, high performance electric motorcycle



range in Europe. An artwork of an avant-garde, hubless, adjustable configuration chassis design has been in circulation on the internet. It shows a machine called the e.US (Electric Ultra Sport) which is being developed at Hero's Munich based technical center, in collaboration with the R&D Center in Jaipur, Rajasthan. In order to keep costs down it will be manufactured in India, where Hero is already a player in the EV market, but largely from European components.

In addition to producing an updated Metropolis three wheel scooter at Peugeot's historic Mandeure factory in France, Mahindra's 'Classic Legends' retro brand division says it sold over 50,000 Jawa branded motorcycles in India in the 12 months to October 2020. In a separate announcement it has let it be known that it is plotting an Indian comeback for the Jawa 'YeZdi' sub brand. Add to that, Brexit permitting, the company is believed to be developing BSA badged ICE and electric bike models at its Banbury, Oxfordshire, UK Technical Center, for 2021 assembly from mostly UK made components at a factory in Coventry - the spiritual home of the motorcycle industry in the UK, if not the world.

It is five years since Honda teased a possible electric Super Cub concept, but according to rideapart.com, a patent filed in the U.S. in 2016 (for the battery case/cradle structure) that just got published this July may suggest that 'Big Red' is finally about to 'Go E'. As part of its mission to "democratise electrics", Shanghai Customs (sh-customs.com) started offering Cub 1CT/E non-battery and full conversion kits some two or three years ago.

The 48th Tokyo Motorcycle Show, originally planned for Spring 2021, has been cancelled already, with the organisers hoping to be able to host the show in 2022.

For the 2021 Supersport World Championship campaign, the ParkinGO team will return to Yamaha to form the ParkinGO Yamaha team, fielding promising young talent Manuel Gonzales.

NEWS BRIEFS

In June, British distributor Oxford Products announced that it had closed its Swansea, Wales based Tri-Motive distribution subsidiary, having bought the business in 2017. Citing



the impacts of COVID-19, Oxford said it would integrate distribution of some of the Tri-Motive portfolio into its own programme - at the time, the brands potentially affected one way or the other included ARMR, Dojo, Eleveit, and MT, Vemar, Simpson and Momo helmets.

Italian electric drivetrain manufacturer ASKOLL has launched a range of three electric Made-in-Italy scooters. Aimed at city use, the top of the range NGS3 is said to offer 2,700W (two removable batteries), a top speed of 66 km/h, a range of up to 96 km and charge time of about three hours; askollelectric.com

Backed by Triumph Motorcycles, The Distinguished Gentleman's Ride was a solo riding effort in September 2020, but still managed to raise over €2m for charitable causes; over €20m has been raised since 2012. For 2021 the date has been brought forward from its usual end of September date and will now be staged in May each year - Sunday May 23 in 2021.

British online platform Bikesportnews.com has acquired the Dirt Bike Rider magazine and online brand from newspaper publisher JPIMedia. Dirt Bike Rider is a long-established publication and the leading motocross title in the UK. The deal will see well known off-road journalist Sean Lawless return to his role as editor after eight years.

The UK motorcycle insurance market took another twist recently when the British Competition Regulator reversed the planned sale of Bennetts Insurance to Carole Nash insurance brand owner Ardonagh. The regulator decided that the deal could result in a worse deal for customers.

Galfer, Vertex, D.I.D, Twin Air and Airoh Helmets are celebrating the success of Betamotor and the Beta Boano Team in the 250 cc and Junior MX categories - Davide Soreca winning the 250 cc class and Lorenzo Macoritto the Junior category.

Supersprox continues to back its race teams

European sprocket specialist Supersprox says that "despite a year of unprecedented challenges, motorcyclists have shown their resilience to the ever present COVID-19 restrictions. Motorcyclists find relief from the constant bombardment of COVID related news by getting out on their bikes".

Supersprox General Director 'DJ' Maughfling told IDN: "While commuting use has grown, and recreational off-road riding has still been mostly possible, the racing scene has been particularly badly hit in 2020. Many events were cancelled and championships have been shortened, in most cases to 50% of the original plan. "Through this, the teams and their sponsors have been pressed to find a compromise position. Supersprox supports several high-profile teams in street and off-road. We know that this is a year where we will lose out in the balance between sponsoring cost and promotional returns.

"Many of the 2020 sponsorship contracts that vendors have with teams were set up in pre-COVID times and don't reflect the new situation. We here at Supersprox are taking a pragmatic position though and honouring our side of the agreements. We understand that the teams are not able to meet their side because of this Force Majeure. While we hope that 2021 will be better, it seems unlikely to return to normal within the next six months, and even then only after significant distribution of vaccines."

Maughfling says that Supersprox will

continue to support racing activity in the future. "We will go on despite the imbalance that presently exists. The motorcycle market will find a new position with teams and suppliers adapting - we all need the teams. Without racing, there cannot be product development.



Tom Sykes' BMW WSBK

"Product development and technical superiority is what sets us apart from our competitors, but without the opportunity for continuous development through racing, none of us would be able to improve, to have great new products to offer our distributors and their dealers, and everything would come down to price. "We understand that enthusiasts buy Supersprox, ask for Supersprox by name, exactly because of the high quality that we are able to maintain, and that comes from the innovative design and engineering that racing stimulates.



Tim Gajser - HRC MXGP

"We want to be able to keep that advantage, so we will stay with our race support plans!"

www.supersprox.com

Venhill - "increased demand for cables and hoses"



With many restorers and bike builders finding themselves with time to focus on their projects, British brake component specialist Venhill Engineering says it has seen "significantly increased demand for cables and hoses this year".

Operations Manager Martin Bradfield told IDN: "We initially thought we'd have to close the factory in the spring due to the British Government's mandated lockdown - there wouldn't have been space for all the staff to socially distance.

"After an open discussion the team decided to introduce a split shift system, allowing everyone to continue to work while allowing the required workplace

distancing. Before long we could see that this offered the opportunity to bring on a few new team members to the quieter of the two shifts, which we did once lockdown restrictions were eased."

Five new members of staff have joined the team at Venhill's factory, located south of London, increasing production capacity in the hose and cable workshops and shipping.

Venhill has also launched a completely new website with an enhanced 'My Garage' Part Finder tool with an option for dealers to store details of vehicles they have ordered products for.

www.venhill.co.uk



Martin Bradfield, Operations Manager: "We've been able to keep up with demand by introducing a split shift system, so everyone can continue to work while social distancing."

Sources: AMD, IDN, FT, Reuters, PSB, MPN, B&B, BDN, MCN, AP, Bloomberg, MNW, electricmotorcycles.news, RideApart.com, Motor1.com

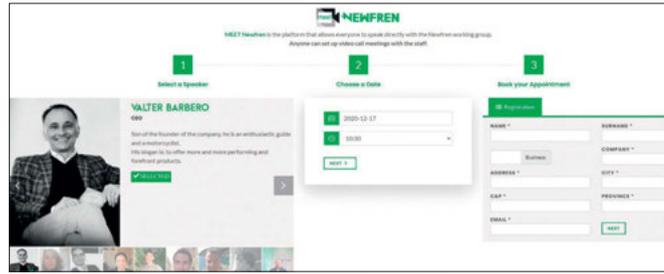
If only every IDEA was this good!

As a response to having our trade shows taken away from us, it doesn't come much better than this.

Italian brake pad and shoe, brake disc and clutch manufacturer Newfren had an idea - its idea was IDEA, a virtual meeting opportunity for distributors, dealers, race teams and consumers to meet with the Turin based company and see how they make their pads and hear about new products and programmes for 2021.

And what a good, well executed idea it was - kudos to Marketing Manager Elisabetta Quadrini, International Sales Manager Nella Almasio and CEO Valter Barbero.

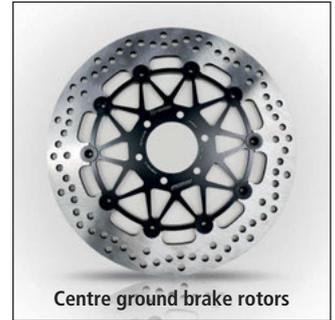
In the course of the week when EICMA would have taken place, the Newfren team was able to meet with at least 50 distributors/importers from around Europe and the rest of the world, offering them a tour of its Tunisia and



Turin factories, showing them the products being made, present its latest new products, and to set up order planning for the coming season. Reaction to the concept has been enthusiastic with at least 35 importer/distributor 'meetings' in three days, a host of domestic dealers, race teams on a dedicated 'race day' and a 'public day' that saw enthusiastic consumers able to see how the brake products they rely on are made. "Without doubt it was a great success,"



said Nella Almasio. "While there is no substitute for meeting people face-to-face, this formula actually allowed us to be able to do things that simply are not possible on an Expo booth. "We will for sure do this again - hopefully in parallel with EICMA and the other events next year." CEO Valter Barbero told us: "We invest heavily in our research, our processes, our manufacturing technology and quality control. Of course we are pleased to sometimes welcome visitors to our headquarters factory near Turin for a tour, but this formula allowed us to also show our facility in Tunisia and do so for more people, and in a shorter period of time, than would generally be the case." Such was the success of Newfren's IDEA



Centre ground brake rotors

that the meeting tool will be kept available online in a "Meet Newfren" area accessible through the company's website, adjacent to the existing MyNewfren (B2B) website facility. Customers and riders worldwide will be able to meet Newfren staff with a videocall directly booked through the tool.

www.newfren.com



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



Marketing Manager Elisabetta Quadrini

CEO Valter Barbero

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Discover the Db4 Plus, the newest suspension dyno made by the Italian company Andreani Group that allows to perfectly test the hydraulic of every suspension present on the market.




NEWS BRIEFS

The FIM has announced that high-tech light panels are to be mandatory at all MotoGP and WSBK circuits - FIA Grade 1 and FIM Grade A from 2022, and EWC circuits from 2023. The light panels can be operated by race control or trackside by marshals and are used to display crucial information to competitors. Currently in F1, the championship promoter is responsible for transporting the top-level panels to each race but then removes them, meaning that other events on those circuits do not have access to this safety technology. The new requirement will mean that every championship competing on those circuits will have access to F1 levels of safety technology.

Italian parts and accessory specialist Rizoma has entered into design and manufacturing partnership with Harley-Davidson - believed to be the American manufacturer's first known co-branded relationship with an aftermarket parts designer. The initial release of items in the billet aluminium collection is aimed at Harley's LiveWire EV, despite being largely universal fit, and includes 1.44" diameter textured rubber handgrips, blingy rider and passenger footpegs, mirrors with an "aspherical outer portion" and, specifically for the LiveWire, a "sport-inspired" charge door.

Brembo has reported Q3 margins in line with the same period of 2019 and net profit of €51.7m (8.5% of sales) "despite the complex context". Revenues were down by -5.9% compared to Q3 of the previous year. Results for the period ended 30 September 2020 were €1,559.9m (-20.9%).

Sources: AMD, IDN, FT, Reuters, PSB, MPN, B&B, BDN, MCN, AP, Bloomberg, MNIW, electricmotorcycles.news, RideApart.com, Motor1.com

Vertex Pistons - "Undisputed World Champions again"



The list of successes for riders and teams winning in Motocross, Enduro and Supermoto World Championships in 2020 using Vertex pistons is impressive, seriously impressive! Manufacturer VP Italy continues to consolidate its already strong reputation each year, with more than 20 world titles won in the 2020 racing season by riders and factories "who have relied on Vertex Pistons technology for their engine tuning".

"In Motocross, Vertex Pistons was at the top in all categories starting with the premier class MXGP where, for the second consecutive year, we supported Tim Gajser of the Honda Racing Corporation factory team who became World Champion, and Jeremy Seewer as Vice-Champion.

"In MX2, Vertex Pistons crowned the podium with the 2nd place of Jago Geerts and the 3rd of Renaux Maxime and took the manufacturer's world title with the Yamaha factory.

"In the Women's Motocross World Championship Vertex Pistons obtained a 2nd place supporting Nancy Van De Ven, who ended the season on equal points with the 2020 champion.

"But it is in the Enduro World Championship that Vertex Pistons really dominated, winning 18 world titles, including the entire podium in the Enduro GP, Enduro 1, Enduro 2, Enduro Junior and Enduro Junior 1 classes, the victory in Enduro 3 and the first two places in Enduro Junior 2". In the Supermoto World Championship they won the world title with Thomas Chareyre riding a TM



MX World Champion
Tim Gajser

Racing factory bike, and in the Go-kart World Championship they achieved world titles in the KZ class with TM Racing factory and in the OK and OKJ classes with the Vortex factory.

"We are truly proud of what we achieved in the 2020 racing season," said Loris Lotti, CEO of Vertex Pistons,

"a year where, despite all the difficulties and constraints of the COVID-19 pandemic, our technicians continued to operate at the highest level, giving the teams the excellent level of support they have been able to come to expect from Vertex".

www.vertexpistons.com



MX Vice-Champion
Jeremy Seewer

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D.I.D chain wins MotoGP World Championship with Joan Mir and Team Suzuki Ecstar



Joan Mir's 2020 MotoGP World Championship win marks an exceptional achievement for technical partner D.I.D and Team Suzuki Ecstar, as well as for Suzuki itself. Even though the Manufacturer's Championship evaded them, the Mir/Team Suzuki Ecstar win was a significant achievement for the D.I.D. chain equipped Suzuki race bike. The win comes as Suzuki celebrates its

100th anniversary and the 60th anniversary of its Isle of Man race debut in 1960, with the legendary contribution that Ernst Degner (East) German two-stroke technology made to Suzuki's evolution as a motorcycle manufacturer. Suzuki's last premier class World Championship win was in 2000 with Kenny Roberts Jr., in what was then the 500 cc World Title Class and, in fact,



Spaniard Joan Mir became the first Moto3 World Champion to graduate to a premier class series title and posted the first premier class championship series win of the "modern era" for a Suzuki rider - the last was Kenny Roberts Jr. in the 500 cc days, and D.I.D was Suzuki's "chain of choice" back then too!



D.I.D was there too - D.I.D chain became Suzuki's race chain of choice again in 2019.

After four years of Marc Márquez and Repsol Honda domination, despite Márquez' absence for much of the second half of the (much altered) 2020 series, Joan Mir secured his maiden MotoGP title and delivered Team Suzuki Ecstar and Suzuki's first team championship since the manufacturer came back into the series in 2015. This despite the high number of wins by different riders, teams and constructors



D.I.D's 520ERV7 is the chosen chain of road racing teams in MotoGP, WSBK, MotoAmerica, and used by incredible talents such as Valentino Rossi, Andrea Dovizioso, and Alex Rins.

in 2020, and the Yamaha engine controversy - a 50 point deduction handed the manufacturer's title to Ducati, despite no Ducati riders finishing in the championship's top three.

In fact, Mir's championship win was the first for a Suzuki rider since 2000 when Kenny Roberts Jr. was champion and the first non-Honda or non-Yamaha rider to win the title since Ducati

rider Casey Stoner in 2007 - plus, he became the first Moto3 world champion to graduate to a premier class series title. Mir won the title by 13 points ahead of Franco Morbidelli (Yamaha), and Alex Rins, also with D.I.D chain and Team Suzuki Ecstar, was third. www.dideu.it

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VENHILL 

Jordi Torres delivers MotoE Championship win for Rainers Sports

New race series come and go, but you know that a relatively new one has 'hit the spot' when it starts to become a viable platform for motorcycle parts and apparel vendors.

Kudos to well-known Spanish bootmaker Rainers Sports for its backing of Jordi Torres. The 33-year old Spaniard is a two-time winner of the Spanish Moto2 Championship and has previously competed in his native Supersport and Stock Extreme championships.

The good news for Jordi and for Rainers is that riding for the Pons Racing 40 team is that this year he rode his Energica Ego Corsa to the championship win in the second year of the FIM Enel MotoE World Cup, after a strong ride to sixth place at Le Mans earlier this year.

The 2019 champion Matteo Ferrari (Team Trentino Gresini MotoE) took a very close fight for second place in the 2020 series.

In another sure sign that the MotoE series could be here to stay, in one form



945 GP-N, 999-R, 999 GP Carbono-N

or another, the pandemic-permitting calendar for 2021 sees six events staging seven races at six different venues.

The championship will start on May 2nd, 2021 at Circuito de Jerez in Southern Spain and wrap up with a doubleheader at Energica's home track, the Misano World Circuit, on September 19th - the Energica EGO Corsa will again be the series 'spec' bike.

www.rainers-sports.com

2020 FIM Enel MotoE World Cup Champion Jordi Torres Fernandez - a proud wearer of Rainers Sports boots.



THOR MX Collection 2021 - Carbon 'Reflex' helmet

Developed and tested in cooperation with THOR elite riders such as Cooper Webb, Marvin Musquin, Justin Cooper, Ty Masterpool, Aaron Plessinger and Adam Enticknap, the 2021 THOR MX range includes kits, boots, gloves, goggles, guards and the other gear that every off-roader and motocrosser needs.

The big news is the high-tech 'Reflex' carbon helmet, developed to offer the best possible protection at the lowest weight and to ensure excellent visibility. The carbon 'Polar' helmet has already been tested by the professional THOR riders of the H.E.P SUZUKITEAM, and now they rated the new 'Reflex' helmet "lightweight, ventilated, comfortable and having excellent peripheral view".

Features include the Koroyd EPS to provide excellent ventilation and lightness, which is necessary for a concentrated ride. The Polar is the carbon version and the fiberglass versions are Apex, Accel and Blackout. Koroyd's welded tubes crumple instantly and consistently on impact,



absorbing maximum possible force in a controlled manner, minimising the energy transfer to the head. Advanced breathability and cooling are ensured by air following consistently through the open cells.

Direct and angled impact protection is guaranteed by the MIPS BPS (Brain

Protection System), which allows the head to move inside the helmet to reduce the harmful rotational motion energy that is otherwise transferred to the brain. The 'Reflex' offers extensive intake venting with strategic channels, enhanced by the benefit of Koroyd material, carrying stale air to multiple exhaust vents designed to accelerate the airflow in a precise and effective manner. The Koroyd technology and dual density EPS provide advanced breathability, ultralight feel and improved protection.

The whole 'Reflex' helmet line meets ECE 22.05 Helmet Safety Standard.

www.partseurope.eu



STRYKER

AXE

ORANGE / BLUE

MATT

The HPC outer shell comes out in 3 sizes to ensure the best fit possible, emphasized by the anallergic, breathable and fully removable inner-lining equipped with AEFR (Airoh Emergency Fast Release).

Any compromise in terms of safety for Stryker, provided with the revolutionary AMS² (Airoh Multiaction Safety System), that allows the reduction of the energy amount in case of angular impact.

Highest accuracy in the ventilation, with 5 air vents and 2 rear extractors which perfectly match with a wind-shaped shell.

AMS² TECHNOLOGY



THE BRADLEY REPORT™

By IDN founder Robin Bradley



Yamaha reports sales of motorcycles in Europe for the quarter ended September 30 as being down at 145,000 units from 151,000 for the year-ago quarter, but that at 98% of the revised Q3 forecast, the company says that demand has recovered "more than expected".

Total global unit sales for the first nine months of the year were 2,707,000 units, down from 3,818,000 for the year-ago period, with sales in all markets down, but less so in 'developed markets' such as Europe (145,000 units sold YTD against 151,000 for the first nine months of 2019) and North America (39,000 sold YTD against 71,000 in 2019).

For the third quarter, unit sales recovered more than Yamaha's revised

The 'Tritown' - final mile integration with mass transit systems, and a whole bunch of fun!



forecast had projected in Thailand, India and Brazil and are now level with or ahead of the original 2020 full year forecast in Vietnam, China and India.

Net sales revenue for Q3 in Europe is in fact slightly up compared to that seen in Q3 of 2019 at 106.8bn yen against 106.5bn yen for the year-ago quarter. In terms of all developed markets (Japan, Europe, Oceania and North America), Q3 net sales revenue was 172.3bn yen against 176.7bn yen for the year-ago period. Yamaha stated that it has an "urgent need to restore product supply" to its developed markets.

Net sales revenue in emerging markets was 425.7bn yen for Q3 this year against 577.6bn yen for the year-ago

period. Yamaha says that this marks a better than expected recovery of demand in its emerging markets and that the quarter saw online product bookings start in India.

For the nine months to September 30, net sales in its 'Land Mobility' division were 682,360m yen, -19.3% (from 845,441m yen), compared to the year-ago period.

In total overall corporate terms, net sales were 15.8% down for the first nine months of the year at 1,067.1bn yen.

Among the other recent news from Iwata, Japan, its electric personal mobility concept model 'Tritown' looks like a whole bunch of fun, and it would appear that the judges at the prestigious German Design Awards 2021 agree, awarding it as the "Winner" in the Excellent Product Design category.

It is described by Yamaha as a "compact, electric two-front-wheeled stand-up riding mobility style unit equipped with a LMW (Leaning Multi Wheel) mechanism".

The most dramatic news for Yamaha's MY2021 must be the end of an era with the retirement of the YZF-R6. Introduced in 1999, it was designed to be a tad more accessible (and insurance friendly) than the R1, it was more successful than its Kawasaki and Suzuki counterparts, so there is speculation that maybe it is "just resting" - pending being born again - an au revoir rather than Sayonara.

The non-homologated track days and racing-only R6 Race can be customised with options from Yamaha's GYTR performance products range.

The WR250R and iconic VMAX are also gone. While the late model VMAX hasn't built up quite the following that the legendary original has, it has proven itself as a strong brand platform.

For Europe, the Tracer 7 is the new name for the 2019 updated Tracer 700, with the MT-07 getting major upgrades for 2021, and there is a new MT-09 Hyper Naked.

The Tracer 9 and new Tracer 9 GT (formerly the Tracer 900) receive some of the upgrades unveiled on the equally

new MT-09, as the theme at Yamaha, and indeed across most of the industry as manufacturers seek Euro 5 compliance, appears to be "more power, less weight and increased versatility".

"Roads of Life" is the core concept behind Yamaha's Sport Touring segment, the goal being to "gather all types of riders who are all looking for the same goal. Each Yamaha Sport Touring is designed to provide an instant and accessible escape from the day-to-day world by giving everyone the chance to clear their minds and appreciate the wonders of the natural environment. Now, more than ever, we all need to be able to get outside at a moment's notice and create a new world where we can take charge of our destiny and live life to the fullest".

Promising "Ultimate Sports Versatility", the all-new Tracer 9 comes five years after the launch of the original model and Yamaha says it has created "all-new versions of the ultimate multi-role motorcycles that are designed to reaffirm the model's position as Europe's favourite Sport Touring bike and attract a new generation of riders to the category".

Highlights include the new lighter and more powerful EU5 890 cc CP3 inline three engine ('crossplane' technology); new CF die-cast Deltabox chassis; longer high-rigidity swingarm; full 3-bag luggage capability; "class-leading" electronic rider aids (6-axis IMU - Inertial Measurement Unit - from the R1, for "ultimate controllability"); Traction Control; Slide Control System (SCS); front wheel LIFT control system (LIF); three TCS/SCS/LIF mode settings;

Yamaha Tracer 9 GT



New for 2021, the MT-09 SP - "The most radical Yamaha Hyper Naked". The 845 cc inline triple will meet Euro 5 with a bump to 890 cc and around 120 hp.



Brake Control system (BC); APSG ride-by-wire throttle and new higher-efficiency intake and exhaust for reduced weight.

In race news, Yamaha is celebrating the success of its 2020 racing strategy as the **MX2 Manufacturer of the Year** "thanks to the excellence of the YZ250F and the skill and determination of riders **Jago Geerts, Ben Watson and Maxime Renaux** - all three of whom visited the top step of the podium over the course of the season".

This achievement marks Yamaha's third Manufacturer's crown since the class was reinvented as MX2 in 2004, with the first title coming in 2005 and the second following two years later in 2007. Yamaha also won its fifth WMX Manufacturer's title thanks to the combined efforts of **Nancy van de Ven and Larissa Papenmeier**.



As of 30 September 2020, the Group had sold **284,100** two-wheelers worldwide (-11.7% from 321,900 as of 30 September 2019), generating net sales of €797.2m (-6.7% from €854.1m at 30 September 2019).

The figure includes spares and accessories, sales of which totalled €89.6m. The overall drop registered primarily originated in **India** (-50.1% by volume; -37.5% in value at constant exchange rates); there was a **more limited drop in sales on the EMEA and Americas markets (-5% by volume; -7.6% by value)**, while the Asia Pacific area saw growth (+2% by volume; +7.5% at constant exchange rates).

The Piaggio Group says it has again confirmed its position of leadership in the **scooter segment** in Europe, with a **24.4% share** of the market. Piaggio also further strengthened its position on the North American scooter market, increasing its market share to 27.3% from 22.9% at 30 September of last year.

In North America the Group is also working hard on consolidating its presence on the motorbike market with the **Aprilia and Moto Guzzi brands**. On Asian markets, there was noteworthy growth of sales in **China**, with volumes more than doubling in the third quarter of the year over the same period in the previous year.

In the scooter segment, sales of the **Piaggio Medley** grew by more than 40%, with positive contributions from all the main geographical areas. The **Vespa** brand also registered overall growth, with **double-digit volumes of sale in Germany, the Netherlands, the Americas and**

V85 TT - 2021 sees the 100th anniversary of the Moto Guzzi brand, and Piaggio has commissioned Gregg Lynn to undertake a comprehensive redesign and refurb of the historic Mandello del Lario factory - including an update for the museum - in time for a September 10-12 weekend of anniversary festivities.

various Asian nations, particularly China.

On the motorcycle market, the **Moto Guzzi V7 and the super-sporty Aprilia RSV4 performed particularly well in the quarter**, while steady growth over the first nine months of the year was confirmed for the **Aprilia brand's 125 cc range**, with models SX 125, Tuono 125 and RS 125.

To mark next year's **Moto Guzzi centennial**, the Board has approved a plan to renovate the historic factory in Mandello del Lario, awarding the project to **Gregg Lynn**. This is a major restoration project that will involve the entire area, from production to the offices and the museum wing exhibiting Moto Guzzi models illustrating the company's history since 1921. Gregg Lynn, is the CEO of Piaggio Fast Forward.

Overall, the company says it sold 353,900 vehicles worldwide (479,200 at 30.09.2019) and made investments worth € 88m (€ 91.6m at 30.09.2019), including expansion of the E-Mobility department with new laboratories and a new organisational structure.

The Piaggio Fast Forward 'Gita' has started a series of pilot programmes to develop new B2B applications in places such as airports, shopping malls and for food deliveries. Headquartered in Boston, the PFF 'Gita' is a first of its kind following robot carrier - designed to improve the way workers and customers move with loads in different outdoor and indoor environments.



Aprilia RSV4 Factory



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For its motorcycle business Honda announced Q2 (period ended September 30) sales revenue of 493.0bn yen - a year-on-year decrease of 29.4bn yen. The company says that "although sales are recovering in many countries, sales revenue experienced a year-on-year decrease due primarily to unfavourable currency effects".

Operating profit was 68.4bn yen (a year-on-year decrease of 9.3bn yen) and says that the improvement was made "due primarily to control of SG&A expenses and cost reduction efforts. This was despite a decrease in profit related to changes in sales revenue and model mix".

For the six months to September 30 motorcycle sales revenue is down by -23% at 767.3m yen. Motorcycle business operating profit was down to 79.6bn yen from 147.6bn for the year-ago period on an operating margin of 10.4% (down from 14.0%).

Total global Group motorcycle unit sales for the quarter are reported at 4,467,000 units (5,098,000 for the year-ago quarter), with European unit sales at 63,000, which is up from 57,000 for its 2019 second quarter. Asia was down from 4,575,000 in 2019/Q2 at 3,930,000; Japan down by 2,000 units at 59,000; while North America was up by 5,000 units. Altogether for the YTD (April through September 2020), global unit sales are down by 3,697,000 (6,322,000 sold in total), with Europe down by -17,000 units from the 141,000 sold in the year-ago period (at 124,000 units sold in six months).

In common with all the Japanese manufacturers, Honda is using the unique circumstances that 2020 has presented to either conclude, accelerate or develop plans to refine its business structure.

In the United States, for example, the

Honda companies responsible for motorcycle, ATV and side-by-side products began restructuring earlier this year - to unite the sales, manufacturing, product development and purchasing functions. This follows a similar reorganisation in Japan in 2019, when the motorcycle operations of Honda Motor and the Motorcycle Centre of Honda R&D were merged into one organisation.

Meanwhile, in other Honda news, the company has reached a significant milestone at its Vietnam subsidiary, producing its 30 millionth unit - a Winner X, a liquid-cooled, fuel injected 150 cc SOHC, four-stroke, two-valve single.

In racing news, 24-year old Slovenian Tim Gajser has won back-to-back FIM Motocross World Championships on the CRF450RW, and both he and 21-year old Australian Mitchell Evans have had their contracts renewed "for multiple years" - both are currently competing for Team HRC in the FIM Motocross World Championship Premier MXGP Class.

On the track Honda achieved an unprecedented 800th FIM World Championship Grand Prix victory in October when Honda Moto3 rider Jaume Masia (Leopard Racing NSF250RW) claimed victory in the Moto3 class in Round 12 of the 2020 FIM1 World Championship Grand Prix held at MotorLand Aragón in Spain.

In Trials, Toni Bou has won a 14th consecutive FIM Trial World Championship title, riding with the Repsol Honda Team, taking the final round, the Italian Grand Prix, in October. This was his 14th consecutive title, his first was in 2007, on the Montesa COTA 4RT factory bike.

In new model terms, Honda announced its 2021 off-road model year line-up back in June, with the updates highlight being a new frame

for the CRF 450R/RX.

In September Honda unveiled a considerable step forward in terms of its Honda Forza scooter offer, with the new 350 and 750 added to the established 125, and November saw the company unveil seven further new updates for 2021, including one new model name.



Left to right - SH Mode, SH350i, PCX125, X-ADV, NC750X, CB1000R, CB125R



Honda's premium sports/GT Forza scooter family expands for 2021 with the arrival of Forza 750 and Forza 350. The all-new Forza 750 "offers the classic ingredients of Grand Touring (GT) road presence and comfort together with sporty, agile handling, lusty engine performance, premium design and feature-rich specifications".

The CBR1000R 'Black Edition'



Tim Gajser on the CRF450RW



Toni Bou wins 14th consecutive FIM Trial World Championship title



BMW Motorrad says it increased deliveries of its motorcycles and maxi-scooters in the third quarter (July, August, September) to 52,892 units, which is +20.9% compared to Q3 2019. It generated revenues of €637m (2019: €558m; +14.2%) and an EBIT of € 45m (2019: € 35m; +28.6%). The segment EBIT margin came in at 7.1% (2019: 6.3%). For the nine months to September 30 the company reports a total of 129,599 units delivered to customers during the first three quarters of the year - at just -5.4% down on the same period of 2019, it represents a very strong recovery from the effects of COVID-19 so far this year and generated revenues totalling €1,716m (2019: €1,871m; -8.3%). EBIT for the nine-month period amounted to €110m (2019: €226m; -51.3%), corresponding to an EBIT margin of 6.4% (2019: 12.1%). With an eye on the very "fluid" situation in the winter as the pandemic spikes again, BMW said that "motorcycle segment deliveries are expected to have decreased moderately year-on-year - with the EBIT margin forecast to lie within a range between 3 and 5%". Following the debut of the M 1000 RR in September (IDN # 157), the company has continued to blitz the

internet with virtual new model introductions. As the venerable GS line celebrates its 40th anniversary, range updates have included new Euro 5 compliant 'tech-rich' 1250 GS and GS Adventure anniversary editions with ShiftCam technology and an Electronic Dynamic ESA "Next Generation" chassis with fully automatic load compensation. The G 310 GS gets an update with the Euro 5 compliant single getting an electromotive throttle controller and automatic idle speed increase with self-boosting anti-hopping clutch. The 2021 R 1250 RT gets new BMW Motorrad full integral ABS Pro, three Pro riding modes, including the new "Eco" riding mode and Dynamic Traction Control DTC as standard. The R nineT 'Family' gets five updates - R nineT, R nineT Pure, R nineT Scrambler and R nineT Urban G/S with extended range, fine-tuning of the design and improved torque. The boxer engine is now Euro 5 compliant and has undergone both technical and visual fine-tuning. As part of its company-wide #NEXTGen 2020, with the CE 04, BMW Motorrad says it is presenting the 'near-series' version of the BMW Motorrad Concept Link - "as a link between the analogue and digital worlds of the user, the BMW Motorrad

Updated R 1250 RT



All-new features of the updated BMW G 310 GS include Euro 5 homologated single with electromotive throttle controller and automatic idle speed increase and self-boosting anti-hopping clutch.



2021 R nineT 'Family' - R nineT, R nineT Pure, R nineT Scrambler and R nineT Urban G/S - with extended range, fine-tuning of the design and improved torque.



2021 'Roadster' style S 1000 R: Flex frame; Euro-5 compliant 999 cc inline four, 4-into-1 exhaust, 165 hp/11,000 rpm and 84 ft-lb torque at 9,250 rpm; Rain, Road and Dynamic riding modes (optional Dynamic Pro); ABS Pro; 14 lb weight saving (438 lbs total).

Definition CE 04 is both a means of transport and a means of communication for the urban commuter. With its electric drive, trailblazing design and innovative connectivity solutions, it sets out to redefine the scooter segment. "The segment-defining design of the Definition CE 04 stands for a new urban aesthetic. Definition CE 04 now continues BMW Motorrad's electromobility strategy for urban conurbations and thus provides a concrete preview of what a contemporary production vehicle could look like," says Alexander Buchan, Head of Vehicle Design.



BMW Motorrad Definition CE 04 - "the new style of urban two-wheel mobility".

Polaris Q3 motorcycle sales +11%

Polaris has reported Q3 sales +10% at \$1,955m, with net income of \$167m/\$2.66 per diluted share. Retail demand is reported as remaining strong "benefiting company performance as both new and existing customers continued taking advantage of off-road vehicles, snowmobiles, motorcycles and boats to enjoy the outdoors while maintaining social distancing etiquette."



Gross profit was +22% (to \$535m for Q3) with reported gross profit margin at 27.3%, "primarily driven by positive product mix and lower promotional costs." Operating expenses decreased -4% to \$313m - "Operating expenses were lower primarily due to the company's ongoing cautionary approach to spending given the pandemic-generated economic uncertainty."

Motorcycles segment sales, including PG&A, totalled \$167m, up +11%, driven primarily from increased sales of Slingshot and PG&A. Gross motorcycle sector profit for Q3 was

\$16m compared to \$9m for 2019 Q3. "The increase in gross profit margin was driven by a decrease in promotional costs and **lower European Union retaliatory tariffs as more motorcycles were produced in the Poland manufacturing facility for the region.**"

North American consumer retail sales for Indian Motorcycle increased in the low-forty percent range during the third quarter of 2020 (mid-forty percent range when Slingshot units are factored in) in a weak mid to heavy-weight two-wheel motorcycle industry that was down low-single digits percent (the U.S. market is stated by Polaris to have been up low-single digits percent for Q3 when three-wheel vehicles are included).

Given the continued strong retail



Polaris CEO Scott Wine is leaving the company to take up the CEO position at Case New Holland - the London based \$28bn a year turnover agricultural equipment and on-highway transport vehicle manufacturer. Wine, 53 and a former U.S. Navy officer, joined Polaris 12 years ago. He steered Polaris through the 2008-2010 global financial crisis and has masterminded sales growth in that time from some \$1.9bn to around \$7bn last year".

environment, the company is **raising** its sales and adjusted earnings guidance for the full year 2020. Sales are now expected to be in the range of \$6,925bn to \$7.0bn, up two to three percent compared to 2019 adjusted sales of \$6,783m.



The well received Indian Challenger - Q3 North American consumer retail sales for Indian Motorcycle increased in the low forty percent range

GasGas to race Moto3 with Aspar

GasGas will be lining up on the Moto3 grid from 2021. Pit Beirer, GasGas Motorsports Director, said: "We're really excited to introduce GasGas motorcycles into international road racing and firmly believe it will both strengthen the brand and open it up to a worldwide audience."

"There is also no better place than the Moto3 World Championship, as the category represents the first step on the MotoGP ladder - it's the perfect proving ground when it comes to selecting and nurturing new rider talent."

With the extremely successful Aspar Team managing the brand's arrival, we're really looking forward to seeing our distinctive GasGas bikes out on track at the first race of the 2021 season."

With KTM having won its first ever

MotoGP race this year, this represents another historic step for the KTM Group - and definitely an ambitious one!

"From Trial to Enduro and rally, to MXGP and US Supercross, and now top-flight international road racing, we're excited to be starting a thrilling and historic new project as we team up with Jorge Martinez and his Aspar Moto3 squad."

"Moto3 has a youthful energy about it, which fits perfectly with GasGas and partnering with the Aspar Team. We're a brand with a proud Spanish heritage and they are a successful Spanish team - and with Sergio Garcia and Izan Guevara we'll have two young, hungry up and coming Spanish riders on GasGas RC 250 GP machines."

The Aspar Team was founded by four times world champion Jorge 'Aspar'



Martinez almost 30 years ago. The team has had 95 race victories and 304 podiums since it started racing back in 1992. Initially finding success in the former 125 cc category, where they won four world championships

between 2006 and 2011 thanks to the efforts of four different riders, the team then participated in Moto3, Moto2 and MotoGP categories before settling on Moto2, Moto3 and MotoE from 2019 onwards.

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Ducati has announced results for what it says is its best third quarter ever "despite the complex global situation" - closing the quarter with 14,694 total motorcycles delivered worldwide.

September confirmed a recovery trend that began in June, with 4,468 motorcycles delivered to customers, of which the Panigale, Ducati Scrambler and Multistrada were the families with the best results. From the beginning of the year to the end of September, China, Switzerland and Germany recorded higher sales compared to the same period in 2019.

The company says that "thanks to the positive market trend, since June we started to recover the decline in performance recorded in the first months of the year, partially filling the sales gap compared to the previous year caused by the slowdowns that are affecting the whole world".

Claudio Domenicali, CEO of Ducati,



Claudio Domenicali, CEO: "Although 2020 is a stormy year, the third quarter recorded the most positive performance ever."

said that "although 2020 is a stormy year, the third quarter recorded the most positive performance ever. Now the situation is worsening again,



Diavel 1260 Lamborghini - just as the VAG board in Germany officially recognises that it may sell its Italian interests (Ducati, Lamborghini, Italdesign), this 630 unit limited edition special is described by Ducati as "the first motorcycle born from the collaboration between Ducati and Lamborghini - a Diavel 1260 inspired by the Lamborghini Sian FKP 37". It's a lovely bike (the car's not bad either) - but it is a good job Volkswagen never bought the Zanussi washing machine company!

unfortunately just when we are about to present to the world the new models for 2021, on which we have worked continuously despite the



The unveiling of the new V4 Multistrada represented the entry into production of the world's first motorcycle equipped with front and rear radar technology. This is the fourth generation of a model that has already seen production of more than 110,000 units.

Can you have too much of a good thing? Maybe! The 800 cc Ducati Scrambler Nightshift - one of four more 800/1100 cc Scramblers added to what may be in danger of becoming an uneconomically oversized family.



The new Multistrada features Ducati's new lightweight V4 Granturismo engine - "developed for maximum smoothness of operation with record-breaking maintenance intervals," Ducati says the new engine is "compact and light, performing, featuring rich torque values: an engine designed for "adventouring" use, at the same time able to offer great thrills and sportiness".

difficulties introduced by the pandemic.

In addition to a slew of new Scramblers, the Multistrada V4 and updated XDiavel, 2021 sees Euro 5 and other updates to the SuperSport 950, Panigale V4 and V4S, a numbered Panigale V4 SP (Sport Production) series delivering 214 hp, 12.6 KGM of torque, and weighing in at just 173 kg dry; plus new Italian THOK powered electric mountain bikes, including the TK-01 RR Enduro eMTB.

In additional news, the rumours about the sale of Ducati by VAG do appear to be back on the agenda, at least it has now been admitted as being within the realms of the possible, as Ducati parent company Audi endeavours to

streamline its structure and lay down the foundation for its electric future. According to the Reuters news agency, Audi subsidiaries Ducati, Lamborghini and Italdesign are being wrapped up in a single, Italian legal structure. VW CEO Herbert Deiss has stated that these brands "may not fit into the era of intelligent networked vehicles which provide on-demand mobility. Are [those brands] really valuable in the new world, we don't know yet". Addressing the possibility of disposing of their Italian assets, Deiss said "it's probably a bit of a slower process, but it's on our agenda."



KTM 2021 model range news includes updates for the 2021 690 Enduro R and SMC R and a new model for 2021 - the KTM 890 Adventure.

Taking the 790 Adventure as a start-point, a new Euro 5 compliant 889 cc compact engine delivers 105 hp and 100 Nm of torque, with the 20% extra rotating mass of the crankshaft bringing "an improved feeling at low revs while augmenting the centralised sensation and traction through corners". There is a "refined and



2021 890 Adventure - a 700 run limited edition Rally spec version sold out within 48 hours.



stronger clutch" and a new WP APEX rear shock with a new rebound damping adjuster and additional hand adjuster for spring preload.

There is 200 mm of suspension travel, and Dakar Rally-inspired ergonomics are said to "mean the bike is comparably slim, light and manageable with an accessible seat height, a low fender, a 20-litre tank and KTM MY RIDE navigation".

On-road ergonomics include Adventure-spec tyres, a full-size TFT dashboard, 'cornering' ABS, motorcycle traction control and motor slip regulation, a seat that is adjustable in two heights and a strong yet lightweight subframe for pillion or baggage.

In race news, Red Bull KTM Factory Racing's Tom Vialle has been crowned 2020 FIM MX2 Motocross World Champion after winning on the 250 SX-F at the MXGP of Pietramurata in Arco di Trento, Italy, in early November. The 20-year old Frenchman is the ninth rider to win a championship title in the lower capacity class aboard a KTM 250 SX-F. It was KTM's fifth consecutive title in the category, with thirteen championship victories in seventeen years of MX2 competition.

690 SMC R: "takes the torque and pace of the LC4 into a pulse quickening Supermoto form" - chrome-molybdenum steel tubing chassis, WP APEX suspension, wide-ranging electronic ABS modes, Brembo M 4.32 monoblock caliper, 320 mm front disc (240 mm rear), cosmetic makeover, new specification catalytic converter - Euro 5 compliance for both the LC4-equipped machines; both models can be clicked into a 35kW power setting to meet A2 licence status.



690 Enduro R: 74 hp/73.5 Nm torque - "a slim and maneuverable machine" with lean angle sensitive 'cornering' ABS, off-road ABS, traction control and sensitive motor slip regulation.



In the United States, KTM dealers have been able to sell KTM branded factory replica electric balance bikes from the summer of 2020. Made by Harley-Davidson owned subsidiary StaCyc, they can be operated like a regular bicycle, then riders can graduate to a 3-level

powered mode.

There are two versions - the 12eDrive features 12-inch wheels and a 13-inch seat height; the 16eDrive has 16-inch wheels and a 17-inch seat and a high-powered brushless motor. Both are said to offer a 45-60 minute charge time and 30 to 60 minutes of run time.

Tom Vialle won the 2020 FIM MX2 Motocross World Championship, becoming the ninth rider to win a championship title in the lower capacity class aboard a KTM 250 SX-F and securing KTM's fifth consecutive title in the category.



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Motori Minarelli sold to Fantic

As part of what it says is a strategy to "reinforce a cooperation with Fantic Motor", Yamaha Motor Europe is "transferring all issued shares" in its Bologna based Motori Minarelli engine manufacturing subsidiary to Fantic Motor (Dossone di Casier, Treviso). Yamaha began consultations with the European Works Council (EWC) in October. Founded by Mario Agrati in 1968 and manufacturer of the legendary Caballero line, Yamaha says that "Fantic has been a long-time business partner of Motori Minarelli. "This transfer of issued shares is aimed at further strengthening the ties between Yamaha Motor and Fantic, and based on the consultation process

with the EWC, the relevant contracts and paperwork for conducting the transfer to Fantic is scheduled to be complete within the year". Motori Minarelli is said to produce 80,000 motorcycle engines of 50 to 400 cm3 annually, and supplies engines to MBK Industrie S.A.S. (France) - Yamaha's European motorcycle manufacturing subsidiary - and to other motorcycle manufacturers in Europe, including Fantic since 1970. The company traces its origins back to 1951 (established as F.B.M. - Fabbrica Bolognese Motocicli - by Vittorio Minarelli and Franco Morini) as a full bike (scooter/moped) manufacturer. The two partners split in 1956 with

Vittorio starting F.B. Minarelli, changing the name to Motori Minarelli in 1967. In the 1970s average production ran to 200,000 two-wheeler and 50,000 agricultural engines. Their greatest race successes came between 1978 and 1981 when Motori Minarelli won four 125 cc manufacturer titles and two rider world championship titles. Having started making 50 cc engines in the early 1990s, the company was selling to the likes of MBK, Yamaha Motor Espana, Aprilia, Malaguti, Beta, Rieju and others and saw production peak at 700,000 units in 1998 when it employed some 500 people. The four-stroke 125 cc scooter engine



Fantic Caballero

which was added to the production of two-stroke engines had doubled its manufacturing footprint by the end of the 1990s, becoming wholly owned by Yamaha by 2002.



For its second quarter in 2020 (the three months to September 30) Suzuki announced that net sales in its motorcycle division decreased by 37.4bn yen (-29.6%) to 89.1bn yen year-on-year, with an operating loss of 3.6bn yen due to the decrease in sales during the April-June large motorcycle sales season, and the impact of a decrease in sales of small motorcycles in markets such as India and the ASEAN zone.

Motorcycle unit sales in Europe were up by +17.4% at 13,000 units for the quarter, but down by 12.1% for the six months from April to September inclusive at 23,000 units. North American unit sales were +36.5% for the quarter at 12,000 units and +49.6% for the six months YTD at 31,000 units. Total global motorcycle and ATV unit sales were -5.3% for the quarter at 401,000 units and -23.2% for the six



Among model range updates for 2021, Suzuki has added a new V-Strom 1050XT Tour Edition with increased luggage capacity. A comprehensive suite of electronics includes two modes of lean-angle sensitive ABS, a three-mode traction control system (that can be switched off), three engine power modes, cruise control, hill hold assist and slope and load dependent linked brakes that optimise brake pressure to maintain control when braking downhill, or when equipped with luggage or a pillion.



Joan Mir - the first Suzuki rider to win Motorcycle Racing's premier class since Kenny Roberts Jr in 2000.

months YTD at 675,000 units. Asian unit sales were -9.6% for the quarter (314,000 units) and -28.5% for the six-month period (514,000 units). Meanwhile, better news for Suzuki on the racetrack. When 23-year old Spaniard Joan Mir won the MotoGP title for the first time by finishing seventh in the penultimate race of the season in Valencia, he became the first Suzuki rider to win the championship since American Kenny Roberts Jr. in 2000. In the United States Suzuki has announced a restructuring of its operations and the end of a Race Team partnership. Suzuki Motor of America

is to reorganise its Motorcycle/ATV and Marine divisions into two separate companies, with the Motorcycle/ATV business co-located at Brea, California with the parent company head office. Meanwhile, Suzuki has concluded its partnership with Joe Gibbs Racing. "The combined efforts of Suzuki and JGRMX were able to deliver solid results and raise the level of performance of each of the team's riders. "Together, Suzuki and JGRMX demonstrated the potential of the Suzuki RM-Z250 and RM-Z450 motocross machines over several successful racing seasons".



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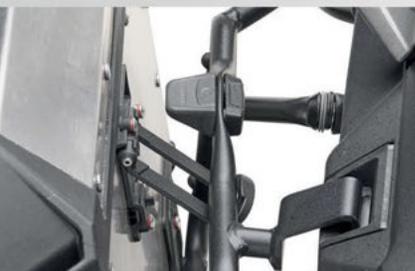
*Consult the section "FOR YOUR MOTORCYCLE" on givimoto.com to verify the compatibility of the specific frame for your motorcycle



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MV Agusta CEO Timur Sardarov

From an interview by Adam Child of Bennetts' 'Bike Social'

In a wide ranging and candid recent interview with Adam Child, published in the UK by Bennetts/Bike Social, MV Agusta CEO Timur Sardarov is quoted as saying that after the launch of five new models in 2020, the pandemic has put the company a little behind where he had hoped it would be by the end of 2020.

He went on to say that in the coming years he sees MV Agusta "going into the wider range of mobility. The journey will start in the lighter mobility segment and move to urban

significantly more changes to all the bikes and all the platforms across the entire range. It's not just Euro 5, it's major change to the products in terms of styling and technical packaging - from next year I would say all our range could be considered new."

He went on to say that the expected replacement for the F4 had not yet made it further than the drawing board and that "we currently have to work more towards electric propulsion rather than saving the combustion engine.

"MV Agusta is a small company compared to many others, and for us it's important to see where everyone is going and evaluate complex developments for the high-performance superbike. We could produce a bike with 250 horsepower, but the quality of the rider and the quality of the ride needs to be balanced.

"We need to first see what will happen with electric, hybrid or combustion and whether we will need a massive engine with a lot of power or something different. The F4 is a brand in its own right that appeared at a time when the most technologically advanced product was the superbike.

"Will superbikes be important in five years and still represent the biggest technological advancements?" I don't know, it's an interesting question, but perhaps another product will have that technological superiority rather than a superbike."



MV Agusta CEO Timur Sardarov: **"Our focus is adventure - we will launch two bikes, one will be 500 cc, one around 1,000 cc."**

Speaking about retail changes in the market, Sardarov said: "It's important to move towards own-brand retail. The supermarket-style bike dealers are at the bottom of the food chain of the business, and COVID is putting nails in its coffin.

"Dealers will either have to be loyal to a brand to deliver the experience to customers, or they will be wiped out. The faster they realise this the better, otherwise this

business will not exist in a couple of years.

"I've seen a lot of dealers in Europe deal with multibrands and I'm confident that this standard dealer model is dead. So, for me, in terms of investment, it's about bringing in experience and showing the depth and history of the company to the customer.

"We are also moving towards becoming a mobility company rather than just a motorcycle company because we have a new DNA in which mobility is becoming more important. We are also moving towards safe mobility, premium product and beautiful designs, but not too much about sports, as that's a very dangerous area that could backfire on the company.

"Lifestyle, less pollutants, more comfortable, cheaper to own, reliable... this type of message is integrated into the product, which is why we are looking towards lighter motorcycles that are very connected.

"Our focus [in motorcycle terms] is adventure. We will launch two bikes, one will be 500 cc, one around 1,000 cc."

Addressing his company's involvement in racing, he said "to be honest, we don't need racing for our brand. It's a good showcase, but it depends how we are approached. The company went through a crisis and we had to reduce our direct involvement in non-profit making activities, so we gave it up in 2017.

"All the racing we do now is done with partner teams and we are evaluating

"I'm confident that the standard dealer model is dead"

commuters that will be powered by electric propulsion.

"We will produce high-performance bicycles that are also electrified. We are working on a new 500 cc platform with quite an interesting philosophy, and we are also working on our new adventure range that will be announced in the next three to four months. We are also working on a brand new 950 platform and our 800 is going through major change with Euro 5.

"We took the opportunity with the Euro 5 transition to bring



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that involvement with Moto2. We are going to stay for 2021 and maybe the year after, depending on how that goes. In Supersport we are evaluating it right now: there is a chance we will come back ourselves over the next two years as a factory team. Racing is relevant, but not top of the priority list. "MV Agusta never made money, and the priority now is to make sure this brand is sustainable. I think I owe it to the company to love and make this brand work. Focusing on something that doesn't make money would be a shame as the industry would not be the same without MV Agusta."

The interview covered a lot of ground. In terms of life in a trade show-free environment he said: "Trade shows will not come back in the next two to three years. There will be less people and the

"Trade shows will not come back in the next 2-3 years"

significance of that investment is going to drop. I can tell you, for example, that the participation in EICMA in terms of people, products and time will cost MV more than €1m.

"I'm pretty sure we can spend the same amount of money on a more effective way of delivering information - digital or direct - so that's why we are evaluating how we are going to present the new products and how to communicate. We will still be introducing new Euro 5 models without EICMA."

In terms of growth markets for MV, he says that "for MV Agusta every market

is growing. Number one market is Italy, we can grow two, three... five-fold here in a very short period of time. Same for Germany, UK, France and Spain, Netherlands... all the northern countries.

"Europe is our direct market, we can bring the clients, meet the collectors and I can be involved myself - we can be very intimate with our customers - we are friends with our clients.

"Then there's America, where we are now direct distributing. Things would have been so much better had COVID not intervened. **America is a great country, but it is in disarray.** Businesses on the ground are really struggling, which is why our events and activities have been halted there.

"China is a modern market where we have signed to build our network and I'm a great believer in this project. Then Japan, we are growing there. I would say Europe, US, China and Japan - these are our best opportunities to grow."

Sardarov stated that current production is around 5,500 units a year, but that "from next year we will produce 10,000 bikes, which will be a record for MV Agusta. From there we will start to be strong and the market will feel that effect. Over the next three years we will grow in all the segments, but with our production outsourced, especially for the 500 cc platform, which we are outsourcing to China, we will achieve 20,000 to 22,000 bikes in the next three years.

"Everything above 500 cc will remain produced here in Italy, everything below 500 cc is and will continue to be produced elsewhere."

To read Adam's full interview with Timur Sardarov, follow the links at

www.bennetts.co.uk/bikesocial/news-and-views/news/2020

To mark its 75th anniversary, MV Agusta is "celebrating its legacy of leading-edge technology, passionate craftsmanship and timeless elegance" with a celebrative 75-unit limited edition Superveloce 75 Anniversario that sold out within seconds of its 75 online launch window opening on November 15. Sharing the same F3 800 derived inline three-cylinder engine as the Superveloce 800, (147 hp at 13,000 rpm for top speeds of over 240 km/h), the special "comes with many extra features and exclusive details that make it even more precious and a true collector's item".

"The Italian flag colour scheme and the dedicated graphic detailing add to the emotional dimension of this splendid bike, with its black and gold Inmotion spoke rims and the red Alcantara rider and passenger seats as further signature features".



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Tokyo based Kawasaki Heavy Industries, Ltd. (KHI) has announced that it is going to restructure its operating divisions. The changes will see the Motorcycle and Engine business unit being spun-off as a separate, stand-alone company.

KHI will focus on an integrated Ship and Offshore Structure, Energy System and Plant Engineering portfolio from April 2021; the current Rolling Stock division will also be spun off.

Kawasaki's businesses will be operated in three groups - Land & Air Transportation Systems, Motion Control & Motor Vehicles, and Energy & Marine Engineering - "making the collaboration between each business more effective".

The Power Sports business, which comprises a part of the existing Motorcycle and Engine division (which includes motorcycles and off-road four-wheelers), is Kawasaki's only mass-production consumer-facing business.

Its Q2 results (July, August and September 2020) show Motorcycle and Engine division net sales revenue down by -7.4% over the corresponding period in 2019 at 139.7bn yen, with an operating loss of -5.1bn, from -3.3bn for the year-ago period.

Motorcycle unit sales for developed markets were 61,000 (worth 48.9bn yen) compared to 67,000 units in the year-ago quarter (worth 50.3bn yen). In emerging markets, unit sales were 81,000 units (44.7bn yen) compared to 158,000 units for the year-ago quarter (worth 36.2bn yen) for a

worldwide total of 180,000 units worth 139.7bn yen for the quarter (compared to 257,000 units/147.2bn yen for 2019 Q2).

In addition to adding two new Z900RS options for 2021, there are three new Versys Thousands. Kawasaki's venerable water-cooled, cassette gearbox equipped 650 twin engine is once again powering new iterations of the Ninja 650, Versys 650 and Z650 for the coming season. Off-road updates include for the Z125 and Ninja 125 range naked and track-style entry level machines for 2021.

In announcing the Ninja ZX-10R and its "ultimate performance partner", the ZX-10RR, Kawasaki is showcasing new technology under its 'Rideology' banner, "encompassing contemporary and future thinking on Artificial Intelligence, Hybrid Technology and Self-Driving Vehicles," according to Mr Masanori Inoue, General Manager, Kawasaki Motorcycle & Engine Company (the former Managing Director of Kawasaki in Europe).

The new Ninja "aero-package" debuts the Integrated Winglet Technology "responsible for achieving seventeen percent more downforce compared to the current model. A redesigned rear seat contributes to an area of low pressure behind the rider, in addition to new footpeg positioning, a 40 mm higher screen and adjustable handlebars".

The RR sees the adoption of Pankl pistons and matched piston pins mated to Pankl connecting rods, Marchesini wheels, braided brake hoses and a 400 rpm greater maximum rev capacity compared to the standard ZX-10R.

The Special Edition supercharged Z H2 SE sees the addition of Brembo Stylema calipers and a Brembo radial master cylinder

The new Z125 - four-stroke A1, A2 and B licence-friendly 15 PS (11 kW) engine with lashings of 'Sugomi' - Kawasaki's 'Art of Motion' design concept.



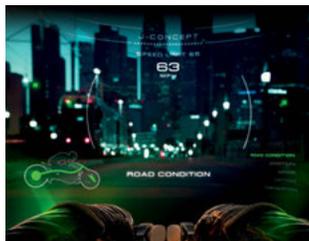
The 2021 Versys 1000 SE features Showa 'Skyhook' technology.



Ninja ZX-10R - "contemporary and future thinking on Artificial Intelligence, Hybrid Technology and Self-Driving Vehicles," according to Mr Masanori Inoue



Courtney Duncan (New Zealand) and DRT Kawasaki won their second consecutive FIM World WMX Women's Motocross Championship title after an exciting final round at Pietramurata in northern Italy.



2021 Z H2 Hypernaked Supercharged Special Edition



As race seasons go, 2020 will be in the record books, but not only for the racing and the results. It has been the strangest of years as the truncated and rebuilt schedules dodged the waves of the pandemic that have swept the world since February. Kawasaki will remember it well though, with Johnathan Rea scooping a sixth WorldSBK Championship and giving the Kawasaki WorldSBK racing team another coveted manufacturer championship. But there was glory on the WSBK undercard too for 'Big Green', with the Kawasaki Pucetti Racing team seeing Lucas Mahias and Philipp Oetti score 2nd and 3rd respectively in the WorldSSP, and Jeffrey Buis win the WorldSSP300 for MTM Kawasaki Motoport.





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Galfer continues to grow - success on the street and the track



Ivo Bristot, General Sales Manager: "In these tough times, here in Spain and throughout Europe and the rest of the world, Galfer is a 'Good News' story."

Industrias Galfer S.A, the Barcelona based Spanish brake components manufacturer, has increased its sales in 2020 "and will end the year with very positive results, despite the pandemic," says General Sales Manager Ivo Bristot.

"For 2020 we will have a +15% higher turnover compared to the previous year, despite having been forced to close our facilities in March due to the general lockdown in Spain. At the same time, we have also had to expand our production activity to meet the growth. This means that we have hired several new employees, extended our work shifts and acquired new machines so we can cover the increase in current and anticipated future demand.

"In these tough times - here in Spain and throughout Europe and the rest of the world - Galfer is a 'Good News' story."

In its Motorbike Division, Galfer has extended its collaboration with the KTM Group, where the company is once again supplying the brake discs for the entire new GasGas range - now owned by the KTM parent company. "We also have other deals close to finalisation with some of the leading race teams - altogether, the positive developments for Galfer make us confident that we can continue to grow in the coming years.

"The increase in the supply of our sintered brake pads for several OEM customers, and the increase in our

export sales of replacement parts are also impressive, thanks in part to the recent distribution agreement reached with Parts Unlimited (for America)."

In its Bicycle Division, 2020 saw Galfer starting to supply its popular 'DiscWave' brake discs as standard fitment of several bicycles for national and international manufacturers such as Orbea, Fantic, Berria and Mendiz. It has also increased production of brake pads - the boom that the bicycle sector is currently enjoying has meant that sales figures for replacement brake parts have soared to more than double the sales achieved in 2019 and has broken into new markets in Oceania and Asia, where it previously had no direct presence.

It has also been a great year for Galfer in terms of its race support, winning its second consecutive Supersport 600 World Championship with Andrea Locatelli and the new World Championship double of Toni Bou in X-Trial and TrialGP, among other achievements.

One of the highlights for Galfer in product terms has been the success of its unique Cubiq brake rotor design.

First seen at EICMA in November 2019, it features an original brake track design with hexagonal shapes



that "offers better braking than a conventional round disc design with up to 40% weight reduction," says Ivo.

"The unique brake track configuration resembles the molecular and crystal structure of the steel itself. With this shape we achieve better cooling and improved weight loss, which also results in better manoeuvrability of the motorcycle.

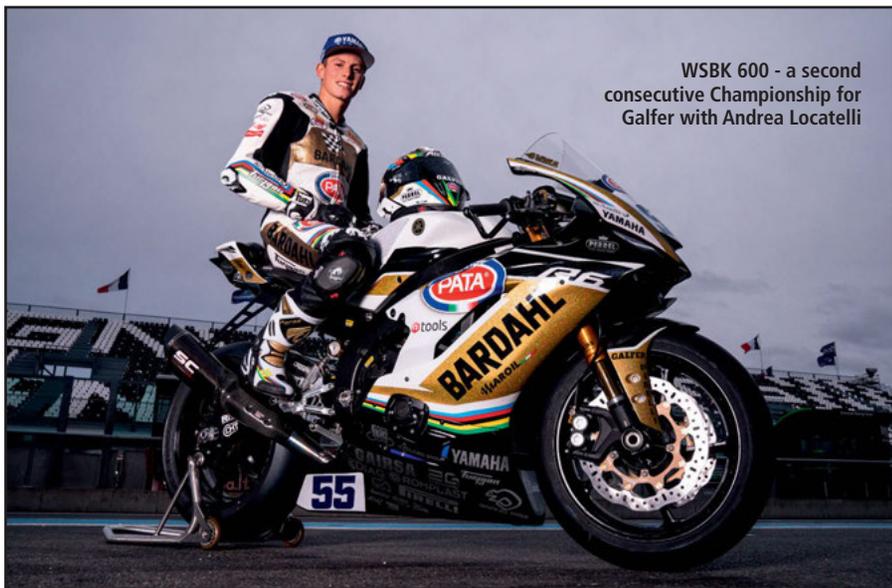
"The improved cooling is achieved because the design increases the convection perimeter, so there is more cooling surface around the brake track and better temperature dissipation. The increased cooling surface optimises the friction surface and enables a lighter brake track design.

"Also, because there is the same contact surface between brake pad and disc on each rotation, the brake pads wear evenly and there's homogeneous





X-Trial and TrialGP - a new World Championship double with Toni Bou



WSBK 600 - a second consecutive Championship for Galfer with Andrea Locatelli

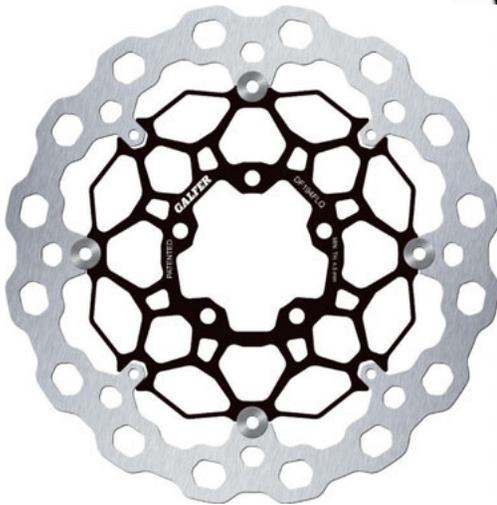
pressure; the reduced unsprung mass reduces the dynamic imbalance (gyroscopic effect) and improves the manoeuvrability of the motorcycle."

In just twelve months, Galfer says it has tested and validated over 300 fits, including for Honda, Kawasaki, Suzuki, Yamaha, KTM and Triumph models. "By understanding the dynamic requirements of today's motorcycles, and applying a simulation model using contemporary elements, we have designed a geometry that optimises the mass-heat dissipation ratio," says Ivo. "As the originators of the 'Disc Wave' concept, we have a leading pedigree in moving the brake disc narrative forward. The response from the market, from our distributors and their dealers, suggests that we have done so again with the Cubiq."



One of the highlights for Galfer is the success of its unique Cubiq brake rotor design.

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Over 300 Cubiq brake disc applications for most popular makes and models, including for Honda, Kawasaki, Suzuki, Yamaha, KTM and Triumph models.

Go big or go to the back!

New for 2021 from Galfer, this brake kit for motocross and a wide range of Enduro brake discs and pads includes a fixed, grooved 280 mm oversized disc, used and developed by 2019 season AMA Supercross riders, a caliper spacer and a set of new high performance Racing Galfer pads.

In line with the current trend to increase the size of the front disc in motocross bikes, the Galfer RWSX brake kit "arrives on the market to offer the best Galfer technology in terms of performance and safety suitable for the Off-



Road models from the main motorcycle manufacturers (Honda, KTM, Yamaha, Kawasaki, Suzuki and Husqvarna).

"Compared to the standard disc, the Galfer 280 mm will significantly improve braking, especially in extreme weather conditions or at higher speeds. Developed in-house by our R&D department engineers, this is a high-performance product capable of guaranteeing ready and adjustable braking at a low weight and with low impact on pad wear - fundamental to success in all forms of Off-Road competition".

To offer a complete package geared towards the highest performances, the kit also includes the specific Sport Racing G1396R sintered pads "that represent the top technology available on the market today as well as the 280 mm grooved Disc Wave and caliper spacer - 260 mm DF 814 RW front and rear wheel grooved fixed Disc Wave kits and 240 mm solid fixed Disc Wave kits are also available.

Swap's S818

Based near Nice in southern France, the Sifam Group (founded in 1994 by Pierre Manuel) has a fast-growing own brand apparel range, for which they are the exclusive distributor. Sifam is one of the largest France based motorcycle parts, accessory, gear and apparel distributors, with a wide range of famous name and own brand products available from a total of 15,000 sq m warehouse capacity.

Seen here, the Swap's Industry S818 helmet is made in a polycarbonate outer shell with upper and lower front air vents and a removable and washable inner liner from "ventilated and ergonomic double density foam".

It features a large field of vision (in height and width), so can take all types of masks, has multiple ventilation channels - five front inlets, three rear extractors - double-D chin strap closure, a fully removable, antibacterial interior (washable in lukewarm water) and height-adjustable visor.

Weighing around 1,300 g, it comes with a helmet cover, is ECE R22-05 approved and has been inspired by U.S. motocross and supercross culture - "combining performance, style and safety", according to Sifam.

The S818 is a "price point" product that is currently available



Sifam

to dealers "at a very attractive price". Sifam is particularly looking for new dealers in England, Germany and Benelux - enquiries can be sent to Sales Manager Joao Ramos.

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Dirt Digger clutch kits

Californian specialist Barnett Clutches & Cables' Dirt Digger high-performance clutch kits feature clutch plates made with its exclusive friction materials, tempered steel drive plates and a set of heavy-duty springs. Dirt Digger clutch kits provide a stronger, more positive engagement and the 'segmented' friction material design increases oil flow to the clutch, providing a smoother, more consistent performance and increased clutch life. The heavy-duty springs are shot-peened and heat-treated for extreme



durability. All clutch kits are pre-measured for proper stack height prior to packaging to ensure reliable fit and performance. Available for all popular off-road motorcycles and ATVs.

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Seatlock, the Tanklock for the saddle

The S430 Seatlock is a base with a universal retaining system that holds a bag on the passenger portion of the saddle with a flange mounting system (Tanklock or TanklockED system). Designed for sports motorcycles and riders who ride more on their own, the S430 is adaptable to any motorcycle and can be put on and taken off in a few minutes without any tools. Eight of the twelve GIVI bags currently in the range are compatible with the S430, but not those with curved bases (ST603B, EA118, UT810 and XS320).

The S430's anti-scratch and non-slip rubber base does not damage the saddle and allows a stable and safe retaining system with adjustable straps provided. The Seatlock is also available in combination with a back plate for top cases (with the versatile M8A, M8B, M9A, M9B aluminium plates).

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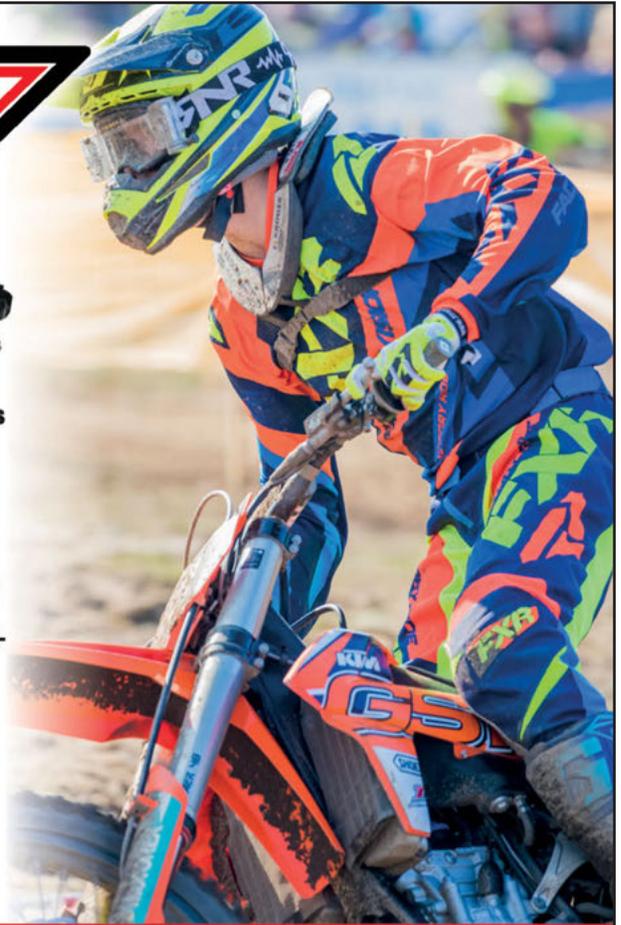
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CNC Racing

Always stylish, always of the best quality, and always in demand, Italian parts specialist CNC Racing (based in Arezzo, Tuscany) has been celebrating its 25th anniversary in 2020. The company is known for offering a wide range of application-specific and universal fitment options for BMW, Aprilia, MV Agusta and, of course, Ducati models.

Seen here, this matt carbon sport screen for the Ducati Streetfighter V4 with plain weave and matt finish is a 100 percent carbon fibre construction manufactured with all the precision of an autoclave. Also seen here, this seat cover for the Hypermotard 950 is made of black anti-slip, ultra-grip eco-leather with side inserts in black and red carbon look eco-leather.

It is waterproof, resistant to sunlight, especially resistant to chemicals and has double stitched,



reinforced seams for durability. Seat covers are also available for Ducati and MV Agusta models.

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www.cncracing.it



Misano EVO cartridge upgraded



The flagship of Italian suspension specialist Andreani's product range is the Misano EVO cartridge - derived from its race experience, the cartridge is designed by the company's in-house R&D team for the most popular street bikes, naked bikes and scooters.

As a result of its most recent track experiences, Andreani has been able to upgrade its cartridge kit programmes with a brand new Andreani cartridge for Showa BPF 41 to 43 mm forks, developed to increase the big piston forks' performance.

A plug & play install, it features a sophisticated hydraulic system, a tube DLC (Diamond Like Carbon) coated and the top cap with EVO design. It is easy to install as it does not require disassembly of the fork tube from the fork bottom during assembly.

"The Misano EVO cartridge brings levels of tunability not generally delivered by standard manufacturer suspensions, with improved reliability when it comes to adjusting the hydraulics.

"Developed to ensure an excellent bike response in fast riding, it is currently available for the following applications: 899/959 Panigale (2013-19); Streetfighter V4 1100 (2018-); V2 955 Panigale (2020); CBR 600 RR (2013-17); CBR 1000 RR (2012-19); ZX-6 RR and ZX-6 R 636 (2009-18); ZX 10R (2011-); GSX-R 600/750 (2011-); GSX-R 1000 (2009-11), as well as for GSX-R 1000 (2012-18)".

Andreani race technicians say this new kit improves the fork flow, ensures a greater stability while braking and cornering, and increases comfort in all circumstances and conditions.



JT Sprockets 'RaceLite' MX and road race sprockets

Described by JT Sprockets as "the ultimate motocross and road race sprockets", its new 'RaceLite' range is 7075-T6 aluminium competition sprockets.

"Designed and engineered to withstand extreme pro-race conditions, they provide maximum strength and durability at minimum weight. Precision-machined to our uncompromising standards, they are made from certified 7075-T6 Eralgal aviation aluminium alloy for durability and available in a hard wearing anodised black, orange, red, blue or gold finish to complement the colour scheme on all the major manufacturers' motocross and enduro bikes. "The new range has been further extended to provide a range of 7075-T6 rear sprockets in rich black or gold hard anodised for the most popular Supersport and Superbike road race machines with a full selection of gearing options in 520 chain size conversion. "Competitively priced, each RaceLite 7075-



T6 rear sprocket is produced to the highest possible specifications and individually packaged in a printed, high-end glossy carton presentation envelope".

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Kellermann Daycan - "uber bright" DLR with ECE and integral indicator option

Aachen, Germany based LED lights specialist Kellermann has added a major diversification to its internationally popular product offer with these new 'Daycan' combination daylight running lights (DLR) with combination indicator option.

The company describes these lights, which are available for all makes and models of motorcycle, as "sensationally bright" - and they are not joking. By any standards they are uber bright and are the first LED aftermarket DLRs to receive ECE approval.

"The sensational illumination power makes every motorcycle more visible in traffic during the day," says Guido Kellermann. "I have always wanted our brand to represent quality and safety. Quality in



design, manufacturing, reliability and performance, with rider safety our top priority."

"Engineering these new lights to meet our standards and to meet ECE requirements has not been easy - there is a reason that our Daycan lights are a world first, they have required a massive R&D investment as they break genuinely new ground. Only an

established manufacturer with deep experience could have designed these lights."

Daycan I is not only the first daytime running light with an indicator, but the complete illumination surface of the Daycan I switches from white to yellow light during flashing - this illumination power and signal effect creates a major step forward in daytime visibility and is legally only available from Kellermann.

"We designed Daycan and Daycan I with great attention to detail," says Guido. "It has a look and feel of power and strength. Visually, the Daycan fits into the design of all motorcycles perfectly. We have tested them on everything and in all circumstances and conditions - from adventure bikes and cruisers to café racers, naked style street bikes, touring models and sport bikes."

Kellermann has given this ultra-modern daytime running light a rich yet distinctive look, functional and smart - often a very difficult combination to achieve in any product range, but especially lights. Most riders take their lights for granted, but nobody will be able to overlook a motorcycle equipped with these Daycan lights.

A specifically developed smart control system guarantees seamless communication between all components and a constant and, importantly, consistent illumination power on both lights, in all



weather and temperature conditions. Both Daycan versions (with and without integral indicator function) can be installed on almost all motorcycles, with and without existing original daytime running light.

Kellermann 

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XRADICAL gaskets for KTM EXC125 2007-2016

Spanish gasket manufacturer Artein's XRADICAL gaskets for the 2007 - 2016 KTM EXC125 give dealers a choice of kit options, starting with a TOP END kit - the essential gasket kit for cylinder set-up - which includes cylinder base, cylinder head, exhaust, exhaust valve, distribution chain tensioner gaskets and all the necessary replacement washers and O-rings.

Artein's SMART kit is a convenient, extended gasket kit for top end repair, which includes cylinder base, cylinder head, exhaust, exhaust valve, distribution chain tensioner, reed valve, clutch cover and friction disc cover.

For the ultimate in workshop preparedness, the XRADICAL COMPLETE SET is the indispensable gasket set for complete engine maintenance

(including valve stem seals) and for those with a very specific requirement; all XRADICAL gaskets are also available individually.

All XRADICAL gaskets are properly packed with protective packaging that ensures protection and safe delivery. All two-stroke sets include "several thicknesses of cylinder base gasket - three or four depending on the kit - to ensure the dealer has the right option for a perfect and customised set-up".

Export Manager Esther Junca told that "our cylinder base gaskets are always in Victor Reinz AFM34, except when the original is metallic.

"We use Victor Reinz AFM34 (in soft green) for low compressibility applications which require a very high precision, like the cylinder base. It is a top grade, internationally recognised material with 5-8%



compressibility and 55% recovery with high temperature resistance (peaks of 400 degrees C)."

ARTEIN GASKETS
Fornells de la Selva, SPAIN
Tel: +34 972 201 272

info@arteingaskets.com
www.arteingaskets.com
www.xradicalsupergaskets.com



G.Aspen Gore-Tex and Fastback Endurance with ankle pivot system

Legendary Italian boot maker Gaerne's G.Aspen is a "comfortable and durable" every day and long-trip riding boot in premium full grain leather with Gore-Tex membrane for waterproofing and breathability.

Reflex inserts on the front and rear side give improved visibility and there are internal shin plates, malleolus reinforcement with rigid shell and PU reinforced shift pads. The side entry system has an elastic zip panel and Velcro for a customised fit. The exclusive rubber sole design has a specifically designed grip area for maximum stability and safety. The Fastback Endurance has a "sleek new look", partially due to the exclusive Gaerne 'Wrap Around' ankle pivot system.



G.Aspen



Fastback Endurance

"This new, lightweight feature allows the rider more ankle support while delivering a comfortable fit." By removing the first two new alloy buckles at the top, it is possible to make the opening wider to accommodate a bigger knee brace.

Additional features include a heavy duty burn guard, toe bumper and the trademark Gaerne sole.

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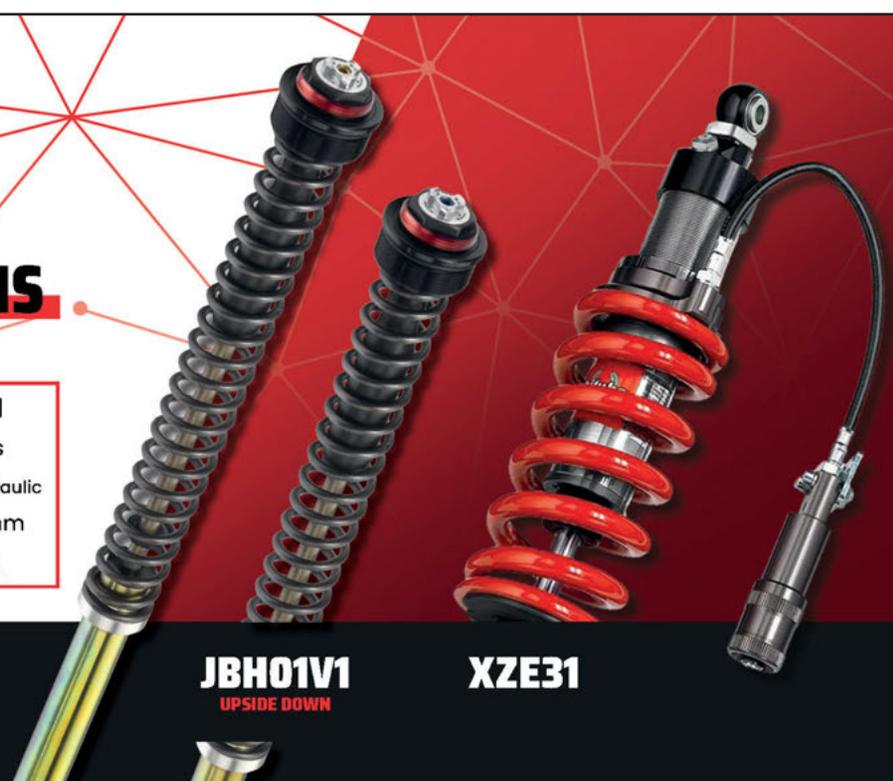
Rebound
Preload
Length
Compression

JBH01V1

20 clicks
30 clicks
-
20 clicks

XZE31

7 clicks
12mm Hydraulic
up to 8mm



JBH01V1
UPSIDE DOWN

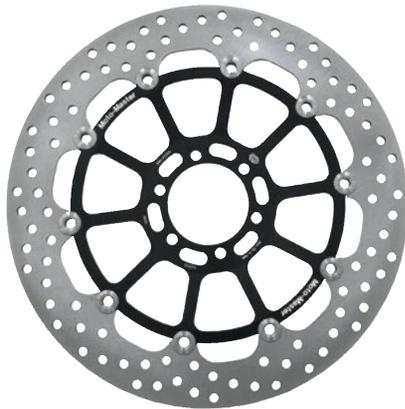
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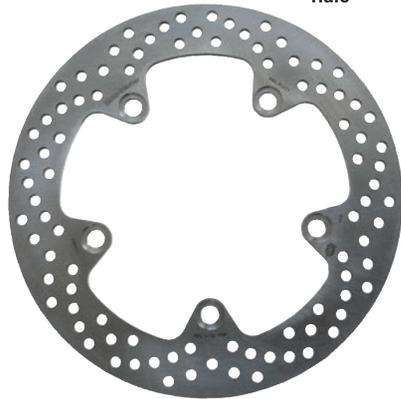
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Moto-Master brake rotors

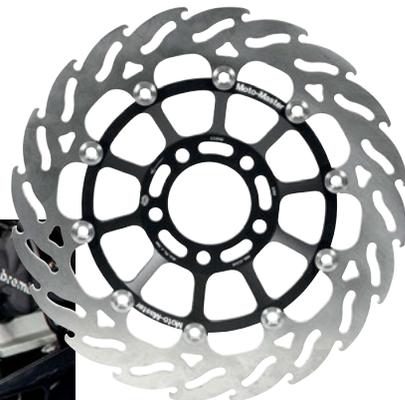
European distributor Motorcycle Storehouse (MCS) has added the Moto-Master brake rotors programme to its Groningen, Netherlands based headquarters warehouse inventory, with a wide range of Off-Road, Street and Supermoto fitments and applications available for Japanese and European brand makes and models. "Moto-Master has grown to be recognised as a manufacturer of some of the finest replacement and high-performance brake systems available today," according to the company, and has "secured many National, European and World Championship motorsport titles in almost all disciplines of motorcycle sports and are proud to be the 'winningest' brand in today's MX Grand Prix racing". Moto-Master research and development, manufacturing and warehousing is located in the Netherlands. "Customer care, flexibility and rapid availability are keywords within their ISO 9001:2015 and TÜV - KBA certified organisation. "It's this



Halo



knowledge gained on the track that has helped develop their superior road-based discs, all of which are CNC-machined, laser-cut and double ground from premium stainless steel to eliminate vibration, provide high corrosion resistance and offer superb stopping ability."



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Driven by function



In recent editions of IDN we showcased a selection of parts and accessories available from Luxembourg based manufacturer Gilles Tooling for Yamaha models - from the all-conquering Ténéré 700 to the popular and versatile Tracer 700.

Seen here is a selection of the parts available for Ducati's V4 Streetfighter - possibly the best looking and certainly the best performing sports naked on the planet.

The Streetfighter is the result of what Ducati calls the "Fight Formula": the Panigale V4 stripped of the fairings, with a high and wide handlebar, powered by a 1,100 cc Desmosedici Stradale delivering 208 hp and weighing in at just 178 kg - more like a "Light Fight Formula"!

Immediately successful, Ducati's take on the Streetfighter ethos is a distinctly contemporary and high-tech one, and for 2021 a new V4 S in 'Dark Stealth' (i.e. black) colour scheme is added to the gloriously traditional Ducati red - with the V4 engine now getting a Euro 5 makeover.

As masters of ergonomics and precision engineers to some of the finest race teams in the paddock, Gilles, quite rightly, thought its duty was to turn its gaze towards the Streetfighter and give it the Gilles treatment. Who says the best can't be even better? This is just a selection of the parts designs available from Gilles for the Ducati Streetfighter. You can see the full range for this and all the leading models Gilles has products for, as well as a wide range of universal parts and accessory options, on the Gilles Tooling website, where regular updates are posted as the company's engineers turn their attention to other popular models throughout the year.

precision and response, and the lever is foldable. Coloured inserts on the lever ends can be exchanged as required.



New generation rearsets



Gilles' new MUE2 rearsets are a completely new generation that "combine futuristic design with the highest quality and simplified adjustability of the footrest. The conversion to GP shifting style works by a simple swap of the gear lever arm, brake and shift levers come with double ball bearings for perfect 'play-free' lever function. Black anodised with colour-contrasting adjusters, precision manufacturing and ergonomic design mean easier adjustability of the footrest position - using a combination of sliding and rotating single-point adjustment (five positions by sliding, four by rotation). The conversion to reverse switching is simply by turning the switch arm; the system is equipped with foldable notches; carbon heel guards ship with the controls".



but make a massive design change. This "wingless" kit allows the original winglets to be removed for a completely different look.

Race cover kit



These Gilles race covers for the V4 Streetfighter cover the pillion footpegs and licence plate bracket mounting points. "The function is always an important detail, as well as the look - our racing covers look great but, importantly, protect open mounting points against dirt and moisture".

Maximum performance clutch lever

A simple design and optimum handle length and shape for all applications. Double ball bearings instead of plain bearing bushings deliver superior

Shield brake lever guard



Mandatory for racing, lever guards are a massive safety enhancement. The main body of the shield brake lever guard is CNC-machined from high-end billet aluminium - the protector is made of resistant plastic. The combination of materials means a robust, stable product, but with the flexibility needed to absorb and deflect impact.

Want to go wingless?

Then these easy to install little parts may be small



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WRS windshield choices for Ténéré 700

Founded in 2009 ("by riders, for riders"), Pesaro, Italy based WRS hasn't allowed the lockdown to slow them down with lots of new windshield designs in a wide range of designs for a wide variety of motorcycle models.

In recent editions of IDN we showed options for the Africa Twin, the F750 and, last month, a selection of options in clear and smoked for Honda's new CBR 1000 RR-R - which shows just how quick WRS prototyping and production techniques are able to get new screens developed and onto the market.

Seen here are options for another hugely popular ADV model - the versatile Yamaha Ténéré 700. Driven in no small part by technical partnerships and sponsorships with major teams such as Pramac Racing (Ducati MotoGP), Team SIC 58 Squadra Corse (Moto3), and mostly recently the BMW Motorrad WSBK official team, the company has invested heavily in cutting-edge technologies, creating a dedicated design team and a production department with a reputation for precision and quality.

"We combine new technologies for design and development with the use of certified materials with the best parameters of resistance and transparency," says CEO Nicolas Zavoli. "All our products are



designed with the utmost attention to detail and checked one by one to give our clients a product of the highest quality with 100% 'Made in Italy' precision.

"We are constantly working hard to create innovative products. Physical simulation software allows us to achieve high aerodynamic performance compared to 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 and on the track. Aerodynamics is about 'feel' as well as maths, and working this way allows us to offer aesthetically unique products with excellent aerodynamic protection and minimum turbulence values".

WRS windshields are made in high-quality acrylic



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

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



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



Heated grips with integrated switch



These HG-13 heated grips by KOSO "are a prime example of our ability to innovate," according to the company.

Featuring a rider-friendly integrated switch "the days of cluttering your handlebars with control boxes and switches are over." KOSO's exclusive integrated thumb switch provides the rider with the ability to power the grips on and off and rotate between the five levels of temperature settings without removing the hands from the handlebars - "a much safer solution".

In addition, the various temperature levels always give the driver optimal warmth, and



the internal memory allows the grips to power on at the previously set heat level. The LED display has five differently coloured LEDs to round off the modern appearance of the handles and enable the driver to quickly determine which temperature level is set. The HG-13 heated grips also feature low-voltage battery protection that will automatically detect if the battery voltage is too low and shut down the heated grips in order to make sure the rider has enough power to start the engine or use the motorcycle.

The plug & play cables make installation easy and the removable handlebar end caps allow the additional installation of handlebar end weights or handlebar end indicators. These heated grips are compatible with most motorcycles on the market, fit 22 mm handlebars for twist throttle applications and you can choose between 120 mm and 130 mm in length.

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www.koso-europe.com

MG V7 Retro and race style slip-ons

Italian exhaust specialist SC-Project has unveiled a choice of slip-ons for the Moto Guzzi V7 III (2017 - 2020) - from Euro 4 approved street legal designs to race only versions - all of which offer increased power, reduced weight and great looks to complement the styling of the popular V7, and all are available in brushed stainless or matt black finish.



Made from AISI 304 stainless steel, the Euro 4 approved 1970s style conical mufflers offer a 3.9 kg weight reduction from the 9 kg originals, feature a welded bracket to attach to the frame and come with dB killer installed.

"The retro style tapered shape delivers a dark, deep sound, and with the mesh at the end of the muffler they offer the perfect fusion between a vintage look and state-of-the-art exhaust and manufacturing technology," says International Sales Manager Michele Balboni.

Two versions of the 'Racer' style conical

slip-ons are available - one with Euro 4 approval (seen here) and 3.5 kg weight reduction, and one for race use only (105 dB at 3,100 rpm) with a 5.3 kg weight saving. They all ship with springs and screws, heat-resistant adhesive, the 24-month SC-Project official warranty and homologation card as appropriate.

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

Battery quick-connect system

This new battery quick-connect system from BAAS Bike Parts in Germany consists of two components - the vehicle wire BA09 is screwed tightly to the ring cable lugs of the on-board network and has to be insulated.

The battery cable BA08 is connected to the battery with ring cable lugs, so the vehicle battery poles can be disconnected or connected quickly without tools and without risk of short circuits.

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Triumph suspension upgrades



Street Triple 765R-RS

Italian suspension specialist Matris has updated its product offers for current Triumph models, specifically for the Triumph "modern classics", the 2020 Street Twin 900 and Street Scrambler 900, and also offers some new model-specific applications for the MY2020 sport-naked Street Triple 765R-RS.

Based near Vicenza, the company manufactures a complete range of front fork hydraulic cartridge kits that allow full adjustment in compression, rebound and preload. The "quad valve" Matris fork kits, as usually, are plug and play, do not require any modification to the original forks and are 100% reversible.

Also available is a complete range of rear twin sets for the classic bikes and monoshocks for the sport-naked. Matris rear shocks have adjustable compression, rebound, ride height and spring preload with precision settings to allow the rider to dial in the best comfort and handling for their riding style and needs.

To further improve performance, handling and safety, Matris SDK and SDR steering damper options are well known for their quality, stability and the control they give.



MATRIS S.R.L.

Camisano Vicentino (VI), ITALY

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www.matrisdampers.com



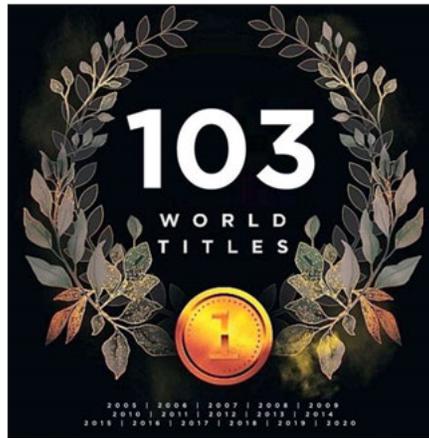
2020 Street Twin 900

Airoh 'Strycker'

Italian helmet manufacturer Airoh (Locatelli Spa) has released a new off-roader, the 'Strycker', with a three-size HPC outer shell "to ensure the best possible fit". Features include anti-allergenic, breathable and fully removable inner lining equipped with AEFR (Airoh Emergency Fast Release) and the company's "revolutionary" AMS2 (Airoh Multi-action Safety System). This allows the management, channelling and reduction of the energy generated in angular impacts - statistically by far the most common kind of helmet impact. The state-of-the-art ventilation system features five air vents and two rear extractors, developed in response to the aerodynamic testing and development of the helmet shell shape.

This has been a big year for the Airoh brand in race terms, with Locatelli being a big supporter of racing right from its beginnings - especially of emerging riders. Angela Locatelli told IDN: "From the beginning there was the will to get involved and help riders share our values, improving talent and, above all, supporting and sharing the real core passion for the sport."

"Our goal was and remains to contribute to help racers realise their dream. For this reason, we especially try to help the



All rights acknowledged

youngest, those who are taking their first steps in the world of competitions, to support and encourage them in achieving their objective, to make them become tomorrow's champions."

One such has been Airoh's support of rookie Andrea Locatelli, who took this year's World SSP Championship by a spectacular margin on the Bardahl Evan Bros. Yamaha YZF R6. In 2020 he won all but one race, and even then, it was only the weather that stopped him. He wrapped the title race up with some four races to go.

This year saw Airoh conquer no less than eight world titles in total - reaching 103 world titles in just 23 years.

"Our first world title was achieved in 2005 with a young Antonio Cairoli in MX2 class, from there, every year we have added to our prize list, collaborating with great riders and great people. To pass 100 world titles in such a short time is really incredible - but we are not going to stop there. We will continue to support the champions of today and tomorrow."

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Z900 full titanium 4-into-1 race exhaust kit



Everybody knows the old design and engineering saying - that if something looks right, then it is right? Or, in the case of motorcycle exhausts, if it looks good and sounds good - then it must be good?

Well, this stunning new racing full titanium 4 into 1 full kit, with awesome carbon, is indeed a thing of beauty and weighing in at just 3.9 kg for a +6 hp power gain (the original exhaust is 11.3 kg), it is

destined for glory!

Initially it will be available as a 'race fitment' for all Kawasaki Z900 versions from 2019 to 2021 and comes as a fully 'plug & play' kit with no requirement to remap. The design is finished off by a stylish high-tech laser-etched Zard logo for bragging rights.

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

New Caberg helmets for 2021

There is a lot of news for the 2021 season from Italian specialist Caberg - including two new helmet designs. First of all, the AVALON is a new entry-level full-face in the Caberg range with a good level of standard features and an attractive price-point.

The AVALON is available in two shell sizes with sun visor and has an "aggressive and sporty look". Liners are removable and washable and it is equipped with a micrometric buckle. The outer visor is transparent, anti-scratch and ready to be equipped with an anti-fog lens. The EPS is comms ready and takes Caberg's proprietary Just Speak Evo communicator or leading aftermarket systems. A chin guard vent, two top vents and extractors under the rear spoiler ensure good ventilation. Also new for 2021, the RIVIERA V4 is an evolution and update from the popular RIVIERA 3 demi jet made in two shell sizes and equipped with a long visor and sun visor. The ventilation system includes an adjustable top vent, the liner and neck roll are removable and washable, and there is a micrometric chin strap buckle. Both the AVALON and RIVIERA will be available from March 2021.



AVALON



RIVIERA V4

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Puig - ergonomics meet technology

Successful on the track again in 2020 as a technical partner (screens) to the Kawasaki WSBK team (Jonathan Rea - six-time WSBK Champion), internationally recognised Spanish manufacturer Puig Hi-Tech Parts has designed a new adjustable footpeg system.

Compatible with all Puig footpegs, driver and passenger footpeg position can easily be improved for comfort and ergonomics - either for a sportier position, improved legroom or a more relaxed riding position.



Parts' levers - fixed, folding, short and extendable folding - allowing the customer to check which one suits his needs since the elements of the lever, selector and extension can be customised to suit the buyer's needs.

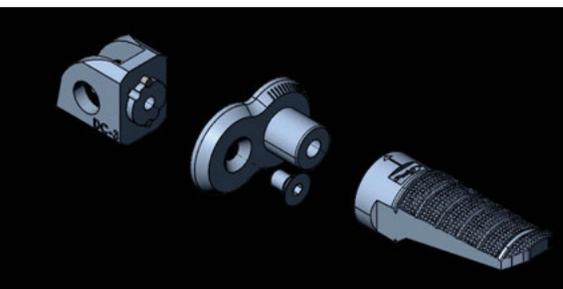
"Finished in metallic black, any selection of the total of seven available colour options will look good. Image is important, it makes a real difference, and we here at Puig want to help you win over your buyer".

Also seen here, Puig says it thinks the vintage trend is here to stay and that these new 'Look' rearview mirrors give a "unique and characteristically retro touch".

Developed in-house at its Barcelona headquarters, it is manufactured from a machined and anodised aluminium block in black and silver. Its durable finish will fit with the majority of models on the market and will stand up to a lot of bad weather and many thousands of hard miles.

The dimensions are 115 mm x 51 mm, "with a surface that offers good visibility and rear security. The universal fixing mechanism allows the head of

the piece to be placed in an upper or lower position, below the handlebar. Thanks to the ball joint behind the reflective surface, you can effortlessly adjust the mirror while driving". It ships with all necessary hardware for mounting on handlebars with an internal diameter of 13 mm up to 18 mm. Adapters from the Puig catalogue are available for other sizes. Finally, this new 'Tower' sequential turn signal is an example of "democratising technology", the company says! "Cutting-edge LED technology and a design in line with the latest launches in the two-wheel market characterise this latest specific product



By purchasing the new adjustable footpeg adapter together with the displacer, the pegs can be set to either 20 or 40 mm of displacement.

The 20 mm shifter has been designed for both driver and passenger, while the 40 mm shifter focuses on the position of the passenger. Both displacers are universal and the adjustable footpeg adapter is motorcycle model specific.

Once the adapter and the displacer are installed, the system allows the footrest to be adjusted 360 degrees, in 15-degree inclination intervals, both up and down.

For dealers who know their customers, the new 3.0 lever counter display allows parts sales staff to showcase the four available models of Puig Hi-Tech



from our in-house laboratories and test benches. "Available for a diverse range of bikes, it is a great example of contemporary design with a modern, glazed, arrow-like aesthetic. Thanks to the use of advanced LED modules, it improves the quality of the light beam and mimics the latest sequential, directional activation trend seen in automotive lights".

PUIG/MOTOPLASTIC S.A.
Granollers (BCN), SPAIN
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info@puig.tv
www.puig.tv

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'Power Gun' 2021 for MV models

New from Italian exhaust manufacturer QD is this 2021 restyling of its popular 'Power Gun' for MV Agusta models.

"This iconic exhaust has been improved with a new grid on the outlet ports and a new retaining system for the dB killer. "The surface treatment is completely new, a Teflon based coating that ensures great heat resistance" - the SILVER version is equipped with black Teflon coated Ergal tips (7075 zinc/aluminium alloy), while the DARK version is fully black Teflon coated. The grids are easily removable and

underneath the dB killers are held on with a circlip - this means the exhaust can be used without the dB killers, but still with the grids on.

QD EXHAUST
Vercelli (VC), ITALY
Tel: +39 0161 805666
info@qdexhaust.it
www.qdexhaust.it



Replacement off-road seats

New for 2021 from Twin Air in the Netherlands are these OE replacement and upgrade complete Twin Air seats and seat covers for popular Honda,

Kawasaki, Yamaha, Suzuki, KTM, Husqvarna and Beta models.

They are made from one piece of waterproof polyurethane foam for improved stiffness and with a pyramid structure to offer the rider additional grip and feel.

"These highly durable seats maintain their support over a longer period and are available in standard sizes. For KTM and Husqvarna off-road models we also offer complete seats with an extra +15 mm in height". Seats and covers are in black.



TWIN AIR
Veghel, NETHERLANDS
Tel: +31 (0)413 343040
info@twinair.com
www.twinair.com

X.VILIBY urban jet helmet

The latest urban high-tech jet helmet X.VILIBY from NEXX has been designed for multiple uses and comes in three shell sizes. In Norse mythology, VILI was a God known to have given mankind the gifts of emotion, feelings and thoughts, and BY is the Norwegian word for city.

Through NEXX's X-Sensus Vision philosophy, it offers an eye port with opening angles 15% beyond normal requirements.

Developed to improve acoustic insulation and reduce vibrations in the visor, the "Silent City Seal" is a special rubber that runs around the entire contour of the visor, with a strong locking system built-in for greater safety while in the closed position. Pinlock is included.

The new anti-noise cheek pads and neck roll deflect the wind. All parts of the liner are removable, washable and feature X-Mart Dry technology, a special fabric that dries twice as fast as normal cotton. X.VILIBY also offers an easy fit for users who wear glasses.

X.VILIBY incorporates the X-COM 2

Bluetooth system and all its plug-in components, ensuring battery and wires don't compromise the space or aesthetics of the helmet. NEXX has also included two practical and removable supports for action cameras.

Two shell materials are available: X-MATRIX 2 fibreglass and carbon fibre. Other features include a micro-metric stainless steel buckle, a PC Lexan clear shield, the X-SWIFT Quick Release visor mechanism, an integrated sun visor with



ergonomic button mechanism, and the Air Dynamic System with one inlet and two outlet air vents. The X.VILIBY carbon version weighs 1,400 g +/- 50 g and the X-MATRIX 2 version 1,500 g +/- 50 g.

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

Winter storage done right

"So many stored motorcycles, so many batteries slowly losing charge. But who cares...until that battery is unable to crank the engine," says TecMate CEO and Chief Technical Officer Martin Human.

"Maybe you have a customer on the hook, ready to buy and ride that motorcycle right out of the showroom, and the clincher should be hearing that pulse quickening and wallet loosening rumble, but just as you hit the magic button ... nothing!

"At best, the customer is left with doubt about the health of that battery and might demand a new one, at worst the customer's motivation to buy has evaporated like mist before the sun."

A pro-active dealer will have someone periodically running around the showroom checking batteries, but it takes time and quick access to the battery is required, not always easy on modern motorcycles. And these days it requires knowledge of three different battery types and their specific charged

voltages and optimum charging cycles.

"That is where OptiMate rides to the rescue," says Martin. "OptiMate battery monitors are ideal for when you cannot always maintain the battery.

"Simply put, if every showroom or stored vehicle has one of OptiMate's state of charge monitors fitted, pretty much anyone can establish if a particular battery needs charging or not really easily. The traffic light style indication is straightforward to understand - a blinking GREEN is 'Good to go', in other words, no charging required; YELLOW is 'still OK, but charge soon' and RED is 'Charge now' or else your battery will be dead soon!

"There's added value too, once the engine fires up, it tells you if the charging system is working right."

For 12V AGM and STD lead-acid batteries there are

a couple of OptiMate options, starting with the O-124 fused battery lead - now with M6-M8 (1/4"-5/16") dual ringlets that fits all powersport batteries. The O-124 is also delivered in a jar of 20, reducing the cost per unit.

The O-125 is a portable option with SAE connector. Dealers who fit the O-01 battery lead at PDI (pre-delivery inspection) can eliminate having to haul around a multi-meter to check voltage. The O-125 plugs right into the SAE connector and immediately indicates battery status.

The O-126 is another portable option - its AUTO plug fits all 12V/automotive (or cigar) size sockets.

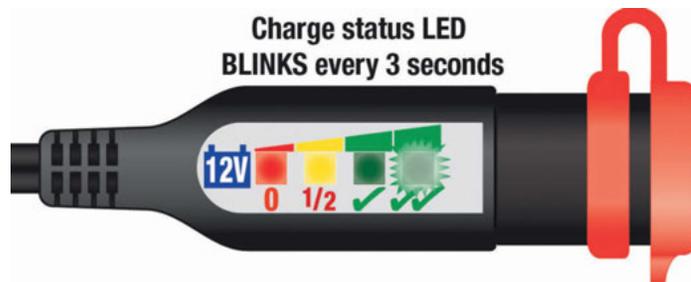
For 12.8V/13.2V lithium (LFP/LiFePO4) batteries, the O-127 fused battery lead with M6-M8 (1/4"-5/16") dual ringlets is currently OptiMate's only option. The O-127 also warns if the vehicle's system is overcharging the battery, a necessary option for lithium. The O-127 is also delivered in a jar of 20, reducing cost per unit.



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ZTechnik's VStream Windscreens for the BMW F 900 XR

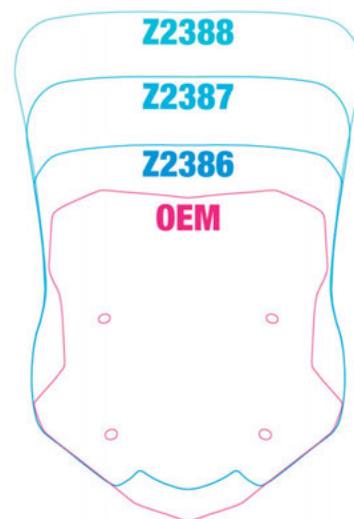
Maywood, Illinois based ZTechnik's new VStream windscreens for the F 900 XR "will withstand years of rugged use", according to the manufacturer. Made in three different sizes, "all will offer improved wind protection and riding comfort compared to the OEM screen or any other aftermarket product".

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

riding environment.

"These windscreens are made from tough 4.5 mm Quantum hardcoated polycarbonate. This high- quality material, along with state-of-the-art manufacturing techniques, provides outstanding clarity, impact strength and scratch resistance that is unmatched by any windscreens maker worldwide".

Quantum hardcoated polycarbonate is the material of choice for serious motorcycle riders. It is 10 times more abrasion resistant than FMR hardcoated polycarbonate, and 30 times more than windscreens made from



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

ZTECHNIK by NATIONAL CYCLE INC.
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New EU acid regulation – BS ready to use SLA/SLA MAX batteries

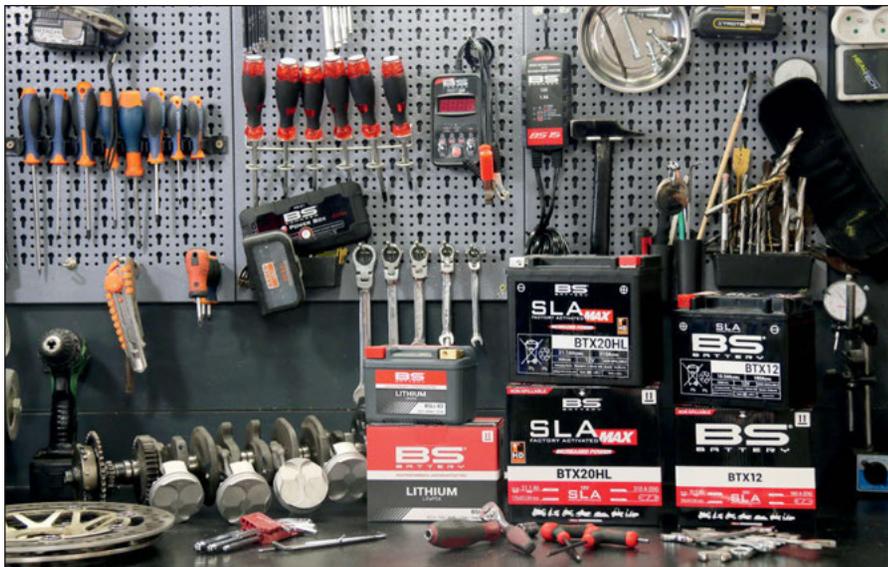
With new European regulations on acid handling and shipping coming into effect in 2021, BS Battery says it has already been getting ready to make sure its customers are compliant with its "full ready-to-use battery range", which doesn't require maintenance and acid handling, according to General Manager Benjamin Sebban. "We have been developing innovative solutions of many kinds for several years and our ready-to-use batteries have already built a strong reputation around the world." Designed specifically for powersports applications, BS battery ranges such as its SLA and SLA Max are ready-to-use batteries that are said to offer "plenty of benefits such as high performance, increased power, extended life, extreme vibration resistance and multi-positional fitment". Approved as OE equipment by many of the

leading global motorcycle manufacturers, BS Battery says it has the widest range of ready-to-use batteries, with more than 80 sealed, ready to use and pre-charged motorcycle battery applications in stock and ready to ship. "We had already upgraded our dry maintenance-free battery range to SLA and SLA Max ready-to-use technology simply because they are better - better performance, greater durability, much easier to use with no acid handling and maintenance. "Now, with the new regulations, BS Battery is in the perfect position to help distributors and their dealers to stay ahead and stay smart. "We already meet the new European standard - our SLA and SLA Max batteries really are the best solutions for dealers and



end users as they take away the increasingly unpopular complexities of dealing with acid fill technology. They are designed to make life easier for users, dealers and distributors. "Because our batteries are already factory-activated, we are able to ensure that every day we have the right products in stock and ready to ship from our European Logistics Centre because they are maintained, tested, recharged and under control all the time." Compatible with SLA and SLA Max batteries, the BS15 charger "optimises lead acid battery power and life with microprocessor control, with no risk of overcharging, as does our BS60, a pro-smart battery charger, and the BK15, an automatic bank charger designed for professionals".

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WRP tapered handlebars

Italian specialist WRP (Works Racing Parts) was founded in 1999 with the clear objective "to develop quality parts and accessories for professional riders and demanding motorcyclists who are constantly looking for greater performance". To accomplish this mission, WRP invests in technology, marketing and sponsorships - WRP riders and teams compete in the FIM MotoGP/Moto2, Superbike/Supersport, Motocross/MXGP,

Supermoto world championships and in the USA in the AMA Supercross and Motocross championships. Seen here is what the company says is "one of the strongest and lightest handlebars available on the market. WRP tapered handlebars are used by top Motocross teams competing in the MX World Championship such as Team SM Action Yamaha, Team Assomotor Honda and others" "The 2020 WRP racing season has seen an amazing third place in MX2 World Championship standing,

conquered by SM Action Yamaha's French rider Maxime Renaux". Made from 7075-T6 alloy, these WRP tapered handlebars feature 28.6 mm oversized tubing in the clamping area. "The tapered design ensures they will withstand the hardest crashes, while still offering a perfect flex ratio. Every WRP handlebar is shot-peened and finished with anodising for increased surface hardness - the left grip area is knurled to prevent slipping". They come complete with an injected polyurethane pad covered by a shiny sub-surface printed vinyl clear sheet and are available in several different bends and colours.



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PRO GUIDE

Advanced X-Legend by Eleveit

First shown as a prototype at EICMA in 2019, Ivo Zanatta, owner of Italian specialist Eleveit, says a further six months of testing and development has gone into his company's new X-Legend off-road boot "in collaboration with some of the best professional riders".

Now available in six colour variants, the X-Legend, and off-road boots in general, "are the historical core business of our company. It is defined by a system that is able to protect the foot from lateral hyper-extensions and an additional rear system that acts on forward hyper-extensions.

"A complete and innovative solution that guarantees absolute protection of the limb without compromising mobility and guaranteeing maximum freedom of performance in off-road riding.



Ivo Zanatta, Eleveit owner

"The most important priorities for the Eleveit brand have always been quality of materials and workmanship, attention to detail, ergonomics and features," Ivo says. The X-Legend boot has adjustable micrometric closure levers, positioned at four strategic points, to ensure greater precision, comfort and security. The design also incorporates what Ivo calls Controlled Forward Flexion - "an innovative system that controls and protects the back and forth movement of the ankle to prevent it moving beyond its natural limit." The system consists of a PU heel that extends in height until it is anchored under the arch connecting the inside and outside of the boot. When the X-Legend and the limb flex forward, the heel becomes increasingly tensioned until it stops the ankle movement. "Our patented system guarantees optimal forward/backward oscillation of the joint, preserves its integrity in risky situations and does not compromise the rider's comfort".

Controlled Lateral Flexion, another patented system, consists of a PU frame that guides the lateral movement of the ankle. The system is applied externally to the sides of the leg and to the ankle height and is equipped with a central joint that adjusts the inclination of the limb. The upper plate of the skeleton is welded to the lower one by means of a metal stud that moves inside a housing with two programmed stop points.

The lateral movement of the joint is thus mechanically controlled within the natural bending arch, preventing over-extension and, above all, damaging torsion.

A new hooking system features levers with "an innovative steel sleeper". During the connection phase, the micrometrically adjustable strap that ends with a hook is inserted into the lever and hooked firmly to the sleeper, guaranteeing a secure closure of the boot.

Additionally, there is a 3D lining for maximum breathability of the foot - the inner lining has a non-deformable 3D structure that makes it easier for the foot to breathe. The air captured inside the cavities of the three-dimensional filaments forms a cushion that envelops the leg and foot in high elasticity material for "an extremely light, fresh and comfortable fit".

Each Eleveit product is CE certified "for compliance with strict European safety regulations. This certification is issued by accredited bodies following the passing of strict tests, which guarantee the absolute suitability of each product in terms of high standards of protection".

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Extreme adventure gear for the Honda CB500X



extreme abuse".

"Designed for off-road protection, they also offer options for mounting supplemental lighting, or video cameras".

The P4900 lowering kit and kickstand for the CB500X is "the perfect set-up for riders born without really long legs, and for those wanting lower-to-the-ground stability when riding off-road". The redesigned suspension link arms lower the seat height about 1.50 inches - a shorter replacement kickstand is included.

Finally, the package includes the P9304 luggage rack



Headlight guard

Lowering kit and kickstand

Luggage rack



Adventure side guards



Maywood, Illinois based National Cycle's new line of extreme adventure gear "provides the best in rugged, superbly designed accessories for adventure bike owners - whether riding far off the beaten path or simply commuting on the tarmac".

Seen here as a package for the 2019 and current Honda CB500X, the N5400 headlight guard "perfectly matches the contours of the CB500X headlight. This guard is thermoformed from tough 3.0 mm Quantum hard coated polycarbonate to fit the headlight exactly" and is attached to the headlight using marine-grade Velcro.

Also seen here, the P4200 adventure side guards for the CB500X are made from durable powder-coated and e-coated steel and can "stand up to the most

for the CB500X, which is easy to install and "offers a sturdy platform for a large duffelbag or tailbag. Four tie-down points are included to secure your gear. It's made from powder-coated steel to withstand the most rugged conditions". All products available as a package or separately.

Also available from National Cycle for the CB500X is a Quantum hard coated polycarbonate National Cycle VStream Windscreen - available in three sizes and tints.

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

K'Vector versatile case

The new Kappa Monokey case K'Vector has a capacity of 35 litres, can be mounted as a top case or a side case and has a rigid structure that contrasts with its soft shapes. It can be purchased individually or in pairs and "combines an entry level price with long-range touring technical features". The case has a "pleasant, rounded shape on all four corners" and is made from robust fibreglass reinforced technopolymer. The

cover is available in aluminium coloured plastic material or in black powder-coated finish for a "total black" effect. The use of the K'Vector cases can be expanded to a classic trio, which would lead to a total capacity of more than 100 litres. Each case has a weight capacity of 10 kg, and soft



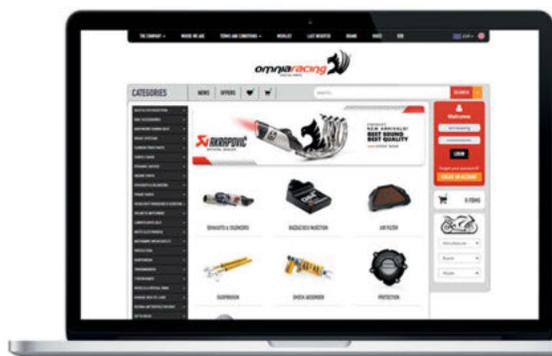
inner polyester bag TK756 is optionally available.

If the cases are purchased in pairs, a third cylinder is supplied as standard with keys identical to those of the cases. Dimensions are 43.4 x 24.8 x 53.8 cm.

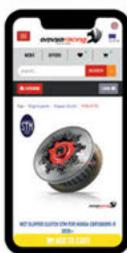
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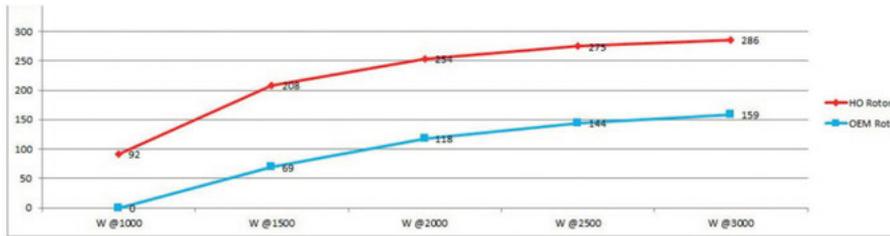
OUR PROFESSIONALISM AT YOUR SERVICE

Hot Shot stator rotor for Kawasaki



Engineered as a replacement and upgrade for '73-'75 Kawasaki Z1, '76-'77 KZ900, '77-'78 KZ1000 and '78-'80 Z1R, this new rotor by Rick's Motorsport Electrics will put out 55% more power than the OE

original and will work with the OEM stator or Rick's own high quality 21-208 replacement stator. Backed by a one-year warranty, this allows for upgraded electronics and improved performance



Rick's Motorsport Electrics Hot Shot Rotor - part# 41-200H!

Rick's Hot Shot rotor vs. OEM Kawasaki Rotor
Dyno testing done with Rick's aftermarket stator (part# 21-208) & upgraded combination rectifier/regulator (part# 10-515)

while also accepting the stock starter clutch. "Updating older and vintage Kawasaki fours with 21st century electronics is perfect for your restoration or daily rider," says the Hampstead, New Hampshire based specialist.

RICK'S MOTORSPORT ELECTRICS
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www.ricksmotorsportelectrics.com

Keis heated gloves with hydrophobic fabric

Keis Apparel says its all-new G701 heated gloves with hydrophobic fabric "are the most advanced heated motorcycle gloves we have ever made". Features include touch screen capacitive pads on index finger and thumb, a semi-bonded Hipora waterproof and breathable membrane and a distinctive hydrophobic ballistic spandex outer shell that is said to "resist water penetration even when fully submerged for over two minutes during testing. This further assists in keeping the wearer warmer, preventing the water-logged outer material from drawing heat away from the hand". Manufactured to CE standard EN 13594 for protective motorcycle gloves, there is



flexible soft armour across the knuckles and scaphoid sliders on each palm. Inside there's a generous layer of 3M Thinsulate insulation, which retains warmth without adding bulk. The gloves are designed to fit either over or under a jacket cuff. "When the temperature really drops, micro carbon fibre heating panels - with Far InfraRed Radiation heat-generating technology - provide reliable, controllable warmth, whilst still allowing plenty of dexterity and feel for precise handling of the controls. "More effective than heated grips, the heat is where you need it most. The exposed areas on the top of the hands and around the fingers are the most vulnerable to the cold, and this technology provides radiating warmth in the same way the sun's rays

warm the body on a cold winter's day". Keis claims that the heating elements are so reliable they are backing them with a lifetime warranty and the gloves as a whole are covered for two years. The easy-to-use integral controller - positioned on the back of the wrist for easy operation when riding - enables the wearer to turn the power on and off and change temperature on the move. The controller also features an inbuilt voltage regulator to prevent overheating. Like all Keis garments, the G701 gloves come with everything needed to connect to a 12V vehicle battery, as well as the option to connect to a portable 2600mAh glove battery pack, which fits in a pocket in the glove cuff. There is a visor wipe built in and extra optional battery packs are available.

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'Mustang' jacket

The 'Mustang' from Hevik is part of a line of four leather jackets, and this "comfortable and timeless" buffalo leather jacket has a vintage look. The jacket offers a removable thermal layer as standard, making it wearable for most of the year, and protection is guaranteed by CE class AA certification. CE protections at the shoulders and elbows are concealed by the clean and simple line, and breathable elastic areas are positioned on the chest and shoulder blades to facilitate arm and shoulder movements. A stretch-bellow pattern, inserted along the sides, gives the jacket a self-adjusting fit.

Inside the jacket has a breathable cotton lining and a removable thermal layer with waistcoat. It has seven pockets, including a large back pocket to accommodate the HFB back protector. 'Mustang' is available in black in a wide range of sizes and is certified to standard Fpr EN 17092-3:2018 class AA.

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LighTech new generation rearsets - a continuous evolution

Italian premium parts and accessory designer and manufacturer LighTech never ceases to surprise. "The main goal of a brand like LighTech is to try to help riders to overcome their limits - to stretch their idea about how engineering can help them develop their riding and help them personalise their machine," says LighTech Export Sales Manager Sheila Zaccaron.

A long-term mainstay of the LighTech offer, the



Customised rear set



High grip footpeg

company's rearsets have always been a top seller and have evolved as the new machines have evolved, and as manufacturing technology and materials have allowed its R&D team to evolve form and function.

"We have been able to refine all our designs, but especially our rearsets as a result of our experience on the race tracks of the world with many of the leading teams. Always in the LighTech catalogue, our rearsets have a prominent position in the meaning of the LighTech brand.

"It is on the track that our manufacturing precision and quality control are at a premium and where you can identify the true limits - where the materials are brought to their maximum stress - and that is why it becomes essential to work closely with those who really experience the track."

That experience has resulted in a new generation of rearset designs, with features such as thicker levers, especially the gear levers, in order to accommodate three high-quality bearings, which have contributed to a +60% increase in torsional rigidity and mechanical resistance, resulting in improved durability, feedback and performance and reduced lever effort.

"The trickle down from our race experience is a refined, modern design for our street application rearsets, with customising options that allow riders to tune their rearsets to their own personal taste from our comprehensive range of accessories and spare parts."



Gear lever



The new compound used in the rubber toe pegs leaves no residue, even on white boots.



LIGHTECH S.R.L.

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Premier 'Hyper'

New from Premier Helmets, the 'Hyper' is its top-of-the-range full racing grade helmet with 'comfort' interior and advanced ventilation to make it ideal for road use and long journeys.

"Comfort, light weight, quiet aerodynamics and innovative shapes are the key aspects of this helmet," says the Italian manufacturer. "Hyper shapes are completely new and aim at maximum aerodynamics: wind tunnel studies have brought numerous innovations to traditional lines, including a rear spoiler that hides the air extractor".

Features include an 11% wider, high-resistance, scratch-resistant, coated clear Pinlock-ready visor, and the 'Hyper' ships



with a Pinlock lens included in the price. A dark visor is also included.

The interior is breathable and completely removable and washable. The inner shell is pressure-plated in EPS with differentiated density for energy absorption. The outer shell is a two-size tricomposite fibre construction - a mix between aramid fibre and epoxy resin that makes the helmet elastic but extremely resistant in case of an impact.

It is also available in an entirely polished carbon version, is Bluetooth communication system ready and has an ECE 22/05 certificate.

PREMIER HELMETS

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'Matt' unisex sneaker

The 'Matt' unisex sneaker forms part of Italian specialist Stylmartin's 2021 "Rider State of Mind" collection - a collection characterised by "high quality materials and contemporary details".

'Matt' has a matt finish, with the upper made from water-repellent fine full-grain leather. The "total black" look is embellished by silvery reflex laces and heel collar. Comfort is guaranteed by the waterproof and breathable lining thanks to the presence of an air mesh and by an anatomical, removable and micro-perforated insole.

The sole is one-colour black, and safety is guaranteed by the malleolus PU internal protectors on both sides and by the external protection in the gear shift area, also in full-grain leather.

STYLMARTIN

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Royal Enfield 650 Twins get the S&S 'Proven Performance' treatment



S&S Cycle of Viola, Wisconsin, are internationally recognised as THE primary 'Go To' for 'Proven Performance' parts, engine components and exhausts in the Harley-Davidson and wider custom V-twin market. Founded in 1958, the company has set or been associated with hundreds of Bonneville and drag race speed records and just as many of the most revered performance V-twin builds worldwide for over 60 years. In recent years S&S has been Indian Motorcycle's performance R&D centre and pit crew of choice, helping them to land consecutive American Flat Track rider and manufacturer championships with the all-conquering FT750. They were a logical choice then when Royal Enfield chose them as its 'Go To' for refining the Royal Enfield Bruntingthorpe proving ground, England Technology Centre designed wet sump, air-cooled SOHC, 8V, 648 cc parallel twin engine. Harris Performance had designed the chassis, and it was S&S Cycle who tuned the engine to make the pre-

production prototypes of the Interceptor retro naked middleweight and Continental GT Roadster production-ready. Proven by S&S on drag strips, race circuits and with world records set on the 'Great White Dyno' (the legendary Bonneville Salt Flats) before going on sale, the world renowned American company has been Royal Enfield's natural partner where performance is concerned ever since. From that experience has come a cutting edge selection of compliant and race-only upgrades for dealers in Europe - a programme that will allow owners to embrace the almost infinite options for personalisation and performance that the versatile 650 Twin platform represents. Custom examples of the Interceptor and Continental GT have been a mainstay of print and online media in Europe for a couple of years now. Thanks to this S&S Cycle programme, the Royal Enfield 650 Twins and Himalayan 400 cc singles can become the 'everyman' custom platform for budget conscious riders, that always was their destiny...

Tapered cone slip-ons



These classic tapered style slip-ons in all stainless steel construction feature a brushed stainless steel finish, removable dB reducer, deep performance exhaust sound and deliver improved horsepower and torque. J2825 sound compliant, the stock muffler weighs 10.1 kg (22.4 lbs), the S&S Street tapered cone is just 4.9 kg (10.8 lbs) and the Race Only version is just 4 kg (9 lbs).

650 Twin air filter



This high-flow air cleaner flows +12% better than stock (34.7 cfm vs. stock 30.9 cfm); washable, easy to install. A cover eliminator plate with high-flow performance

Cover eliminator



The high-flow performance delivers a +95% increase in flow when paired with the S&S air filter (60.4 cfm vs. stock 30.9 cfm). It is easy to install and made from durable stainless steel.

PROVEN S&S PERFORMANCE TECH TOUR

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304 SS Header construction with works style finish

Ceramic blanket insulating high flow catalytic converters

Removable DB Reducer

High flow perforated baffle wrapped in high performance race spec insulation creates a deep, performance sound!

Spring mount race muffler



'Qualifier' exhaust

The 'Qualifier' is an aggressively styled 2-1 race replica exhaust system built for 2019-2020 RE 650 models. Crafted from TIG welded brushed stainless steel, it's as durable as it is good looking and sheds a full 28 lbs over the stock system. It increases horsepower by +12% and torque by +7% while emitting a deep race sound that's just as happy on the track as it is on the street. SAE J2825 sound level compliant, durable all stainless steel construction.

Royal Enfield 650 Qualifier 2:1

High-performance cam



High lift and longer duration cams build power sooner in the rpm range and hold it for longer. The new S&S cam for the 650 Twin uses the stock adjustable timing sprocket to allow the power curve to be dialled in to match the riding style.

High-compression piston and 750 cc/868 cc Big Bore kits



These high compression pistons feature a 7 cc raised dome to achieve a compression ratio of 11:1 (from 9.5:1). Higher compression is a key factor in increasing performance.

The 750 cc kit takes the stock bore and stroke out from 78 x 67.8 mm to 83.5 x 67.8 mm; the 865 cc kit out to 90 x 67.8 mm.

Handlebar adjusters



For 650 Twins; easy to install, up to 1" (25 mm) forward or backward adjustment. Manufactured from 6061 billet aluminium with a durable black powder-coat finish.

Li-ion battery



This lightweight 210ca/3.6ah Pulse IPT lithium-ion P.14 battery features emergency start capability.

Dynojet Power Commander V Tuner



S&S says it recommends this Dynojet Power Commander to "liberate the untapped potential" and "get the most out of your chosen performance combinations" for the 650 Twin power plant.

High-performance throttle body

Race-inspired, state-of-the-art shaftless throttle bodies allow for unobstructed air flow and instant



response from idle to wide open. Constructed of billet aluminium and stainless steel, the S&S shaftless throttle body is designed for the "ultimate" in race builds.

H-Beam connecting rods



These forged billet 4340 steel H-Beam connecting rods for the 650 Twin "give superior strength over the stock rods. They include durable ARP 2000 fasteners and a longer life thanks to the shot-peened finish. They feature premium bronze wrist pin bushings and are held to very tight tolerances with bores finished to +/- .0001" and weight to +/- 1 g per end. These are stock length rods with a floating style wrist pin; the Big End weighs 383 g with bolts, the small end is 94 g.

S&S CYCLE INC.
Viola, Wisconsin, USA
Tel: 608 627 1497
sscust@sscycycle.com
www.sscycycle.com



Technomousse - 'Sahara'

The new 'Sahara' off-road tyre mousse from Italian specialist Technomousse features the company's anti-puncture system, "designed for long-distance, long-duration use.

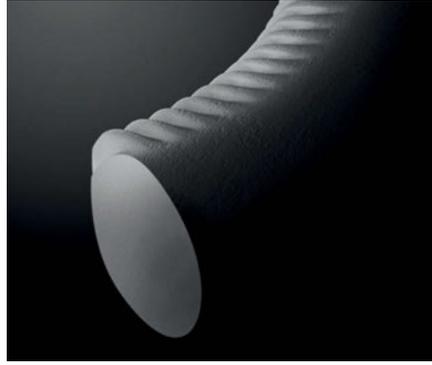
SAHARA



"Made of a specifically formulated compound that develops a higher virtual pressure than industry standard mousse materials, 'Sahara' is perfect for moto rally and cross-country riding".

Made in Italy, it is said to be cut-resistant, doesn't crumble and has no expiration date.

"The high elasticity means it can adapt to any type of tyre, filling 100% of the casing. It reaches its highest level of elasticity very quickly - after just a few minutes of use - and resumes its initial hardness when at rest.



"At the end of use just leave the motorcycle stationary on a trestle and it will resume its original shape and hardness very quickly and, subject to the kind of temperatures and style of riding, it will be 'good to go' again for many, many cycles".

It is intended exclusively for off-road use and is therefore not approved for on-highway riding on public roads. Use on paved surfaces causes excessive overheating and premature deterioration. The company "manufacture our mousse options with very specific, fit for purpose compounds, that way we can guarantee riders the best results".

It comes in M007 front 90/90/21 and M008 rear 140/80/18.

TECHNOMOUSSE
Bione (BS), ITALY
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info@technomousse.com
www.technomousse.com

LeoVince LV-12 for Honda ADV models



made of TIG welded grade 1 titanium. Additional features include stylish dual-flow carbon fibre end cap, enriched with a matt, clear coating for maximum UV resistance.

"The oversize design makes the LV-12 the perfect fit for adventure motorcycles, and the laser-etched LeoVince logo gives the exhaust a premium finish. With its dynamic and aggressive look, the LV-12 is unmistakable in the urban jungle and ready for any adventure," the company says.

In other news, Leo Vince scored the 2020 Moto3 World Team Championship win with Luxembourg based Leopard Racing - Dennis Foggia, the 19-year old Italian and Jaume Masia, 20, from Spain. LeoVince is a Leopard Racing technical sponsor.

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

Italian exhaust specialist LeoVince has developed a new application in its LV-12 line of exhaust systems for the Honda CRF 1100 L Africa Twin/Adventure Sport/DCT.

Specifically developed and tuned for ADV models, it is said to "combine cutting-edge materials with Made-in-Italy design".

Available in three different finishes - stainless steel, Black Edition and titanium - the LV-12 stainless steel and black edition is made entirely of TIG welded AISI 304 stainless steel. The Black Edition "has been developed for those who love dark tones and has a high temperature resistant black ceramic-based paint".

The LV-12 Titanium outer sleeve and the bracket are

LOOKOS EVO - new generation battery powered headlight

New from the Portuguese manufacturer of "Performance Plastics" Polisport, this new and improved version of the LOOKOS headlight - the LOOKOS EVO - comes with a new generation of lithium battery that will last longer and charge faster.



Available in standard and solar versions, the LOOKOS EVO was developed "for those who want to easily adapt their motocross or cross-country motorbike to enduro. The headlight is battery powered (battery is included) and you don't need to make any wiring additions or changes to the bike to use it - just install the headlight and you are ready to go".

Polisport says that the battery will last six hours on low beam, three hours on high beam and will get a full charge in only 90 minutes.

"LOOKOS EVO is the most cost-effective and fastest way to turn your motocross bike into an enduro. You can quickly assemble the headlight and go riding in the woods and easily disassemble it to mount your number plate and go to the motocross track.

"LOOKOS EVO is also a great way of changing the stock look of the bike. The battery also comes with additional wiring for install options. The standard version will be available in six colours - black, white, blue, red and orange, and the solar version in black and white.



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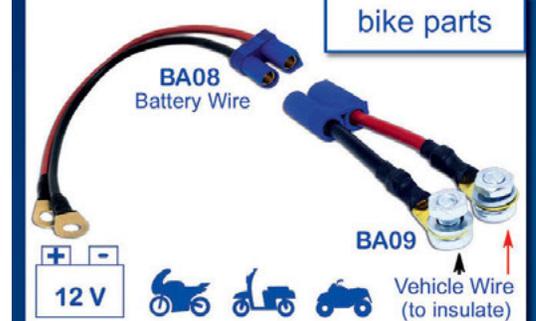
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NEWS BRIEFS

The 43rd edition of the Dakar Rally is set to be held in Saudi Arabia for the second time. The marathon will be held for 14 days, lasting from 3rd January until 15th January 2021 in cooperation with the Saudi Automobile and Motorcycle Federation.



Despite already having individually developed very different E-motorcycle and scooter projects, all at various stages of gestation, in a joint announcement in September, Honda, Yamaha, Suzuki and Kawasaki said that the 2019 created consortium established to develop swappable electric two-wheeler battery tech has finally produced results with a large scale proof of concept and demonstration test underway in association with Osaka University.

German publisher Vogel, who closed its Bike & Business magazine and blog three months ago, has announced its sale to another German publisher, one with roots in the motorcycle industry, Syburger Verlag GmbH, owners of online platform www.motorrad.net and "MotorradSzene", "MOTORRAD NEWS" and "Tourenfahrer" magazines.



The MIC (the U.S. motorcycle industry trade association) says year-to-date sales of new motorcycles and scooters through September 2020 increased +10.2 percent compared to the same period last year.

Brembo buys SBS Friction



Italian automotive and motorcycle brakes industry giant Brembo has signed an agreement for the acquisition of a 100% stake in SBS Friction A/S of Svendborg, Denmark. A Brembo news release states that "the transaction will allow the integration of such a strategic component as brake pads in Brembo's current product range, with particular attention to the environment, and further strengthening Brembo's leadership in the motorbike sector. "This acquisition is in line with Brembo's new mission to become a respected solution provider, with a view to meeting the new sustainable mobility paradigms and offering the best driving experience". Alberto Bombassei, Chairman of Brembo, is quoted as saying: "We are

particularly glad to welcome SBS Friction to our Group. Despite the highly complex market context, Brembo has maintained its natural propensity to invest in innovation. This acquisition is an important step in our strategy: it enables us to integrate even more specific competences in a key sector to further strengthen our range of 'made-in-Brembo' solutions for the benefit of our customers." Peter Eriksen Jensen, Chairman of SBS Group, stated: "Brembo has long been a trustworthy partner that knows the value of SBS Friction's technological knowhow and its strong niche position. We are pleased that SBS Friction will get a strong, long-term industrial owner who will support the company's continued development. The transaction is a

good solution for SBS Group, SBS Friction, the employees and the city of Svendborg." The transaction entails a consideration of 224m Danish Kroner, equal to approximately €30m, which will be paid using available cash, and is subject to the customary adjustment mechanisms as for similar transactions. Enterprise value is 300m Danish Kroner, equal to about €40.3m. The agreement is expected to be finalised in the first quarter of 2021. SBS Friction's revenue declined by 11% in the first half of 2020 to DKK 74 million (around €9.9m) due to COVID-19, while the profit margin (EBITDA recurring) increased by +2.8% points to 27.3% on the back of efficiency initiatives and postponement of certain activities. In the second half of 2020, the company's results have so far exceeded the level realised in the record year of 2019.

AIMExpo Cancelled

Slated for Columbus, Ohio in January 2021, the Board of Directors of the MIC has confirmed the not unexpected news that it has had to cancel AIMExpo in January 2021 - which is itself a rebuilt date from the original early October 2020 slot. Indeed, the entire expo was a rebuilt concept, having abandoned the consumer attendance days and folded back into the classic three-day trade expo format that the market appears to have left behind - certainly in terms of theoretically independent trade shows. While the burgeoning market of distributor events has been hit by COVID-19 concerns, AIMExpo appears to have been hit by a double whammy - the pandemic and, to judge by the



show floorplan, a decidedly lukewarm response from vendors. Which is a shame as it had been hoped that co-joining with Tucker Powersports to host their traditional January Dealer Show at AIMExpo, and in the Midwest rather than its usual venues in Texas, should have helped to put wind back into the event's sails - however, with COVID-19 reshaping the way specialty and traditional channel based industries such as the

motorcycle market do business, we may now never know if the initiative and changes would have made a difference. Cinnamon Kernes, Vice President and General Manager MIC Events, is quoted as saying: "We have made the difficult decision to postpone the 2021 AIMExpo, the industry's annual trade show, and while this wasn't an easy choice, it is certainly the right one. "There is tremendous value in face-to-face meetings and in-person events, and we believe in their ability to create irreplaceable opportunities to connect with people and businesses to drive commerce." Earlier this year, AIMExpo and Tucker Powersports announced that they were co-locating their shows.

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Sources: AMD, IDN, FT, Reuters, PSB, MPN, B&B, BDN, MCV, AP, Bloomberg, MINW, electricmotorcycles.news, RideApart.com, Motor1.com