

INTERNATIONAL DEALER NEWS

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APR/MAY '21
ISSUE #160

Bradley Report 18-33 

OEMs in Swappable Battery Consortium initiative

At last there is progress on an issue that was set to plague efforts by the motorcycle (and wider PTW/powersports) industry to secure a foothold in the evolution of future transport markets and infrastructure developments.

Addressing an issue that we here at IDN Magazine and many other observers have pointed to, KTM/Husqvarna, Honda, Yamaha and Piaggio Group (Vespa, Moto Guzzi, Aprilia) have signed a 'Letter of Intent' for the creation of a Swappable Battery Consortium for motorcycles and light electric vehicles.

It is an issue that affects all manufacturers, including those not yet singing from this song sheet.

In motorcycle terms, the numbers sold annually mean that only concerted action on the issue of power source will allow the industry to achieve a viable critical mass. Without it, consumers will find it ever more difficult to take their motorcycle enthusiasms forward, and ever more difficult to see two wheels as a viable option in the future.

A common swappable battery

platform may not sound like a big deal, but in the real world of consumer convenience, choice and lifestyles, it really is. In the same way as the



Michele Colaninno, Chief of Strategy and Product at Piaggio Group: "A strengthened cooperation among manufacturers and institutions will allow the industry to better respond to the main challenges of the future of mobility."

Connected Motorcycle Consortium's efforts to secure motorcycles' viability in a Level 4 and Level 5 connected vehicle landscape, so too the issue of

a swappable common power source is of critical importance.

Though being initially discussed in the European context, this is something that needs an "all in or none in" global approach. As Stefan Pierer of KTM said: "the founding members of the Consortium believe that the availability of a standardised swappable battery system would both promote the widespread use of electric motorcycles and light vehicles and contribute to a more sustainable lifecycle management of batteries used in the transport sector."

"By extending the range, shortening the charging time and lowering vehicle and infrastructure costs, the manufacturers will be trying to answer to customers' main concerns regarding the future of electromobility. "The aim of the Consortium will, therefore, be to define the standardised technical specifications of the swappable battery system for vehicles belonging to the L-category: mopeds, motorcycles, tricycles and quadricycles. By working closely with interested stakeholders and national,

Continues on page 6 >>>

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Bradley Report 18-33

Benelli/Qj, BMW, CFMoto, Yamaha, Honda, Triumph, Kawasaki, Motron/KSR, KTM, Husqvarna, Ducati, Piaggio, Aprilia, Vespa, Moto Guzzi, GasGas, Energica, Brough Superior - around the world in 18 brands.



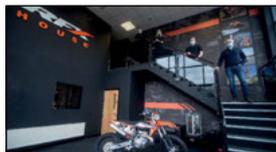
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The German BMW parts specialist has hired Stefan Nebel as Brand Ambassador - "the thinking man's paddock insider".



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Major new Euro 5 exhaust updates for 2021 Triumph, Ducati and Kawasaki models.



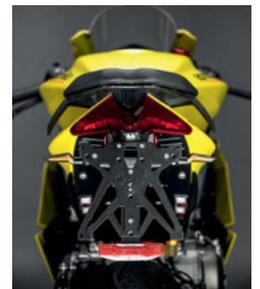
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Austrian distributor KSR has announced a new brand with seven new ICE and three new Electric models for 2021.

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Registrations statistics - a sad story!

After the remarkable year that the motorcycle industry had in 2020, in new model registration terms, this year has not started well. It is understandable. In pandemic impact terms, we appear to be back in March and April 2020 territory - and at the time of writing, Wave III is washing across the land, making it highly likely that we haven't seen the worst of it yet.

What was remarkable about last year was that not only had the market losses of the spring been largely recovered by the end of the year, but most of the major markets actually recorded growth, ridiculously high growth in some cases - and that was the clue!

In an outbreak of Euro 3/4 Crossover Syndrome revisited, the December 31st deadline for regulation-busting pre-registrations of otherwise unsellable Euro 4 inventory (in advance of final Euro 5 implementation) has, again, distorted the registration statistics.

Apparent sales in the final quarter of 2020 were artificially boosted, robbing the first quarter of 2021 (at least) of many of the new registrations that would otherwise have been a guide as to just well (or not) the early 2021 market was doing.

Add to that the again deepening effects of the coronavirus pandemic, as national governments and international organisations continue to be blinded by the glare while failing to be guided by the science, and it is hard to draw any other conclusion than that the market for new PTWs in Europe is in decline again.

Throughout the second half of 2020 I repeatedly said (in print, in emails and by phone, Zoom and smoke signals) that nobody should get carried away, either way, and that we would know the answer to the ultimate question about the fate of the market in 2021 by March, but not until March. Writing this piece on March 31st, it is hard to look at the prospects for market weather for the coming year (or two) through any lens other than the one marked "cloud and rain".

The questions I had been raising in 2020 were whether or not we were fooling ourselves to think that, all of a sudden, two-wheel transport and leisure activity was an idea whose time had come, and, even if the growth did sustain to the end of 2020 (which it did), would it sustain into 2021 (which it has not).

There were other negative issues at play this past winter too, such as bad weather, postponed shows and simple lack of consumer access to showrooms. Regardless of the siren voices that are predicting the end of trade fairs as we knew them, anybody who doesn't realise that fundamentally we still need them is just plain wrong.

Inventory issues, and the logistics chain problems that have had much to do with furnished whole good availability, have also now started to affect registrations too. In most markets, many dealers were already short of motorcycles through the second half of 2020, but the problem has to be worsening now. Alternatively, those showrooms that do have nice shiny new models awaiting the lustful caress of admiring consumers will be racking up losses as flooring finance plans transition from opportunity to overhead.

The new ways of selling (online, drop-off test rides, home delivery, lease/purchase etc.) have all helped, and will continue to do so, but at the end of the day, the motorcycle industry (commuting and leisure riding alike) is a visceral experience and there is no substitute for letting the customer experience the goods before spending the money.

All things considered, we are sat in the middle of a perfect storm of uncertainty. That said, in the context of the Third Wave, the distorted registration statistics are the least of our problems, of course.

However, it is worth reminding ourselves what ACEM said about its 2020 data for the 'Big Five' markets in Europe (Italy, France, Germany, Spain and the UK).

"In aggregate, the largest European markets for motorcycles and mopeds recovered after spring, reaching an overall increase of +4% compared to 2019 data, although with different results across the countries. Some, such as the Netherlands (+30.3%) and Germany (+27%), registered substantial increases, while others, such as Italy (-5.3%) and Spain (-8.8%), still lag behind 2019 figures."

For the first time in years, Germany exceeded Italy in registration terms for the year! ACEM acknowledged the problems with its data, correctly stating that "generally speaking, the market progressively recovered in the second half of the year, although positive figures in late 2020 are also partly linked to pre-registrations performed by importers and dealers due to the end of validity of Euro 4 approvals (31 December 2020), for production falling outside end of series provisions."

"Looking at full-year 2020 results, a total of 883,102 motorcycles were registered in 2020 in the five largest European markets. This represents a marginal increase of +1% compared to 2019 numbers."

The largest motorcycle markets in Europe in 2020 were: Germany (220,304 units), Italy (218,027 units) and France (191,231 units).

The largest European moped markets (i.e. Belgium, France, Germany, Italy, the Netherlands and Spain) rose from 246,345

units in 2019 to 279,841 in 2020. This represents an increase of 13.6% on a year-on-year basis. The largest markets for mopeds in Europe were France (98,592 units), the Netherlands (84,732 units) and Germany (35,010 units).

What we now wait to find out, is whether or not ACEM Secretary General Antonio Perlot was right when he said that "to a large extent market recovery was due to the renewed attractiveness and convenience of powered two-wheelers for urban and peri-urban commuting within a sanitary context in which public transportation has not been deemed a safe option by many citizens."

If that proves to be a sustainable shift in transport culture, then great. But will it prove to be so? The European (EU) bike park continues to be in the region of 36 million units, which means that around 10% of the adult population in Europe ride a PTW of some kind at least some of the time, even if it is only occasionally riding a motorcycle or scooter they simply have access to.

That is not insubstantial, so are we on the threshold of a brave new world in which PTWs (ICE, E, Hybrid or both/all three) really move centre stage? Do not underestimate the importance of the work being done by the Connected Motorcycle Consortium (IDN # 159) and by the newly established Swappable Battery Consortium.

“ cloud and rain? ”

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German YTD motorcycle registrations (January and February) were -26.87% at 10,017 units. However, the IVM data is distorted by the Euro 4/Euro 5 pre-registration issue and sales in Germany (and elsewhere) are being affected by ongoing coronavirus pandemic impacts. Total PTW registrations in Germany were -33.19% for the first two months (13,446 units), having been -56.33% in January and -21.40% in February. In motorcycle market share terms, BMW remained leader with an improved share (38.67%/3,874 units YTD), followed by Honda and KTM. BMW had ten models in the top twenty best sellers. The top-seller was the R 1250 GS (1,400 units), followed by the Kawasaki Z900 and the BMW S 1000 XR third.

New motorcycle registrations were -7.76% in **Italy** for the first two months of 2021 (14,514 units), with total PTW registrations for the same period put at -3.79% (31,569) units - of which 17,055 were categorised as Scooters (-0.22% from the same period of last year). The top selling Scooter so far in 2021 has been the Piaggio 3W Delivery (1,886 units sold), followed by the Honda SH 125 and 150 (1,493 and 1,291 units respectively) and the Honda X-ADV 750 (971 units). The new top-of-the-range Honda Forza 750 saw 576 units sold YTD. The best selling motorcycle was the BMW R 1250 GS (718 units), followed by the Benelli TRK 502/X (629) and the R 1250 GS Adventure (536). The top selling Ducati in its home market YTD was the much acclaimed V4 Streetfighter.

New motorcycle registrations were -28.99% for the first two months of 2021 in **Spain** (17,888 units), with total PTW registrations -31.90% at 19,695 units YTD. That compares to 28,919 units for the same period in 2020 and 24,657 units for the first two months of 2019. The top selling models in Spain YTD have been the Yamaha NMAX 125 and the Kymco Agility City 125. Honda remains overall market share leader with 20.5% of the Spanish market (3,660 units), followed by Yamaha, BMW, Kymco and Piaggio. For the record, full year new motorcycle registrations in Spain were +11.07% in 2019 (at 175,585 units) and -11.55% in 2020 (155,298 units). Total PTW registrations were +12.17% (194,663 units) for 2019 and -9.23% (176,691 units) for 2020.

<<< Continued from cover

European and international standardisation bodies, the founding members of the Consortium will be involved in the creation of international technical standards.



At a corporate level at least, Honda is probably the most advanced in terms of its investments and preparations for an electric future. Noriaki Abe, Managing Officer Motorcycle Operations, Honda Motor Co., Ltd., said: "For the widespread adoption of electric motorcycles, problems such as travel distance and charging times need to be addressed, and swappable batteries are a promising solution."



Stefan Pierer, KTM: "A widespread application of batteries compliant with a common standard will support secondary use as well as a circular economy."

"For powered two-wheelers, the constraints of electric drivetrains regarding range, charging time and initial cost are still evident. To overcome these challenges and provide a better customer experience, a swappable battery system based on international technical standards will become a viable solution.

"Considering the entire lifecycle, a widespread application of batteries compliant with a common standard will support secondary use as well as circular economy. We are glad to be part of the Consortium as we strive towards our goals in the e-mobility sector."

This is a view shared by all four of the manufacturers. Yamaha Executive Officer Takuya Kinoshita, Chief General Manager of Motorcycle



Yamaha Executive Officer Takuya Kinoshita: "I believe the creation of this Consortium holds great significance not just for Europe, but the world. The technical specs and standards that currently differ by regional characteristics or the state of the industry in different markets will be unified."

Business Operations, Yamaha Motor Co., Ltd., Michele Colaninno, Chief of Strategy and Product at Piaggio Group and Noriaki Abe, Managing Officer Motorcycle Operations, Honda Motor Co., Ltd. all echoed Pierer's remarks and confirmed their commitment to the plan.

The Consortium will start its activity in May 2021. The four founding members encourage all interested stakeholders to join the cooperation to enrich the Consortium's expertise.

manufacturers and institutions will allow the industry to better respond to the main challenges of the future of mobility."

Standardised Charging Labels

Another example of something so simple that one would have thought would have been blindingly obvious from the get-go is the charging infrastructure labelling initiative recently announced by ACEM.

"A brand-new harmonised set of labels for electric vehicles and charging stations will

start to be used throughout Europe as of 20th March this year, in line with the requirements of the EU Directive on the deployment of alternative fuels infrastructure (2014/94/EU).

"As well as appearing on charging stations, the labels will be placed on all newly produced electric mopeds,

motorcycles, tricycles, quadricycles and cars, as well as on vans, trucks, buses, coaches - in a clear and visible manner. The aim is to help consumers identify the right recharging option for their battery electric and plug-in hybrid-electric vehicles by harmonising labelling across the entire EU."

Ognibene adds FULBAT for Italy

Bologna, Italy based Ognibene SpA has announced that it has become the exclusive distributor for Italy of the Fulbat range of Powersports batteries. Fulbat has been in the battery business for several years, with applications for a wide range of Powersports industry segments from motorcycles to scooters.

In recent years, Fulbat has become "a leading force in the battery market, both in the

aftermarket and OEM applications". Ognibene says it will be stocking the full range of Lithium (ultralight weight, long lifetime, high performance), GEL (waterproof, 100% maintenance-free and ready to use), MF (AGM technology, maintenance-free free once activated, unlimited shelf-life) and DRY (long life, maintenance-free) batteries. www.ognibenechaintech.it commerciale@ognibenechaintech.it

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Puig and KRT renew their collaboration

Puig
Hi-Tech Parts

Puig and the Kawasaki Racing Team (KRT) have renewed their collaboration agreement for the 2021 WorldSBK season.

Puig has been a KRT technical partner for the last four seasons. KRT has won the WorldSBK Championship seven times - in 2013 with Tom Sykes and since 2015 consecutively with Jonathan Rea.

Located in Granollers (Barcelona) - the same place as the KRT headquarters - Puig has been designing, manufacturing and distributing motorcycle accessories since 1964.

Carles Puig, Export Manager for Puig: "We are so happy to keep collaborating with this amazing team and neighbour. The joint teamwork between KRT and Puig is bringing out the best of us and is creating many new ideas that are tested on track and eventually offered to dealers and their customers in our catalogue.

"Puig is currently one of the largest manufacturers in the motorcycle accessory sector, exporting to over 60 countries. Opting for top level competition hand in hand with KRT is a reflection of our desire to remain at



After four very successful years, Puig has renewed its technical partner collaboration with the official Kawasaki WorldSBK team for the 2021 season.

the forefront of technological innovation in motorcycling."

Biel Roda, Marketing Manager of KRT, commented: "The renewal with Puig is almost obligatory! They are the perfect partners. On a technological level they bring us a very positive development with their 3D simulation technology, and the racing passion and know-how

of their technical department brings a lot of value to the KRT project.

"With this collaboration, KRT and Puig hope to remain competitive in 2021 and continue with the goal of winning WorldSBK championship races with Jonathan Rea and Alex Lowes as our riders again this season."

www.puig.tv

Supersprox switches to more environmentally friendly packaging

Supersprox has invested in new, environmentally friendly packaging - changing from plastic PET clam shell packaging to paper card packaging.

Supersprox General Director DJ. Maughfling says: "We have become uncomfortable with plastic waste from our packaging and decided to change 100% to a paper based pack for all the range. Every time I put my household plastic waste into the recycling bin, I am wondering what happens to the hundreds of thousands of sprocket packages.

"With this change, we save 5,400 kg of plastic each year. Many companies are thinking about their impact on the environment. It is a topic constantly in the news and growing in power every year. There might be some debate as to the reasons for global



warming, however, it seems clear that the subject should not be ignored.

"In the motorcycle industry, the options to act in a more environmentally ethical way are not just limited to how the motorcycles themselves are manufactured and their

emissions. One easy step for any vendor is to consider their product manufacturing process and packaging. We have done that and are always looking for other ways in which we can be socially responsible and environmentally friendly."

www.supersprox.com

STAT ATTACK

As elsewhere in Europe, the new motorcycle registration data for **Poland** for 2020 is distorted because of the Euro 4/5 crossover and ongoing pandemic impacts. The latest data from the motorcycle industry trade association in Poland (PZPM) shows new motorcycle registrations at -26.40% (1,316 units) for the first two months of 2021, with total new PTW registrations at -38.85% YTD (2,018 units), having been +31.06% for the first two months of 2020 (3,300 units). The total number of new and used motorcycles sold in January and February was 7,402 units (-26.89%) and the total number of new and used PTWs sold in Poland in the first two months was 9,062 units (-28.83%). For the record - full year new motorcycle registrations for Poland in 2019 were +31.53% (19,103 units), with the total of all new and used PTWs at +12.35% (113,650 units in total). For 2020 new motorcycle registrations for Poland were 21,815 units (+14.20%), with total new PTW sales +4.91% (40,155 units).

UK motorcycle registrations were put at -40.26% for January and February at 5,953 units; total PTW registrations were -38.01 YTD at 6,624 units. For the record - new motorcycle registrations in the UK were -3.91% for 2020 (96,539 units), having been +0.72% (100,472 units) in 2019; total PTW registrations were -2.83% for 2020 (103,665 units), having been +1.44% (106,688 units) in 2019.

The latest new registration data released by **Swiss** industry association MotoSuisse shows total new motorcycle registrations for January and February 2021 +47.16% on 3,264 units, with total PTW sales +27.12% at 5,058 units. In motorcycle market share terms, Yamaha is top for the YTD, followed by BMW, Kawasaki, KTM and Honda. The top selling model in Switzerland is the Yamaha MT-125, followed by the Malaguti XSM 125. Owned since 2018 by KSR in Austria, Malaguti is in 6th place in market share terms in Switzerland YTD and has replaced Vespa as the top selling Scooter brand. The top selling large displacement machine is the Kawasaki Z 900, followed by the BMW R 1250 GS. For the record, total motorcycle sales were 29,450 units in 2020 (+21.65%), having been -1.35% at 24,209 units in 2019; total PTW sales were +17.43% in 2020 (49,783 units), having been -1.79% (42,392 units) in 2019.

Sources: AVID, IDN, FT, Reuters, PSB, MIPN, BDN, MCN, AP, Bloomberg, MSNW, Electrek, electricmotorcycles.news, RideApart.com, Motor1.com, Cycle World, motorbikewriter.com

NEWS BRIEFS

MIC Events has announced January 19 to 21 as the dates for AIMExpo in 2022. There is no confirmation of venue yet, but the postponed January 2021 event was due to be held at Columbus, Ohio, in collaboration with Tucker Powersports. The Fort Worth, Texas based distributor had been slated to co-stage its 2021 Dealer Show with AIMExpo in January this year, but has since opted for a spring Road Show series - which itself has been postponed to the second half of 2021.

Italian exhaust brand LeoVince has extended its sponsorship agreement with Moto3 World Champion Team Leopard Racing for the fourth consecutive year. A new rider line-up for 2021 features Italian Dennis Foggia and Spaniard Xavi Artigas. Roberto Morone, LeoVince CEO: "Despite the difficult start to the 2020 championship, we have achieved excellent results with the Leopard Racing Team and we are proud to have won a very important title."

Acquired by TVS Motor Company in April 2020, Norton Motorcycles (Birmingham, England) has announced former Jaguar Land Rover (JLR) CEO Sir Ralf Speth as Chairman of the Board of Directors at TVS, effective January 2023. Owned by TATA, another Indian conglomerate, Speth is widely credited for the transformation of the British brands. The outgoing TVS Chairman, Mr. Venu Srinivasan, will become Chairman Emeritus of TVS Motor Company from January 2023. As far as we here at IDN know, it is unprecedented for one of India's transport industry 'Big Five' to appoint a European as its Chairman and signals its determination to consolidate a position as a global player in the reshaped transport industry of the future.

Honda has won a prestigious Red Dot Design Award for the new 2021 Forza 750. Judges for the Red Dot Design Institute (Essen, Germany) celebrate excellence in product, brand and communication design and recognised the "elegant design lines, sporty performance and outstanding versatility" of Honda's new luxury scooter. This award follows a 2020 Red Dot Award win for the CBR1000RR-R Fireblade SP.

D.I.D appoints Valentino Rossi as Global Brand Ambassador



D.I.D has announced that it has appointed Valentino Rossi, the nine-time World Champion and the only road racer to have competed in more than 400 Grand Prix races, as its global brand ambassador.

The three-year partnership will see Rossi promoting the D.I.D brand and D.I.D products worldwide. The agreement also includes collaboration on future product lines, as well as co-developing and co-branding special product lines.

This year will see D.I.D launch two chain series, D.I.D X VR46 and 'The Doctor' - a new chain application designed and test-approved by Rossi. "The Doctor series, deriving directly from the D.I.D chain supplied for MotoGP competition, will be particularly prized by the most demanding riders and by refined collectors too - being produced in a very limited edition."

Hirofumi Araya, President of DAIDO KOGYO CO., LTD., commented: "We are extremely pleased to have Valentino Rossi become D.I.D's world brand ambassador. We will use the most innovative materials and technologies to develop chains that

can contribute to the performance of a globally recognised and respected sports person like Rossi.

"At the same time, DAIDO will incorporate the latest materials and technologies to co-develop with him the ultimate chains that can be safely used and enjoyed by riders all over the world, so to increase the joy of motorcycle riding."

Araya added: "D.I.D and Valentino share a common, mutual desire to improve riders' performance and contribute to foster the future talents in two-wheel motorsports. For this reason, D.I.D will become a technical partner of the VR46 Academy by supporting all their different race-training activities with the very wide selection of applications available in the D.I.D range."

The collaboration between D.I.D and Rossi will also involve the technical support to SKY Racing Team VR46 for the 2021 and 2022 Moto2 World Championships.

"Fun is a strong driving force in D.I.D. Together with the search for adrenaline, fun is also the essential element for Valentino. This further common mindset has motivated D.I.D



to include the VR46 ranch activities into our technical support programme, thus building an all-round global D.I.D and Valentino Rossi collaboration." Commenting on the announcement, Valentino Rossi said: "I have been using D.I.D on the track with Yamaha for many years, so I am very happy to be able to start this partnership with D.I.D as their expertise and great technology can support me and our VR46 Academy riders on the track and during our training activities."

www.dideu.it



All Ferodo street pads now R90 accredited

Ferodo has announced that all its road use motorcycle brake pads have now received ECE R90 certification.

This regulation is a legal requirement for brake pads that are fitted to L1-L2-L3-L4-L5 vehicles (two and three wheels). The R90 requirement applies to all such vehicles that were homologated since the Euro 4 specification (October 2016) that are used on European Union public highways.

For Ferodo this is the final stage in a journey that began with R90 certification for its 'EF' scooter brake pad compound. R90 is a state-of-the-art regulatory assurance of quality and safety for dealers and riders. It requires brake pads to be tested in a dynamometer that is instrumented for continuous recording of rotative speed, brake torque, brake line pressure, braking time and brake rotor temperature.

The brake pads are divided into three categories - A, B and C - depending on the area of the friction



material, and all compounds are tested individually. All vehicles recommended for the specific brake pad compound must be calculated according to the kinetic energy to find the most severe vehicle for testing.

This way all compounds and vehicles are checked, and the most severe combinations tested on track for the consumer to get a very safe and secure product.

The tests required by R90 include bedding, performance check, brake tests, cold performance equivalence and speed

sensitivity tests. Under R90, replacement brake pads and brake shoes are permitted to deviate from the frictional characteristics of their original equipment counterparts by not more than 15%. ECE R90 requires correct marking of the products and sealed, tamper-evident packaging.

Factory and test equipment approval are also part of the R90 homologation. It involves engineers accrediting the factory.

Seen here, the new Ferodo/Champion Moto Racing catalogue details all the current Ferodo and Champion products available for circuit, Motard, Off-Road and Trials applications.

www.ferodoracing.com



Sources: AVID, IDN, FT, Reuters, PSB, MPN, BDN, MCN, AP, Bloomberg, MSNW, Electrek, electricmotorcycles.news, RideApart.com, Motor1.com, Cycle World, motorbikewriter.com



ABOUT US

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NEWS BRIEFS

The organisers of Motor Bike Expo (the 'Verona' show, Italy) postponed its planned Easter date - itself a postponement from its usual January 2021 timing - and announced instead that they are "working on a new formula" Special Edition MBE 2021 for Friday 28 to Sunday 30 May at Veronafiere.

Having cancelled its annual Motorrad Days at Garmisch-Partenkirchen in Bavaria in favour of building an event at Berlin, BMW has had to cancel completely again for the second year. BMW Motorrad Days were slated for Berlin at some stage in July 2021. The plan now is to have another go in July 2022. Meanwhile, there are rumours of an independently staged and operated Pure & Crafted branded 'Beemer-Fest' return in September, somewhere near BMW's Spandau, Berlin factory.

Founded in Spain in 1967, respected MX Pursang went out of production in 1984. Founded in 2018, Jim Palau-Ribes says that after three years of development work, his Pursang Motorcycles iteration is ready for production of a limited (24) 'Founders Edition' first edition of its 140 km range Bosch 11 kW motor E-Track. Said to have a top speed of 120 km/h and requiring a 6-hour full charge, the 147 kg E-Track will have three 48V, 7.2 kW capacity batteries, belt primary and chain secondary transmission, a tubular chrome-moly frame and sub-frame, inverted 41 mm front fork and laminated carbon fibre bodywork.

The world's first maintenance-free chain is now shipping



One of the world's oldest motorcycle chain manufacturers (founded in Italy in 1919), in September last year Regina announced the world's first motorcycle chain that eliminates the need for 1,000 km periodic and workshop service interval re-lubrication. Initially being offered as 525 (with 520 and 530 in development), the Lombardy, Italy based manufacturer describes its High Performance Endurance (HPE) chain as a Z-Ring chain "that is the result of extensive lab and street testing to demonstrate that it has a reliable useable life that is at least equivalent, if not greater, than a traditional, regularly re-lubricated Z-Ring chain". The 'secret sauce' is the hydrogen-free tetrahedral amorphous carbon (ta-C) coating, currently considered as the most advanced among DLC (Diamond Like Carbon) coatings. Applied on the surfaces of the bushings and the rollers

of the HPE chain, it combines hardness with a low coefficient of friction. Friction is the enemy of all transmission chain durability and reliability and reduces the efficiency of how the system is able to get the power that the engine sends to the transmission down to the tyre/road interface, where it needs to be. It is the ta-C coating that eliminates the need of periodic re-lubrication, while ensuring at least the same mileage obtained with a normal chain regularly lubricated every 500 km. It reduces energy dissipation and increases efficiency in the chain drive, eliminating lubricant spatter during operation, and therefore minimising environmental impact.

For those who have an interest in material science, the use of ta-C is interesting. Pure carbon is present in nature only in two crystalline physical states - diamond (atoms in a tetrahedral bonding arrangement) and graphite (atoms in a hexagonal planar bonding arrangement); ta-C is a synthetic state of pure amorphous carbon in which up to 80% of the atoms are bonded to each other with a Tetrahedral arrangement - in the same way as pure diamond. For this reason, among all DLC coatings, the physical properties of ta-C (such as hardness and coefficient of friction) are the closest to pure diamond, the hardest material on Earth. However, a chain drive using an HPE chain does not require ta-C coated front and rear sprockets. When installing a new HPE chain, Regina strongly recommends replacing the front and rear sprockets with new steel made ones. The company says that to guarantee its best functionality and aesthetics over time, there are three simple rules to follow - clean and re-lubricate the chain once a year (after washing the bike, after using the bike in wet conditions and/or in salty or dusty environments, and before storing the bike at the end of the riding/winter season) and check for correct chain tensioning every 3,000 km.

www.reginachain.net



Sources: AMID, IDN, FT, Reuters, PSB, MPN, BDN, MCN, AP, Bloomberg, MSNW, Electrek, electricmotorcycles.news, RideApart.com, Motor1.com, Cycle World, motorbikewriter.com

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"Material shortages, freight delays and price increases"

Our thanks to Elisabetta Quadrini at Turin based brakes specialist Newfren for this insight into the challenges now being faced by manufacturers as we get into a second year of business disruption ... one example of the effects that they are having on the motorcycle parts industry ...

The third wave of pandemic-induced uncertainty is now having compound effects on the difficulties of doing business in many European markets - not least for manufacturers in Italy at this time.

Elisabetta Quadrini of Turin based Newfren told IDN that effects of the COVID-19 pandemic were already having further negative effects as early as November and December 2020, but that in early 2021 those impacts were mounting - just as the riding season was due to get underway.

She described the cumulative impacts after a year of already having endured the consequences of the pandemic as being "like a river in flood".

"The industrial world is struggling with difficulties of many kinds, a consequence of the increasingly challenging and gradually deteriorating circumstances and trends of trying to produce product and conduct business at this time."

Some of the biggest issues are what Elisabetta describes as the "dizzying increases in raw materials pricing, shortages of materials due to the reductions and cancellations of import services by sea freight contractors (the 'Black Sailings') and the lack of manpower due to illness and lockdown.

"We here at Newfren are very lucky. We are coping well with the problems, but we are encountering all these issues. It is especially frustrating because market demand is still high.

"Last December the prices of raw materials on the metal exchanges skyrocketed as a result of the lower 2020 demand from production industries as speculators started to affect the markets.

"In December 2020, aluminium, as one example, saw an increase of around 30% and, above all, there were not a high number of availability options to source it here in Europe.

"Producers like us are now playing a betting game, like the horse races. We are having to become gamblers and compete against the professional multi-billion euro gamblers who speculate on pricing rising and falling.



"We here at Newfren have an excellent, long-term fiduciary relationship with one of the largest European foundries and have the financial capacity to manage the issues - we have opted to purchase several tons of material in advance, so we are able to hedge our risk.

"But not everyone is as lucky, not all manufacturers in the motorcycle industry are in a position to be able to do this.

"This has secured our price-point and allowed us to manage the costs - although still at increased levels. Above all it has allowed us to manage availability and plan how we feed the production lines and meet the demands of the market.

"We also saw substantial increases in pricing and reductions of availability for the steel we buy in Japan for Newfren brake discs. We have always made sure we use the best possible materials, so again, that was another example of having to invest heavily in advance so we could secure enough raw material to cover anticipated 2021 demand.

"Managing financial resources, even if it means freezing some budgets, is the only way manufacturers can manage materials resources. Even the usually least expensive and most readily available steels have been subject to



Elisabetta Quadrini

cost and supply issues - steel of the kind used for brake pad backing plates for example.

"That has been a stable raw material in terms of price and availability for as long as we can remember, but even that is subject to daily price and availability fluctuations.

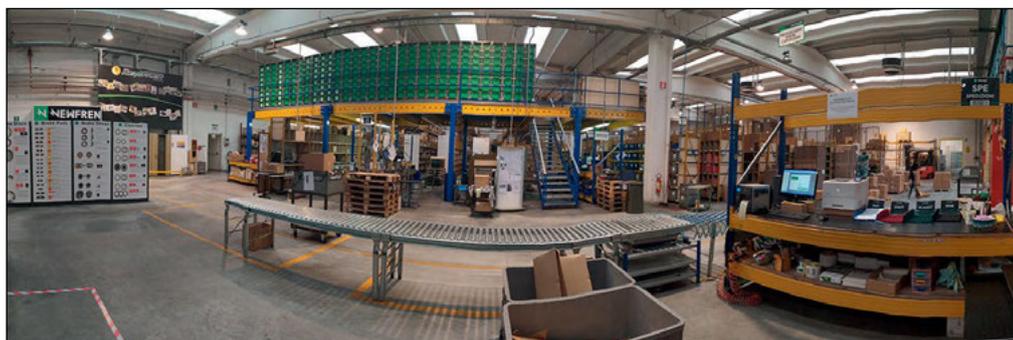
"The effects of 'Black Sailings' isn't only driving up freight costs, but driving down freight service availability and timings. Uncertainty is the enemy for any manufacturer, and that is another factor that has made us have to make courageous choices in terms of orders for materials from the Far East.

"Even now as I write, the cancellations of import services by sea and skyrocketing freight costs are requiring the use of additional resources in the management of purchase planning.

"We, indeed all manufacturers, need to ask the market to accept price increases on finished product as a consequence of all these factors, and those who are able to build inventory would be wise to do so. But they must make sure they are using great planning skills to ensure they can respond adequately and appropriately to all their customers.

"Newfren continues to look at 2021 with positivity - which is why our management has been prepared to bet, invest and use all their experience and the traditions that Newfren has built up in over seventy years in order to win. For the moment, the bets made in purchasing the raw materials are guaranteeing that our customers are facing very few delays in our response to their needs.

"But a lot also depends on the motorcycle and scooter markets continuing to grow. It is a bittersweet irony that our industry has seen demand sustain, and even increase at a time when so many businesses are challenged, and so many lives are disrupted. We must all continue to plan carefully and take nothing for granted."



NEWS BRIEFS

Inspired by the world championship bikes of Brad Freeman and Steve Holcombe, Betamotor describes its new Euro 5 RR 125 LC as a "new generation of RR motorcycles, always delivering true emotions, with a lot of technical and aesthetic updates, making it a true Beta top-of-the-range for the category" - features include a new 125 cc 4-stroke injection engine, new exhaust system and renewed chassis with new frame geometries and suspensions.

In February, Yamaha confirmed that it would continue to participate in the MotoGP World Championship for another five years, from 2022 to 2026. After a disrupted 2020 season due to the coronavirus pandemic, Yamaha reports a record number of young riders having signed up to contest the 2021 YZ bLU cRU FIM Europe Cup. More than 300 youngsters will take to the gate at one of the 21 approved national championships in Europe, competing aboard Yamaha's YZ65, YZ85 and YZ125 machinery for one of just 120 places at the YZ bLU cRU FIM Europe Cup Superfinale, scheduled for the Monster Energy Motocross of Nations in Italy in September.

Yamaha has marked the 20th anniversary of the category-defining 500 cc TMAX - launched in 2001 - with a special edition model that "marks the outstanding achievements of one of the most loved and revered designs in the company's history". The TMAX was the very first machine to offer motorcycle performance with scooter comfort and convenience, and has been the best-selling Sport Scooter in Europe every single year since its launch, with almost 300,000 units sold.

Honda Motor Europe has postponed the 2021 edition of its Honda Adventure Roads experience for one year. Following previous tours across Norway (2017) and South Africa (2019), the third edition had been planned for June 2021, with 30 CRF1100L Africa Twin riders set to tackle the unique volcanic landscape of Iceland.

Bihr acquires Race FX in UK

RACEFX
powered by **Bihr**

Bartenheim, France based distribution group Bihr has moved to further reinforce its UK market position by acquiring British off-road specialist Race FX.

Bihr and Race FX owners Samantha and Paul Irwin signed and closed an agreement that gives Bihr 100% ownership of Race FX, one of the UK market's leading B2B distributors of motorcycle parts, accessories and rider gear for the off-road segment in the UK.

Owned by Kontich, Belgium based Alcopa Group and headed up by CEO Christophe Piron, Bihr is one of Europe's fastest growing distributors and brand owners. The Race FX acquisition complements its 2019 purchase of MotoDirect, the owner of the RST apparel brand and UK Arai distributor.

Piron stated that the objective of the Race FX deal was to get better access to the UK off-road distribution market and complement the position Bihr currently has in the "Street" segment in the UK through MotoDirect.

In addition, Race FX will serve as the logistics platform to deploy Bihr's motorcycle parts and accessories distribution activity in the UK.

"The fit of Race FX and Bihr together just made perfect sense," said Paul Irwin, former owner of Race FX. "Race FX and Bihr have a number of brands in common (Race FX in the UK and Bihr on the continent), and this transaction will allow us to get full access to both the off-road and road distribution channels in the UK."



Christophe Piron, CEO of Bihr, said: "Welcoming Race FX into the Bihr group is a real opportunity for us to truly accelerate our deployment in the UK. Beyond the 34 brands currently distributed by Race FX and MotoDirect in the UK, the brand and product team of Bihr has worked very hard last year to secure the distribution of 150 additional brands in the UK." Terry Birtles, Bihr's UK Country Manager, said: "The expertise that Race FX has in off-road rider gear and parts and accessories distribution is critical for us. In the coming weeks, we will leverage the Blackburn warehouse to progressively introduce the newly distributed products in UK."

In terms of organisation, Paul Irwin has been appointed Off-Road Business Development Manager UK for Bihr, reporting to Terry Birtles. Bihr UK will operate under two commercial names - Race FX powered by Bihr and MotoDirect powered by Bihr.

MOTODIRECT
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Founded in 1975 by Cyrille Bihr, the company now employs some 650 people, including 74 in-house sales representatives and 35 customer service representatives. Present in over 14 countries, the Bihr portfolio includes about 230 brands and 200,000 items, distributed to a network of 11,550 dealers from five warehouses, totalling more than 44,350 m2. The company says it can supply almost all dealers in Europe within 24 hours.

Paul and Samantha Irwin established Race FX in 2003. The company has a almost 2,800 sq m distribution centre in the north of England and has a handpicked specialist portfolio of 28 brands - most of which are exclusive to Race FX in the UK.

www.bihr.eu



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Airoh's new tech-jet represents the evolution of the open helmet, with high-level features that make it suitable to meet the needs of the most demanding users in terms of comfort and style.

Available in 3 different sizes in terms of outer shell made in HRT (High Resistant Thermoplastic), Helios is able to perfectly fit everyone and its features include an integrated Sun Screen Visor, Bluetooth-Ready, adjustable micrometric buckle, fully removable and washable hypoallergenic inner-lining, with contrast stitching, air ventilation and extraction system with a carbon-look finish.

The innovative Custom kit included in the package lets you use Helios without visor, for a modern classic look.



BLUE
MATT



ANTHRACITE
MATT



WHITE
GLOSS



CONCRETE GREY
GLOSS

NEWS BRIEFS

Ohio based Cooper Tire & Rubber Company, the parent company of 130-year-old British tyre manufacturer Avon, has been acquired by Akron, Ohio based Goodyear Tire & Rubber in a shares and cash deal that prices Cooper at an enterprise value of around \$2.5bn. Based at Melksham, England, Avon was acquired by Cooper (founded in 1914) in 1997. Some 300 Avon staff were 'let go' by Cooper in 2018; around 400 still work at what is a relatively small and by far the oldest motorcycle tyre manufacturing facility in the world. The combined Goodyear/Cooper business will have around \$17.5bn in sales worldwide.

Piaggio has been in Nepal with Vespa since 2015, but has now broadened its range of high-end products in the country by launching the Aprilia brand. The first model to go on sale is the SXR 160, with ABS and 12-inch, 5-spoke alloy wheel rims in 125 and 160 cc configurations with Bharat Stage VI emissions standard compliant 3V Tech FI engine technology.

Polaris Inc. and Optimus Ride, a Boston, USA based leading autonomous mobility service provider, are partnering to bring fully autonomous GEM vehicles to market. Under this joint development agreement, an exclusive line of Polaris GEM electric low-speed vehicles (LSVs) will be manufactured to fully integrate Optimus Ride's autonomous software and hardware suite direct from the factory for deployment nationwide on streets in residential communities, corporate and academic campuses, and other localised environments. The partnership builds upon an investment Polaris made in Optimus Ride last year.

The Distinguished Gentleman's Ride celebrates 10 years of "riding dapper for men's health" this year and is calling on riders worldwide to join in its fundraising efforts on Sunday, 23rd of May, 2021. This is its first year running on the new annual date in May. Since 2012, the event has connected hundreds of thousands of classic and vintage style motorcyclists from over 100 countries around the world and to-date has raised US\$27.45m for men's health. It plans to organise COVID-safe events where possible, and those who can't engage physically can do so virtually at www.gentlemansride.com.

Stefan Nebel becomes Wunderlich Brand Ambassador

In Germany, the name Stefan Nebel is ubiquitous in its association with motorcycle racing. However, there is more to the former German Superstock and two-time German Superbike Champion, race bike developer and test rider and race training instructor than just a name. There is also 'The Voice'. Nebel is the voice for the millions of race fans who watch MotoGP and World Superbike Championship racing on television, and for those fans he is their technical expert and their ultimate paddock-insider.

Now, Nebel has added 'Wunderlich Brand Ambassador' to his impressive résumé.

Frank Hoffmann, Wunderlich Managing Director, said: "When it comes to our components, the technical aspects play the most important role. The innovation, the quality, the functionality, sustainable manufacturing processes. These are important core competencies that define our brand. I also include sustainable thinking. And the joy of riding, actually the joy of life that motorbikes and motorcycling give us. This is pure emotion.

"Stefan Nebel embodies that spirit, our spirit - our Wunderlich 360° view with his enthusiasm for technology, his emotional attachment to motorcycling, the joy of riding at its best. Not to forget sportsmanship, the courage, the determination to compete and to always improve. In every respect.

"In Stefan we have found a credible representative, someone who reflects our actions, our attitude as a person, as a human being and represents Wunderlich as a company and our portfolio of high-quality BMW motorbike components with credibility and conviction. I am delighted that we were able to win Stefan for Wunderlich and look forward to working with him as a Wunderlich Brand Ambassador." Recent new products from Wunderlich for 2021 include this "pure and sportive tail conversion design for the BMW F 900 R and XR. The stylistic basic repertoire of Wunderlich includes the always high-quality integrated and slim rear. We offer reduced weight, slimmed down, clean looking tail conversions for a large number of BMW models, and we are very happy with how our design for the F 900 has worked out.



Stefan Nebel (left), Wunderlich Brand Ambassador, and Wunderlich Managing Director Frank Hoffmann



Tail conversion design for the BMW F 900 R and XR

"More minimalist and sportier than the stock rear end, it is ergonomic and tailored to the F 900 frame and doesn't require type approval.

"It replaces the taillight with a reduced, harmoniously integrated version, and the kit's precise fit, shell-shaped rear fairing closes the opening on the underside that appears when the original wheel cover and taillight are removed". The licence plate holder itself is made of stainless steel. The angle of inclination of the number plate is individually adjustable and the mounts from the original turn signals are reused for a fully reversible conversion; plus, the original BMW pannier rack can continue to be used without restriction.

This easy-to-perform conversion changes the appearance of the BMW F 900 R and XR, is completely "Made in Germany" and backed by Wunderlich's 5-year warranty. Also seen here, for the new "40 Years of GS" edition R nineT Urban G/S, this matching engine guard is based on a

technically and visually proven Wunderlich design and made in 2 mm wall thickness, 25 mm precision steel tubing for maximum rigidity with minimum weight.

It is supported at a total of six mounting points so that the energy, forces and moments that occur during external mechanical stress are distributed across the structure with the impact load peaks dissipated.

It is another fully reversible Wunderlich design, protects the cylinders, lambda sensors and valve covers and designed for easy access maintenance work and servicing. Backed by a 5-year warranty. Wunderlich offers a wide range of accessories for the R nineT Urban G/S including an Enduro style rear conversion and 'Rallye' pillion luggage carrier. Designs for all of BMW's "40 Years of GS" editions include engine and tank guards, 'FlowJet' windscreens, 'AktivKomfort' seats with ThermoPro for rider and passenger and practical, folding headlight guards.

www.wunderlich.de



Engine guard for the new "40 Years of GS" edition R nineT Urban G/S

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Hornig celebrates 20th anniversary in 2021



The Hornig team in Cham, left to right: Tobias Hornig, Helmut Hornig, motorcycle mechanic Michael Zisterer

Celebrating its 20th anniversary in 2021, German BMW parts and accessory specialist Hornig has unveiled parts designs for the S 1000 XR/RR as part of a "virtual trade fair" that marks its anniversary achievement - and what a tumultuous 20 years it has been for the motorcycle industry!

During that time though, Cham based Motorcycle Accessory Hornig GmbH has prospered. Helmut Hornig's first part was a theft-proof oil filler plug, and 20 years later that company has

over 4,000 product lines for BMW applications and operates from a 2,000 sqm complex, employing 30 people, selling to around 1,000 dealers and exporting to over 120 countries.

Seen here on the company's S 1000 XR conversion, for long-distance rides, the Hornig Touring Series smoke-grey windshield was developed to minimise the windblast against the rider. These screens raise that windblast for several centimetres, allowing the rider to keep to a more comfortable, natural riding position - up to some 17 cm higher than the original windscreen; matching air deflectors also available. Other changes made to the standard

S 1000 XR include replacing the original seat with Hornig's reupholstered version, there is a relocated GPS position (above the instruments) for improved digital route planner visibility, and there is a never-to-be-underestimated handlebar bag. The faithful old theft-proof oil filler plug conversion is still a Hornig staple (it can only be removed with a Torx T45); there is a side stand foot enlargement; rear swingarm and fork crash protectors; crash bars; shift lever extension; brake pedal enlargement; 'Fender Extender'; oil cooler screen; mirror extensions; LED fairing turning

signals; carbon fibre tank pad; adjustable stainless steel licence plate bracket; stainless steel bar end weights, and more.

On the S 1000 RR conversion seen here, there is a Hornig replacement racing screen, a replacement, precision adjustable chain tensioner, (GIVI tank bags are also available from Hornig), tail bag, a triple clamp mountable GPS mount, our oil filler cap (of course!), crash protectors, oil cooler cover, and a short licence plate holder allows a better view of the rear wheel.

www.motorcycleparts-hornig.com



BMW S 1000 XR (2020) conversion



BMW S 1000 RR (2019) conversion

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NEWS BRIEFS

Kawasaki hybrid plans take shape

By Ben Purvis

Dutch Transport Industry Association (RAI) commission consumer research found that motorcycles "appear to be the ideal means of transport to completely empty your head and relax". Almost half of respondents (46%) indicated that they "have a greater need to drive a motorbike since the corona crisis than before." To inspire (future) motorcyclists to "throw a leg", the RAI Association badged March as 'MotorMonth'.

The Moody's credit ratings agency Investors Service has raised its assessment of the outlook for the Piaggio Group (PIA.MI) to stable from negative. Its analysts said, "the stabilisation of the outlook reflects Moody's expectation that sales and earnings recovery during 2021 will support a sequential improvement in the company's profitability and gross leverage to a level commensurate with its [improved] Ba3 credit rating." Moody's also noted that Piaggio has seen a "lower than anticipated of the coronavirus pandemic on Piaggio's financial performance in 2020, as evidenced by the progressive rebound in sales and EBITDA in the second half of the year."

Computer giant Lenovo has signed a multi-year deal to be Title Partner of the Ducati MotoGP Team. As an official technology partner since 2018, "Lenovo has enabled Ducati engineers' and designers' rapid adoption of algorithms and racing bike technology for both race and road bikes. Lenovo and Ducati are committed to enabling ever smarter remote collaboration and performance workspaces focused on speed, flexibility and mobility".

According to a recent patent filing, Honda is developing a bike-mounted drone - a drone with four rotors that sits in a housing in the extended tail of a motorcycle. The idea is that it's a completely autonomous flying machine that can be released on command and return automatically to the bike when needing a recharge.

BMW has announced that the BMW Group Classic and its Grand Hotel Villa D'Este collaborator have decided to postpone the 2021 Concorso d'Eleganza Villa d'Este (again!) from the initially planned end of May 2021 date to the weekend of 1 to 3 October 2021.

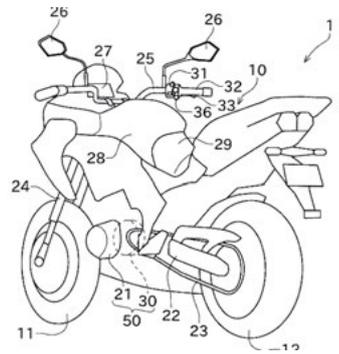
With motorcycle manufacturers all over the world rushing to show their dedication to an all-electric future - mostly without actually going to the expense of launching any electric bikes - Kawasaki is following the example of some car makers by planning a hybrid bike as an interim stage before going fully battery-powered.

In the past, attempts at hybrid motorcycles have been few and far between. Piaggio made hybrid versions of the MP3 in 125 cc and 300 cc forms for a short while, and Honda more recently developed the PCX hybrid for sale in some Asian markets, but where car companies have wholeheartedly accepted the idea of combining battery and petrol power, bike firms have been largely uninterested in the format. Traditionally, the reason has been simple: fitting two separate powertrains into a motorcycle, where every cubic centimetre of space is at a premium, hasn't provided a convincing advantage over simply making a cleaner, more economical petrol engine. But with battery and motor technology improving and growing demands for vehicles capable of running in zero-emissions modes for city use, Kawasaki has re-evaluated that position and reached the conclusion that a hybrid might make sense after all. All the indications are that Kawasaki will show its hybrid later this year, although it's not clear yet whether it will be as a

production machine or simply a concept bike. The firm hinted at the hybrid with a brief video, released late last year, showing how such a bike could operate in petrol-powered mode out of town, switching to pure electric power in the city, and use both power sources when maximum performance was needed. Since then, multiple patents have emerged showing aspects of the firm's hybrid development.

Unlike some earlier attempts, Kawasaki isn't making a scooter or a bike with a continuously variable transmission. Instead, the petrol engine is attached to a completely conventional multi-speed manual gearbox. There's simply an additional electric motor that's also geared to the input shaft via a short chain. Because the motor doubles as the starter motor and generator, it offsets some of the additional weight and size that it brings, and it also means the petrol engine can be downsized, further reducing the packaging problems. Unlike a pure electric bike, the batteries do not need to be huge and heavy - the bike will only be expected to run in all-electric mode for a few miles at a time, and there's no concern over long charging times as the batteries will be topped up by the petrol engine, along with regenerative braking when the bike is cruising.

The most detailed patents seen so far show a parallel twin engine, probably related to the motor in the Z400 and Ninja 400, with the electric motor



mounted above the gearbox. The brief view of the bike in Kawasaki's teaser video backs this up - proving that the prototype also uses the Z400's tubular steel frame. Interesting aspects of the design shown in Kawasaki's patents include a 'boost' button on the throttle grip. A patent-worthy innovation in itself, since the switch turns with the throttle, so it's always under the thumb - the idea is that you can instantly call on the combined power of both the electric motor and petrol engine when overtaking acceleration is needed. Although Kawasaki showed a poorly received all-electric prototype in 2019, the firm clearly stated that there were no production plans for the vehicle. However, the lessons learned from that electric bike project, which included the development of a bike-specific 20 kW drive motor, batteries, control software and regenerative braking systems, play perfectly into the development of the hybrid model that has been the follow-up focus for Kawasaki's R&D engineers.



Motron Motorcycles by KSR

The Austrian KSR Group has unveiled a new two-wheeler brand - Motron Motorcycles - and starting the 2021 season with a total of ten two-wheeled vehicles.

The portfolio includes seven internal combustion engine motorcycles and scooters (ICE), three electric scooters

and an electric minibike. The ICE units have engine sizes from 50 to 400 cc and are targeted at the entry-level and mid-size segment. The electrically powered models currently offer a top speed of 45 km/h and form a new alternative in the L1e class.

"The launch of the new MOTRON

brand hits exactly the pulse of the times. Especially in times like these," said Michael and Christian Kirschenhofer, owners of KSR Group.

"People are longing for a fulfilling balance to their pandemic daily lives, and Motron appeals to a target group that can find a new brand to start a new hobby, a new passion. Our brand slogan 'GET OUT THERE' underlines our approach to fight the difficult times, get out and have fun on a Motron."

Available at the start of the 2021 season, the WHIZZ, CUBERTINO, VOLZ and VIZION electric models will be launched on the market first. The internal combustion siblings will be coming to dealers from Q2: the adventure bike X-NORD 125, the cruiser called REVOLVER 125 and the



'GET OUT THERE'

naked bike WARRIOR 400, together with the scooters BREEZY 50, VENTURA 125, IDEO 50 and IDEO 125 will make the start. These will be added to by the NOMAD 125 and X-NORD 400 in the second half of the year. All models are Euro 5 compliant.

"The development and production of the models are carried out by experienced partners in Asia who work together with very successful and well-known brands. This allows Motron to take advantage of synergy effects and benefit from long experience and sophisticated technical developments.

"The Motron design line was developed by the KSR Group design team, which has been creatively active for two years in its own development and design studio in the Krems-Gedersdorf business park, Austria. Many coherent and novel design concepts, such as the unique Crossfire design line from Brixton, have already been created there. Characteristic for the Motron design are the fresh yellow accents on the modern and discreet black, grey and white colourways".

KSR says that all Motron models will be pitched at a "fair price-performance ratio. Sales will initially focus on the European market, starting in Germany, Austria, Switzerland, Italy, Spain, France, Belgium, the Netherlands and Greece. The distribution network will expand to other European countries in the course of 2021".

www.motron-motorcycles.com

NEWS BRIEFS

Provec Racing has announced Carla Grau Pi as the only female team manager in the WorldSBK paddock. With Ana Carrasco now ready for her assault on the 2021 WSSP300 title, this represents another first for women in the world of motorcycle racing. Her female colleagues inside the Provec organisation include KRT superbike team coordinator Silvia Sanchez and Communications Coordinator Eva Blaquez, plus tyre technician for Jonathan Rea, Mara Soto and in the design/creative team Txell Baró. Former WorldSBK rider Joan Lascorz has joined the Provec WSSP300 team as rider performance advisor to 2018 World SSP300 Champion Ana Carrasco.

The Motorcycle Industry Association in the UK has confirmed 4-12 December 2021 for the UK's biggest motorcycle show, Motorcycle Live in association with Bikesure Insurance, at the National Exhibition Centre (NEC) Birmingham.
www.motorcyclelive.co.uk

PIERER Mobility AG (KTM, Husqvarna, GasGas etc.) has announced guidance for 2021 after seeing market share gains in key motorcycle markets (USA, Australia and Europe). For the financial year 2021, sales of between €1,800m to €1,900m, an EBIT margin between 8 - 9 % and an EBITDA margin exceeding 15% are expected. It says it expects demand in the motorised two-wheeler sector to remain high, with a further increase in sales and operating profit compared to 2020. The operating margin in its motorcycle sector is expected to return to pre-crisis levels.

Hungary is set to join the MotoGP calendar from 2023, with construction of a new circuit slated to get underway this year at Debrecen, Hungary's second largest city. The centre piece of a planned motorsport hub, the venue is near the Romanian border, Slovakia and Ukraine.

The first results are emerging from Polaris' 2020 partnership deal with Zero Motorcycles in the form of an all-new 2022 electric RANGER utility side-by-side slated to debut in late December 2021, advancing the company's strategic rEV'd up electrification strategy. This full-size RANGER is the first EV Polaris has developed since that deal was announced in September last year, with models of the new electric RANGER due to start arriving in dealerships in early 2022.

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NEWS BRIEFS

After ADV events in Norway (2017) and South Africa (2019), Honda Motor Europe has postponed the 2021 edition of the Honda Adventure Roads experience that was slated for 30 CRF1100L Africa Twin riders for Iceland this year - new dates for 2022 are June 24 to July 4. With BMW hoping to take GS Adventure riders to Albania this summer, and KTM planning to tear up Western Greece, it will be interesting to see if Harley plays the "us too" game for such an undertaking in the future now that it hopes to be a player in the ADV space.

Daytona was Green this year as the Monster Energy Kawasaki team took a third consecutive sweep in round 9 of the Monster Energy AMA Supercross, an FIM World Championship. Staged at the Daytona International Speedway, Kawasaki riders took the sweep in both classes - with Eli Tomac capturing a record-tying fifth victory at Daytona Supercross.

Last year saw Airoh helmet equipped riders win eight world titles, taking the Italian brand past the century of World Titles mark to 103 championships in just 23 years - its first coming in 2005 when the then emerging talent of Antonio Cairoli won the MX2 title. Airoh still makes it a company policy to seek out and back younger, promising talent as well as established champions.

The advantages of hydrogen as an alternate fuel have been well understood for decades. The prohibitive issues have remained the expensive, energy intensive production at anything short of huge scale and its subsequent storage under very, very high pressure. Now a German research team at the Fraunhofer-Gesellschaft Institute for Manufacturing Technology and Advanced Materials (IFAM) in Dresden has come up with a product it is calling 'PowerPaste' that acts as a hydrogen storage medium - it sounds like a paste, it looks like a paste, it is a paste! The researchers claim that it would be an excellent emissions elimination solution for motorcycles and scooters.

Valencia, Spain headquartered Spanish parts, accessory, gear and apparel chain store operator Máximo-Moto is to open its first outlet in the United Kingdom.

'High-End' redefined?

In the hands of Frenchman Thierry Henriette since 2014, the legendary Brough Superior brand has been lovingly and expensively curated to reinvent the concept of exclusive 'high-end' motorcycles for the 21st century with a series of handcrafted models as an homage to the original Brough Superiors - the first motorcycles capable of over 100 mph.

After relaunching Lawrence of Arabia's legendary S.S.100 and collaborating with Aston Martin to create the only existing bike to carry the luxury car maker's brand, Brough Superior decided to take it up a level with the 'Lawrence'.

Handbuilt with the best available materials - titanium, carbon fibre, aluminium - the 'Lawrence' leveraged the strong local aerospace industry supply chain the company has nurtured near its Toulouse, France headquarters. The 'Lawrence' would have made its debut at EICMA in November 2020 if the show had been able to go ahead, but is now ready to be released to the public this month.

Forever associated with the original Brough Superior brand, Lawrence of Arabia - aka Thomas Edward Lawrence

or T.E. Shaw when he enrolled in the British Royal Air Force - famously owned seven Brough Superiors - indeed he lost his life on one in 1935 in the country lanes near his home in rural Dorset, England.

"This new model represents a milestone for Brough Superior. Inspired by the mechanical architecture of the S.S.100, the 'Lawrence' has unique curves that were only possible by using carbon fibre. The frame is in titanium, and its fork is a 'Fior' type - an aluminium casting fork with twin-articulated triangular titanium links and preload and rebound adjustable monoshock. There is 24.6 degrees of head angle/trail with 108.3 mm trail via 37.1 mm of fork offset. The gearbox is 6-speed with a hydraulic multiplate oil-bath clutch.

The 997 cc water-cooled 102 bhp/87 Nm (64 ft-lb) torque Euro 4 engine has been entirely developed in-house at Brough Superior - it is a DOHC 88° four-stroke V-twin with four valves per cylinder and a composite chain/gear cam drive; the compression ratio is 11:1; it has electronic fuel injection with Synerject ECU and 2 x 50 mm Synerject throttle bodies, each with a



single injector.

The rear suspension features a cast aluminium swingarm pivoting from the engine crankcases, with a monoshock adjustable for preload and rebound with a progressive rate link that gives 130 mm travel.

The brakes are made in France by Beringer; it has 7-spoke machined aluminium 19" front and 17" rear wheels and weighs in at 200 kg (410 lbs).

Only 188 of these special editions will be produced - the number recalling 1888, the year of Lawrence's birth. The price? Well, actually, as handcrafted limited edition luxury top-end specials go, it isn't the six figures plus one might have expected at a mere €66,000.

Honda - Q3 and nine months to December 2020



For the third quarter and first nine months of its current financial year (the period to December 31st, 2020), Honda has reported motorcycle sales revenue down by 39.3bn yen at 490.8bn for the period.

"Although sales are recovering in many countries, sales revenue experienced a year-on-year decrease due primarily to decreased sales, mainly in Asia." However, its segment operating profit was only down by 1.8bn yen at 72.7bn as a result of "cost reduction efforts and control of SG&A expenses (Sales and General Administration) - this was despite a decrease in profit related to changes in sales volume and model mix". Total Honda Group motorcycle unit sales were 4.269 million units for Q3 (from 5.019 million in the year-ago quarter); consolidated total unit sales were 3.019 million (down

modestly from 3.190 million units in Q3 2019).

For the nine-month period, Honda Group motorcycle unit sales were 10.591 million units (-29.6% from 15.038 million units for the year-ago period), with Asia responsible for around a third of that decline.

Group motorcycle unit sales in Europe were 159,000 units for the nine-month period, down by some 27,000 units from the 186,000 sold in the first nine months of 2019. North American sales were 240,000 units (up from 221,000 in 2019); domestic Japanese unit sales were also up by 1,000 units at 155,000 for the nine-month period. Honda's largest market in Asia remains India, where sales were 2,643,000 units, some two thirds of the 2019 period. Total global consolidated unit sales were 7.263 million for the



32-year-old Argentinian Kevin Benavides claimed his first Dakar Rally win in January on his CRF450 RALLY factory bike, with 2020 winner Ricky Brabec (USA) second - giving Honda its first 1-2 victory since 1987, and its second successive win in the deserts of Saudi Arabia. 2021 marked the 43rd edition of the Dakar Rally, which was first held in 1979 (then known as the Paris-Dakar Rally). Honda first competed in the Dakar in 1981, scoring its first win in 1986 (the first of four consecutive wins) with the NXR750. The company left Dakar competition in 1990 and returned in 2013 (when the Dakar was held in South America) with the CRF450 RALLY. *Benavides did not compete in 2017 due to injury. He was second overall in 2018, fifth in 2019 and 19th in 2020.

nine-month period (from 9.732 million for the year-ago period). For the nine-month period, motorcycle segment sales revenue was 1,258,173m yen for a segment profit of 152,379m yen.



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NEWS BRIEFS

Piaggio's Aprilia SXR 160 scooter has been named "Scooter of the Year" in India by Autocar magazine. The Autocar Awards are widely considered the most prestigious in India, and Autocar the most authoritative magazine in a still crowded print and online media landscape.

Shaftsbury, UK based British GP2 Championship-winning Spirit Motorcycles (Rod McDonagh) has bought the internationally respected UK hub and sprocket manufacturer and wheel building business Talon Engineering. Former owner and Managing Director Rob Sartin, whose father George started the business in 1972, will stay on to assist with the transition.

Maxxis ATV and motorcycle tyres are now available to dealers in Europe from Wasserliesch, Germany based Parts Europe. Maxxis claims a 70% share of OE supply in the sport quad and ATV markets and is also a Tier 1 OE supplier to KTM and Husqvarna in the MX and enduro sectors.

Pirelli has announced a fourth generation in its DIABLO ROSSO tyre family - described as a "high-performance Supersports tyre" for "motorcyclists who love a more dynamic riding style - owners of Supersports, Hypernaked or crossover bikes who demand a high level of grip with precise feedback and great handling on different types of asphalt, in all weather conditions".

Yamaha consolidated business results for 2020 (full year to December 2020)

Yamaha has released its full year 2020 results with total corporate net sales for Yamaha Motor Co., Ltd.'s consolidated accounting period of 1,471.3bn yen (a decrease of 193.5bn yen or 11.6% compared with the previous fiscal year). In its 'Land Mobility Business' (essentially its motorcycles division) net sales were 946.5bn yen (a decrease of 173.4bn yen or 15.5% compared with the previous fiscal year) and operating income was 18.5bn yen (a decrease of 23.2bn yen or 55.7%).

The company said that "for motorcycles in developed markets, immediate total demand has recovered, but production was unable to keep up with the rapid pace of recovery and unit sales fell. In addition, temporary closures of factories in Japan and France lowered utilisation rates, which in turn led to decreased sales and profits.

"For motorcycles in emerging markets, total demand is generally trending toward recovery, but the lockdowns and restrictions on social activities due to COVID-19 have led to an economic slowdown, declining consumer sentiment and other effects, and this resulted in lower sales and profits overall."

Total unit sales in 2020 were 3.802 million units, down from 5.056 million in 2019. European unit sales were 180,000 units (modestly down from



186,000 in 2019); in North America unit sales were 56,000 units (down from 63,000); in Japan domestic unit sales were essentially 'flat' at 86,000 units (down from 88,000 in 2019).

Yamaha is forecasting strong unit recovery in 2021 at around 4.778 million, with Europe expected to account for just over 200,000 of those. 2020 net sales revenue in the 'Land Mobility' division was 9.465bn yen, down from 1,119.8bn in 2019.

Yamaha's Asian business lost ground with 3.077 million units sold in 2020 (against 4.271 million units in 2019). For differing reasons, Yamaha's sales or revenue, or both, were down in Indonesia, Philippines and Vietnam. Sales in Taiwan were up.

"India has seen total demand recover and sales of new models have been strong, with results from August onward exceeding those of the previous year.



"There has been a spike in demand for outdoor recreation products (recreational vehicles, ATVs, ROVs and snowmobiles) with greater sales seen in our principal markets, including the biggest market - North America - with sales and profits both growing.

"For electrically power-assisted bicycles, the impacts of the COVID-19 pandemic in Japan brought about production delays and the ceasing of sales work, resulting in lower complete bicycle unit sales and thus lower sales numbers. However, an increase in sales of e-Bike system kits improved the model mix, bringing in higher profits." In other news, Yamaha has announced that it is to rationalise its production footprint in Japan, consolidating and relocating the motorcycle production

Sources: AMID, IDN, FT, Reuters, PSB, MPN, BDN, MCN, AP, Bloomberg, MSNW, Electrek, electricmotorcycles.news, RideApart.com, Motor1.com, CycleWorld, motorbikewriter.com

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Yamaha has concluded the sale of its Motori Minarelli subsidiary to Fantic.

roles of the Hamakita and Nakaze factories (both in Hamamatsu City) to the Iwata main factory. The company has been reallocating the production duties of its Iwata main factory and other surrounding factories since 2020 with the aim of improving production efficiency and market adaptability as part of a global structural reform of its production

bases. The consolidation and relocation work for these two factories will begin in stages from 2022 and is scheduled for completion in 2024 when Hamakita will close, reducing the number of motorcycle and marine engine production bases around the headquarters from the current six to five.

Yamaha YZF-R7 returning for 2022

By Ben Purvis

An original 'OW02' Yamaha YZF-R7 would likely cost around €40,000,00 - assuming you could find one - but Yamaha is to revive the name for a much more affordable 2022 model. The R7's reputation and price far exceed its achievements. Just 500 were made in 1999 with the specific aim of winning the WSB title, but despite the heroics of Noriyuki Haga, it never achieved that goal. That has not stopped the R7 being far more appreciated and prized today than title-winning contemporaries like the Ducati 996 or Honda VTR1000SP. As such, Yamaha is taking a risk by reusing the name on a new model which, unlike its exotic, race-focussed predecessor, will be based on the relatively workmanlike MT-07. We know this because while Yamaha has made no official announcement, the R7's name and details have emerged in emissions test certifications for the firm's 2022 model range. Documents from the California Air Resources Board (CARB) list two versions of the bike as 2022 models - the YZF-R7 NCB and YZF-R7 NCL. They



are technically identical, with the last three letters merely representing paint options and the model year, the 'NCB' is a 2022 bike in Raven Black, the 'NCL' is the same machine in Team Yamaha Blue. The new R7's emissions are identical to those of the MT-07, confirming that the engine is unchanged - with 72.4 hp and 49.4 lb/ft - even using the same exhaust system. In turn, that suggests the bike's chassis, suspension and weight (around 184 kg) will also be MT-07 based.

As such, the new YZF-R7 is expected to be quite simply an MT-07 with dropped bars, rearset footpegs and a full fairing, creating an instant rival to parallel twin sports models like Kawasaki's Ninja 650 and, to a lesser extent, the more exotic Aprilia RS660. Since it's the first '2022' Yamaha to have been certified by CARB, there's a strong chance that the new YZF-R7 is scheduled for an early launch, potentially reaching dealers before the end of this year.

NEWS BRIEFS

Yamaha Motor Corp. will return as an Official OEM Partner for the upcoming 2021 AFT season. Yamaha says it is "well positioned to enjoy a powerful AFT campaign with potential 'bLU cRU' race winners and title contenders in all three classes." The company is increasing its contingency with a combined \$472,000 available across all three classes, will serve as the entitlement sponsor for its home race, the Yamaha Atlanta Super TT at Atlanta Motorsport Speedway, on May 1, 2021.

In global terms, EU nations are leading the 'drive' to make hydrogen power an easier and more economic alternate to electric (under certain circumstances), with plans to install 40GW of electrolyzers this decade - equipment to produce emissions-free hydrogen using water and renewable power. The EU currently has less than 0.1GW of electrolyzers. It is betting on a rapid scale-up to decarbonise steel production, heavy transport and chemicals, the latter of which already uses hydrogen produced from fossil fuels. At present, production of 1 ton of steel results in 1.8 tonnes of carbon dioxide (and other waste products and toxics).

In what has been described as a "shock finding", a French risk-assessment study has said that a five-year lane-splitting trial caused a 12% increase in motorcycle crashes, so the French authorities have not legalised filtering. The study found that while riders were less likely to be rear ended, there was an increase in motorbikes running into the backs of other vehicles.

Sources: AMD, IDN, FT, Reuters, PSB, MPN, BDN, MCN, AP, Bloomberg, MSNW, Electrek, electricmotorcycles.news, RideApart.com, Motor1.com, Cycle World, motorbikewriter.com

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Benelli

By Ben Purvis

The onslaught of new bikes from Benelli and its Chinese parent Qianjiang is showing no sign of slowing down, with several additional as-yet-unlaunched new machines (seen in Chinese type-approval certifications) likely to start reaching European showrooms at some stage this year.

After slow progress following its buyout by China's Qianjiang, Benelli has now started to develop its offer rapidly and has topped the sales charts in Italy with the TRK 502 and had a good reaction to the Leoncino 800. In China, Qianjiang has used the Benelli building blocks to create a whole new brand, QJMotor, that launched in 2020 with a fast-growing model range that gives strong hints at the direction of travel for future Benelli-branded models in Europe.

Benelli TNT600

The first four-cylinder Benelli since the Quattro of the 1970s, development of the TNT600 (also sold as the BN600) began before Qianjiang took control in 2005, but spent years in limbo before reaching production in 2014. In Europe, the model was short-lived, falling foul of Euro 4 emissions limits, but it sold well in India and Asia, as well as providing a foothold in the US market. Now it appears set to return in Euro 5-approved form with this revamped design.

Although based on the earlier model,



the update features an LED headlight and TFT dash - both items that appeared on the 2020 model in India - but also gains restyled side panels flanking the radiator, a new seat unit and a sharper-looking tail section. There are technical updates, too. The Chinese documents confirm the bike at least meets the latest emissions rules in the country - equivalent to Euro 4 - and the presence of ABS and the use of the Benelli name suggests Europe is its eventual target market. The engine is rated at 80 hp, putting it on a par with earlier versions despite its improved emissions performance. European suspension and braking parts also feature, including Brembo calipers and forks that appear to come from Marzocchi - a brand that Qianjiang already favours for its QJMotor models. A new aluminium swingarm, shared with the TNT600's Chinese-market cousin, the QJMotor SRK600, replaces the old tubular steel design.

Benelli 302R



Another Benelli model that's disappeared from European markets in recent years, the 302R (Tornado 300 in some markets) always looks slightly overweight for a small-capacity sports bike, not helped by a wide headlight that emphasised its broad nose. The new version seen here might share the old bike's chassis and 35 hp parallel twin engine, but it addresses the styling problem with a new front fairing and vertically stacked headlight design.

The transformation is impressive, particularly since the side panels and fuel tank are carryovers from the previous model. A new seat unit cleans up the rear end design, and once again we get the tell-tale ABS sensor ring on the front brake to confirm that the mandatory in Europe anti-lock is now fitted. It's not just visually slimmer either, as the approval documents show a 'wet' weight of 182 kg, 8 kg less than the old 302R.

QJMotor SRT600 (600 cc adventure bike)



Benelli's 'QJMotor' sister brand is aimed at the Chinese market but offers unusually high-specification machines that are closely related to European Benelli models. Recent filings show several new machines, starting with this 600 cc four-cylinder adventure bike - likely to be called the SRT600. Borrowing its frame and the 80 hp four-cylinder engine from the Benelli TNT600 (also used on the QJMotor SRK600 naked bike and SRG600 sports model), the SRT600 combines them with a completely different, adventure-inspired look. The styling is much like that of the smaller SRT500, itself derived from Benelli's TRK 502, and it suggests that it would take little more than a badge-swap for this design to become a mid-sized Benelli TRK 600.

QJMotor SRK700

While every QJMotor model to have

been officially launched so far has been closely related to an existing Benelli, this new design - the SRK700 - breaks that mould.

Like the other models seen here, its existence is confirmed by a type-approval filing in China, revealing an



unfamiliar engine and chassis, although the bike itself is clearly a production-ready machine.

The engine is a 693 cc parallel twin, built by QJMotor's Qianjiang parent company. Both its visual appearance and its capacity are a close match to the twin used on rival CFMoto's upcoming 700CL-X. Performance-wise, it's good for 75 hp and weighs in at 192 kg complete with fuel. Given the fact that QJMotor and Benelli share the same engines and frames for other models, it is quite likely that a Benelli-branded European version of this bike could be on the way in the future - especially given the use of high-end European components from the likes of Brembo.

QJMotor SRG350

Another new QJMotor that breaks with the trend of being a rebodied Benelli is this faired sports bike, likely to go under the name SRG350.

Built around a 350 cc parallel twin that's loosely based on the 300 cc Benelli 302S's engine, it features a new tubular steel frame allied to a banana swingarm, all wrapped in styling that goes a long way to dispelling lingering doubts that Chinese companies can't compete



PURE RACING MK3





with Japanese or European firms when it comes to appearances. The satin gunmetal and orange paint scheme even manages to avoid the taste transgressions of most Chinese market sports models. It's a higher-spec (and better looking) machine than the

revised Benelli 302R sports bike that has also emerged via type approvals. Specs have yet to be seen, but QJMotor has also been spotted testing a smaller 250 cc sports model alongside this 350 cc machine that features a single-sided swingarm.

Energica in AI project partnership

Italian high-performance electric sport bike manufacturer Energica Motor Company has started a technological collaboration with Cellularline and Alascom for an innovative AI project - one that will be developed on Energica motorcycles, but can easily be adapted to any electric vehicle. The project is aimed at developing a communication protocol between the Energica riders and Cellularline-Interphone products through the Alascom app downloaded on the mobile phone.

The rider, through the connection between the Alascom app and Ok Google or Hey Siri function of their phone, can interact with the bike thanks to the Interphone. The bike will reply by Bluetooth and the rider will be able to hear it through the Interphone.

"Artificial Intelligence is a rapidly growing trend, especially in the interaction between rider and vehicle," said Giampiero Testoni, CTO Energica Motor Company S.p.A.

"We have been pursuing innovation for years, and thanks to this innovative communication protocol, the rider can easily find information on his/her vehicle without distractions. For the development of this project, we relied on industry leaders such as Cellularline and Alascom."

"Innovation and safety have always distinguished Interphone products," says Emilio Sezzi,

Group Chief Operating Officer Cellularline S.p.A. and Interphone B.U. Director.

"We are confident that the collaboration with Energica and Alascom will result in increasingly high-performance solutions dedicated to motorbikers, so that the aim on two wheels is to enjoy the ride."

"A riding experience with a new dimension," says Marco Scuri, CEO Alascom S.r.l. "Alascom uses Artificial Intelligence to create a voice assistant for the Energica bike with intuitive voice commands to check and control the essential features of the bike. Alascom is convinced that the partnership with Energica and Cellularline will lead to a new driving experience."

In other news, at the end of February Energica announced that its 2021 order book was already 49.7% of the value of its full year 2020 business (at over €2.9m in orders), with 30% of them coming from USA.

The company's north American HQ recently relocated to a new 330 sqm facility in South San Francisco and now has 12 dealers in USA, the newest of which is Energica of New England outside Boston at Gardner, Massachusetts. New England has seen a doubling of electric vehicle ownership (to 30,000 EV in operation) and new charging station construction (there are now nearly 6,500) in the last two years. Massachusetts is the third richest state in USA and has



ENERGICA

committed itself to having 300,000 electric vehicles on the road by 2025, which would be around a 23% share of new car purchases in that year.

The first batch of MY2021 Energica models (which have already been sold) left the company's Modena, Italy HQ for USA in March.

Energica continues to raise capital, including an equity investment (1.6 million shares) worth some €11m by New York based Ideanomics - a NASDAQ listed global company that specialises in facilitating the adoption of commercial electric vehicles and supports next generation financial services and fintech products on a sales-to-financing-to-charging (S2F2C) basis in high growth potential markets.

In Italy, Energica has deepened its international partnership with Total Lubricants. Total Italia has chosen the Energica HQ at Modena as the first location for the installation of 11 of its latest generation 22 kw charging stations at the factory.

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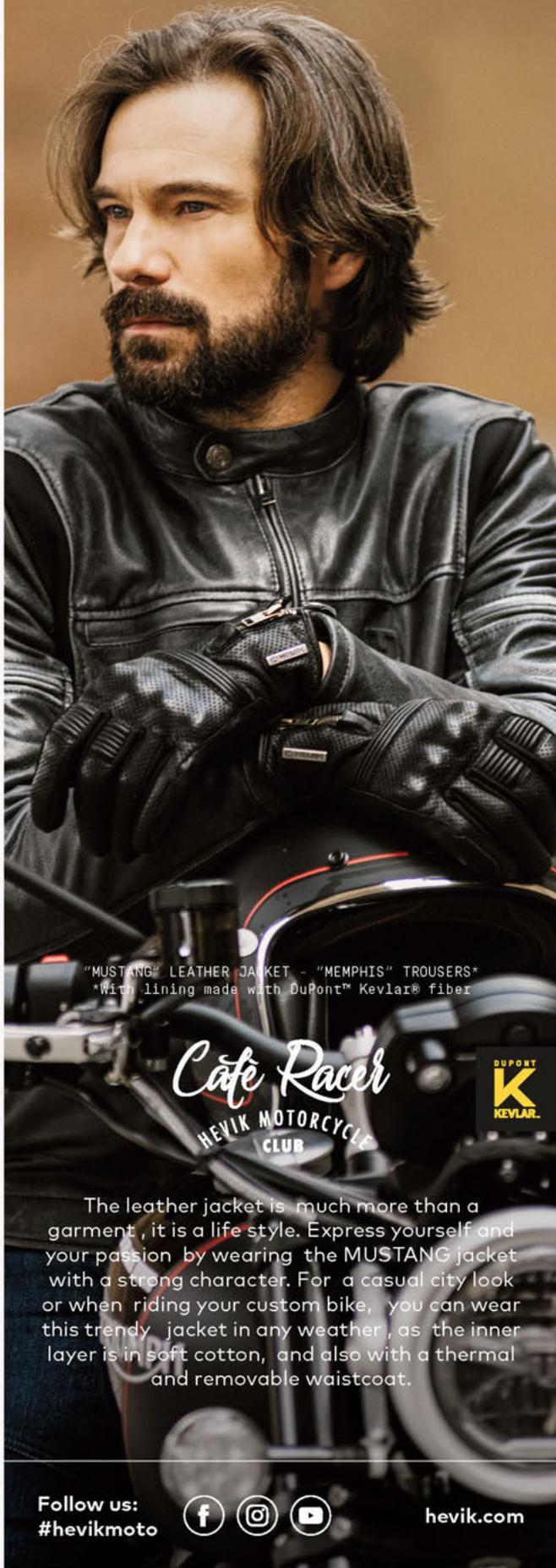
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THE BRADLEY REPORT

Piaggio sees strong recovery in second half of 2020



Piaggio's full year 2020 financial results showed consolidated revenues of € 1,313.7m (-13.6% on the € 1,521.3m achieved in 2019), however, the second half of 2020 showed consolidated net revenues marginally up 1.3% compared to the second half of 2019.

Gross industrial margin was €372.4m (€ 458.8m in 2019), which was 28.3% of turnover (30.2% in 2019). Ebitda was €186.1m (€227.8m in 2019); Ebitda margin was 14.2% (15% in 2019). The operating result profit (Ebit) was €70.9m (€104.5m in 2019); Ebit margin was 5.4% (6.9% in 2019).

Profit before taxes was € 50.2m (€ 80.7m in 2019); net profit was € 31.3m (€ 46.7m in 2019). Net financial position was €423.6m, an improvement of €125m compared to the €548.6m in 2019, which Piaggio says was due to the "positive trend in sales recorded in the second half of 2020 and the careful management of capital".

Total Piaggio Group vehicle sales were 482,700 units worldwide (611,300 in 2019). The company made some €140.4m of investments, around the same as in 2019.

In response to these results, the Standard & Poor's credit agency upgraded its rating for Piaggio Group to B+, stating that "the Piaggio Group's results for 2020 outperformed our former forecast thanks to significant recovery in operating performance during the second half. The positive outlook reflects our view that the next 12 months will see Piaggio's operating

performance materially recover from a challenging 2020".

In two wheel terms, the Group sold 384,700 two-wheeled vehicles worldwide in 2020 (-3.7% compared to 399,600 in 2019), for a net turnover of € 1,040.9m (-1.3% compared to €1,055m in 2019). The overall decline recorded was mainly due to the decrease in India.

Sales in the EMEA and Americas markets were slightly up (+0.6% units) against a slight decrease in turnover (-3.1% at constant exchange rates); the Asia Pacific area was up strongly by +9.4% in unit terms.

In Europe, the Piaggio Group further strengthened its leadership in the European two-wheeler market in 2020, reaching an overall share of 14.2%. "A significant increase in motorcycle sales and the excellent results obtained in the scooter segment contributed to this result, with a share of 24.0%."

Sales volumes of the Piaggio Medley increased by almost +40%; the Vespa brand recorded a "positive trend overall", with volumes growing by more than +20% in Germany, the Netherlands, the Americas and various Asian countries; the Vespa brand has "momentum" in China, where sales more than doubled.

In the motorcycle sector, Piaggio saw growth in sales for the Moto Guzzi V85TT Enduro, the Moto Guzzi V7 (+26% in the second half of the year), the Supersports Aprilia RSV4 and the new Aprilia RS 660, with the "constant growth of the range" continuing with the Aprilia SX 50 and 125 cc models.

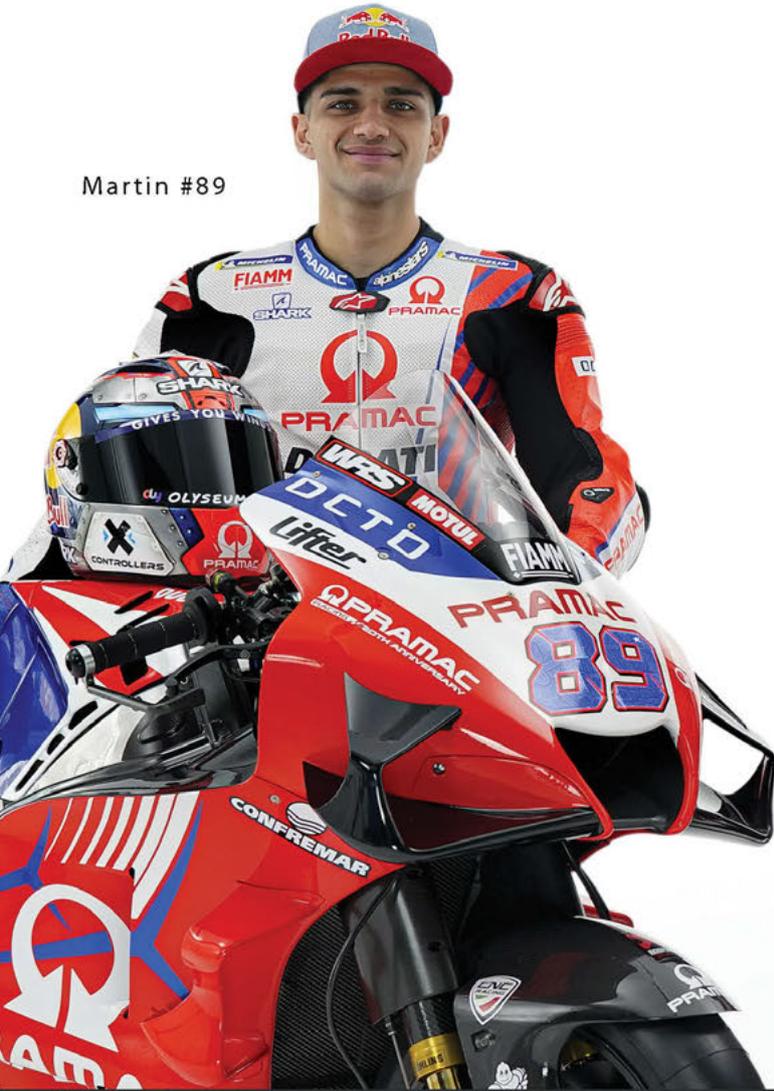
On sale in 2021 only, Piaggio is marking the 75th anniversary of the Vespa brand with special edition Primavera (50, 125 and 150 cc) and GTS (125 and 300 cc) models. The first patent for Vespa was filed on 26th April 1946, setting in motion one of the cultural phenomena of the 1950s and 1960s. Buyers will receive an exclusive anniversary welcome kit that includes an elegant Italian jacquard silk scarf with handsewn hems, a vintage steel Vespa plate, a personal Owner's Book and eight collector postcards with images from the eight decades of the Vespa story.



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CFMoto - ZEEHO electric scooter concept

By Ben Purvis

CFMoto (ChungFeng) is increasingly making its mark as the spearhead of the Chinese bike industry's push into the wider world, and now the firm is adding electric power to its armoury with the launch of its ZEEHO brand. While other mainstream bike companies talk a good game where

electric models are concerned, making positive noises but stopping short of diving headlong into the field, CFMoto has the advantage of a city-bound Chinese buying public that's already accepted battery power as a viable option. As such, its first ZEEHO model is



ZEEHO Cyber concept

300GT-E



promised to be a scooter aimed squarely at urban users. Called the Cyber, the first ZEEHO machine is still officially a concept bike, but apart from a handful of typical 'concept' details, it's likely to be a close approximation of the company's first showroom electric offering.

Spec-wise, the Cyber packs a 'Cobra' motor that's rated at 10 kW - just under the 11 kW limit for learner status riders - with 92% efficiency in converting electricity into drive. As with all electric bikes, that's a 'continuous' power rating, suggesting a peak power, available for short

bursts, that might be significantly higher.

It's driven via a 4 kWh, pouch-style lithium-ion battery for a range of more than 80 miles between charges. Addressing longevity concerns, the battery is claimed to be good for 2,500 charge cycles, adding up to a 200,000-mile lifespan, and it's designed to operate in ambient temperatures anywhere from -20° to 55° Celsius. What's more, the firm says it can be charged to 80% full in 30 minutes.

In typical electric motor fashion, the Cobra unit puts out vast amounts of torque from minimal revs, with a peak

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300GT-E civilian version



of 213 Nm, enough to take the Cyber to 30 mph in 2.9s and on to a top speed of 68 mph.

Given CFMoto's close ties to KTM, the Cyber gets styling from Kiska Design - the company that's sculpted all the latest-generation KTM's and CFMoto models - and European components including Bosch traction control, Brembo brakes and Pirelli tyres.

Since it's officially still a concept bike, CFMoto has added some typically tech-laden ideas, including a 360° warning system using six cameras, plus an augmented reality helmet and voice control, as well as more real-world kit like keyless start and app-based diagnostics.

The first production ZEEHO model is due later in 2021, and the firm has said that while it's launched with a concept scooter, a whole array of scooters and bigger motorcycles will follow.

One of those future machines is likely to be a close relation to another electric CFMoto that's debuted in China, a battery-powered motorcycle that's being offered to the country's police forces in response to a government tender for such a vehicle. Called the 300GT-E, it features a 10.5 kW motor from Blue Stone New Power, claiming 94% efficiency and a peak output of 18 kW (24 hp). That puts it roughly on a par, performance-wise, with a 300 cc single.

The 300GT-E has already achieved type approval in China, with a quoted top speed of 75 mph, a curb weight of 225 kg and a range of 93 miles between charges. As is the norm for electric bikes, the motor drives through a simple reduction gearbox, with just one ratio, and a belt takes power to the rear wheel. With no need for a clutch, the back brake is on the left bar, leaving no foot controls.

Unlike the Cyber scooter, the 300GT-E doesn't try to dazzle with concept bike gadgetry. There's ABS, of course, along with traction control and three riding modes - sport, eco and street - while the 7in TFT dash also gives Bluetooth smartphone connectivity for calls, music and navigation, just like so many of 2021's petrol-powered machines. CFMoto already has a dominant position as the supplier of Chinese police bikes, with the firm's 650TR-G tourer the most commonly used model, and the all-new, KTM V-twin-powered 1250TR-G launched last year as a new high-performance alternative. Those police contracts have previously led to the development of consumer versions of the same bikes, so a showroom version of the 300GT-E is very likely to become one of the models offered under the new ZEEHO brand name.

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KTM owner agrees strategic battery cooperation with VARTA

KTM owner PIERER Mobility AG, headed up by Stefan Pierer, has agreed on a strategic cooperation partnership with Graz, Austria based VARTA - which is headed up by another well-known Austrian entrepreneur, Michael Tojner.

The two want to "cooperate more closely in the e-mobility sector and thus send a strong signal in and from Europe with highly efficient battery systems in the electric two-wheeler sector".

VARTA AG is described as the leading European manufacturer of Li-ion cells and a "global innovation and technology leader". As the largest European Powered Two-Wheeler manufacturer, the cooperation partners "see great potential for the development of a platform battery for light electric vehicles in the field of 48 V technology with peak outputs of up to approx. 20 kW.

"With VARTA Innovation in Graz, we are strongly positioned for VARTA AG's materials research and development in Austria. The site is being massively expanded to drive the development of large battery cell formats for electromobility," says Tojner, CEO of the Montana Tech Components AG group of companies, the majority owner of VARTA AG.

Stefan Pierer, CEO of PIERER Mobility AG, said: "Through our innovative strength, we see ourselves as a technology leader in the two-wheeler sector in Europe and want to set the tone especially in the development of two-wheeled electric vehicles."



The focus of the cooperation between VARTA and KTM is the development and industrialisation of low-voltage battery platforms for vehicles from 250 W to 20 kW peak power, which achieve a high range and performance.

In other news, PIERER Mobility has announced that it is to "strengthen its strategic cooperation" with Bajaj Auto of India "in the development of electric products in the two-wheeler sector to meet the growing demand for innovative e-mobility concepts".

The two originally joined forces to make a "sizeable and relentless footprint in the international motorcycle industry" and, after 15 successful years, the two companies have decided to "jointly explore the zero tailpipe emissions, low maintenance and long-lasting benefits of light electric vehicles in urban settings and dense metropolitan areas. "This renewed strategy will centre on the development of common electric platforms to deliver the advantage of scale, regarding all critical components, allowing both companies to quickly and effectively adapt to evolving customer needs globally".

Following the company's commitment

to the Swappable Battery Consortium (with Honda, Yamaha and Piaggio and cooperation agreement with VARTA), part of this remit "involves an open approach to all battery opportunities, aiding the parallel advantage of both fixed and swappable solutions". PIERER Mobility states that "moving at pace, the initial output from this manufacturing impetus will see the first of these shared platform vehicles beginning of 2022".

The company has also confirmed its record results for 2020 with 326,471 motorcycle and e-bicycle unit sales and revenues modestly up over 2019 at €1,530.4m (previous year: €1,520.1m). It says it sold 212,713 KTM motorcycles, 49,046 Husqvarna models and (already) 8,648 GasGas units. The e-bike division delivered exceptional sales growth of more than 33% with the sale of 56,064 HUSQVARNA and R RAYMOND branded e-bikes (2019: 41,993). PIERER Mobility says that with its three motorcycle brands, the Group further expanded its presence in the key motorcycle sales markets, increasing its market share to 12.7% (previous year: 11.0%).

For the 2021 financial year, the Executive Board expects revenues of



Stefan Pierer, CEO of PIERER Mobility AG: "As a technology leader in the two-wheeler sector in Europe we want to set the tone in the development of two-wheeled electric vehicles."

between €1,800 - 1,900m, an EBIT margin of between 8 - 9% and an EBITDA margin of over 15%.

Meanwhile, European type-approval registration has revealed that a **third KTM 1290 Super Adventure model** is due at some stage this year. A 'standard' base model, it will sit below the already-revealed Super Adventure S and Super Adventure R as an "entry level" machine in the 2021 SA line-up in price and spec terms. Simply called the 1290 Super Adventure, it shares its appearance and dimensions with the 'S' version, with the same wheelbase and length denoting the use of 19in front and 17in rear wheels instead of the off-road-oriented 'R' model's 21in and 18in rims. However, since the entry-



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Super Adventure S



level machine won't have the S's high-spec WP-SAT semi-active suspension or radar-assisted adaptive cruise control, it's 5 kg lighter, with a ready-to-ride weight of 240 kg including a full tank of fuel. In comparison, both the 'S' and 'R' come in at 245 kg in the same state. The 'S' gains weight due to its electronic extras, while the 'R' - which lacks the radar and active suspension - features crash bars that increase its mass.

All three models will share identical engine specifications, with even the base machine getting the 1301 cc, 158 hp version of KTM's LC8 V-twin to make it one of the most powerful adventure bikes on the market.

KTM is also thought to be due to unveil a **higher-spec version of the 1290 Super Duke R** - dubbed the 1290 Super Duke RR. Like the base level Super Adventure, the Super Duke RR has already been type-approved, so we know it's 10 kg lighter than the 'R' version, coming in at 200 kg wet. The paperwork also confirms a different exhaust - the Akrapovic carbon end can (currently on the options list for the R) will be standard on the RR, saving weight - even though it doesn't increase the power, which remains an impressive 177 hp. Lightweight wheels cut further kilos, along with a new seat subframe that's lighter than that of the standard bike.

GasGas goes EnduroGP racing in 2021

GasGas is to "further expand" its global racing activities by taking on the FIM Enduro World Championship in 2021, together with Andrea Verona.

"Leading GasGas Factory Racing into the EnduroGP series, the Italian has his sights set firmly on retaining his Enduro1 title on GasGas EC 250F machinery while also challenging the established stars of the overall EnduroGP class.

Together with Taddy Blazusiak, who will handle business in the FIM Hard Enduro World Championship, Verona will complete a formidable two-rider line-up".

Jumping into the world Enduro scene back in 2017, Verona made an immediate impact by

capturing the Youth 125 cc Enduro World Championship crown in his first full season of international racing. One year later, the youngster topped the 2018 FIM ISDE Junior World Trophy competition together with lifting the J1 Enduro World Cup title.

More recently, and following a rapid rise through the Enduro ranks, Verona claimed the 2020 Enduro E1 World Championship title at just 21 years old! Winning five of the eight days of racing that formed last year's series, he also secured third overall in the EnduroGP category. He was originally set to compete for KTM Italy in 2021 before getting the call-up from GasGas Factory Racing.



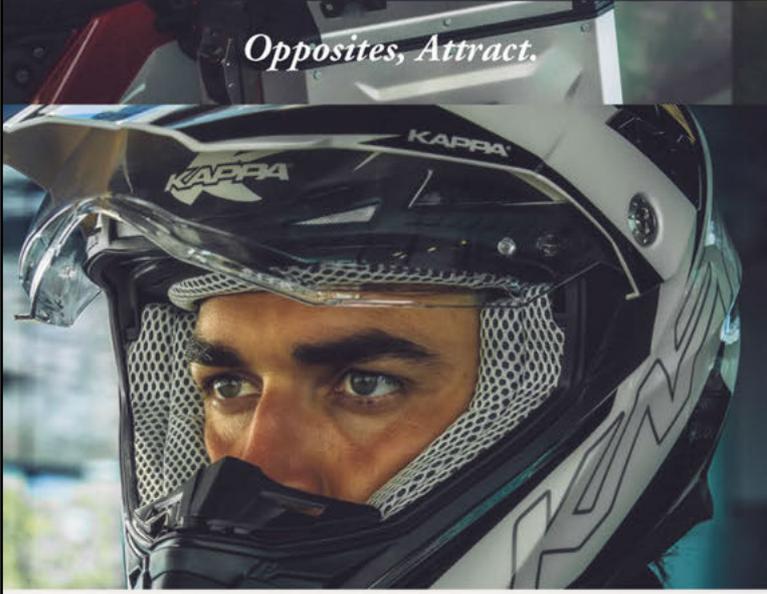


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Has Triumph found the Holy Grail?

The new motorcycle electric powertrain announced by Triumph may not yet be the "ultimate answer" to the meaning of electric mobility, the universe and everything, but increasing battery efficiency, power, energy density and range while reducing charge time is no 'small thing'!



IDN first reported on Triumph Motorcycles' plan to forge a collaboration with Williams F1 Advanced Engineering (WAE) division and other partners such as Integral Powertrain's e-Drive Division and Warwick University's world famous WMG (Warwick Manufacturing Group) in 2019.

Two years on, and the project - TRIUMPH TE-1 - has yielded its first results with the reveal of the TE-1 electric powertrain.

Described as an "advanced battery system that sets new standards for electric motorcycles", the all-new next-generation lightweight battery and e-powertrain system "raises the bar for electric bike performance, efficiency and range".

potential electric future and showcase the talent and innovation of this unique British collaboration.

"This important project will provide one of the foundations for our future electric motorcycle strategy, which is ultimately focused on delivering what riders want from their Triumph - the perfect balance of performance, handling and real world usability, with genuine Triumph character."

WAE is said to have provided "industry-leading lightweight battery design and integration capability, using its test and development facilities to deliver an innovative battery management system combined with vehicle control unit. At the start of the project, WAE identified appropriate cell technology and battery architecture to deliver the performance objectives set by the partners, namely the best balance between power and energy.

"The battery has been developed to bring two class-leading benefits - the



power and energy density". The all-new battery is said to have peak power of 170 kW and continuous power of 90 kW, with a capacity of 15 kWh. This enables the motorcycle to

The energy density of this new battery will be a significant step forward, giving the rider more power, for longer. And whereas existing technology limits performance at low levels of charge, our lightweight, compact solution gives the rider all of the performance all of the time - regardless of battery charge. It also delivers class-leading range.

'Bespoke electronic control unit combines battery management with bike controls'

deliver 130 kW of peak power and 80 kW of continuous power. "Class-leading system cooling combined with the optimum balance of power and energy means TE-1 can give the rider more electric power for longer and deliver outstanding performance regardless of battery charge. The 360 volt system also enables a fast-charging time of under 20 minutes (0-80%), which is combined with a market-leading target range.

"In a first for this market, the bespoke electronic control unit that combines the battery management system with the bike control functions, in one package, benefits packaging and integration whilst optimising performance and range. What's more, we have also reduced mass and optimised frame position to benefit handling too."

High performance battery expertise lies at the core of WAE. The company was the original supplier of batteries to the entire grid of FIA Formula E World Championship cars in 2014, a relationship that has been revived for the 2022-23 season with WAE being awarded the exclusive contract to supply the Gen3 battery system. WAE also supplies battery systems to ETCR and Extreme-E.

"WAE has optimised the battery module layout to balance mass and positioning within the prototype chassis taking into consideration centre of gravity, space and relationship with the powertrain and charging approach. A new and bespoke vehicle control unit has been integrated into the battery pack to minimise weight and packaging".

Dyrr Ardash, Senior Commercial Manager at Williams Advanced Engineering, said: "Through this innovative project, we are delivering next-generation battery technology.

IDN's Robin Bradley states: "If the claims being made for the new system are anywhere near accurate, then while the future will no doubt still need to see plenty more leaps forward, the Triumph/WAE TE-1 is an early win for the industry. The motorcycle market is much in need of a confidence boost where its electric future is concerned as it eyes the (so far) apparently competing and intractable issues of range and charge time."



An "advanced cell module specification" is said to realise an "optimum balance between battery power and energy. Industry-leading technology developed by WAE includes all-new battery management software and an integrated vehicle control unit".

Nick Bloor, Triumph CEO, said: "The completion of Phase 2, and the promising results achieved to date, provide an exciting glimpse of the

battery can deliver sustained power, matched to the consistent maximum power that the motor can give, whilst charging at a faster rate.

"WAE has also created innovative battery management software to ensure power is delivered in relationship to battery performance. The outcome of phase two for WAE includes a fully bench-tested battery with performance results that exceed any current technology in terms of

Ducati - positives in a complex year

48,042 motorcycles delivered, €676m in turnover and €24m in operating profit, equal to 4% of operating margin. The strategy of shifting upward the product range pays off as turnover per motorcycle grows again in 2020.

Claudio Domenicali, CEO of Ducati Motor Holding: "Even in the difficult 2020, Ducati remained profitable with a very positive cash flow, the best ever recorded to date."

Oliver Stein, CFO Ducati Motor Holding: "Financial stability is extremely important to support technological development, product and process innovation and Ducati Corse activities."

customers worldwide, limiting the sales gap compared to 2019 to -9.7%.

"The end of 2020 revenue reached a figure of €676m (2019: €716m) and the operating profit was €24m (2019: €52m), with an operating margin of 4%. Compared to 2019, sales growth was seen in China (+26%), Germany (+6.7%) and in Switzerland (+11.1%). Italy remains the largest market for Ducati, followed by USA.

"The turnover per bike figure has grown to €14,883/motorcycle (2019: €13,500), representing the highest value ever reached in the history of the company. This consistently reflects the strategy of evolving the product range towards the highest and premium part



Ducati Scrambler
Desert Sled Fasthouse



Ducati says it closed out "a challenging 2020, reinforcing the solidity that Ducati has demonstrated in recent years. Despite the complex global situation and the seven-week halt in production right at the peak period of the season, 48,042 (2019: 53,183) motorcycles were delivered to

of the market."

Claudio Domenicali, CEO Ducati Motor Holding, declared: "2020 was indeed a challenging year, but we are satisfied with our financial performance throughout. Thanks to rigorous discipline, we were able to reduce fixed costs, thus limiting the

DUCATI



Claudio Domenicali, CEO Ducati Motor Holding: "Thanks to rigorous discipline, we were able to reduce fixed costs, thus limiting the drop in operating margin; reducing inventory had a positive effect on cash flow, which is the best ever recorded."

drop in operating margin. At the same time, vastly reducing inventories had positive effects on cash flow, which is the best ever recorded to date. Investments in new products were not compromised and this paved the way for a positive outlook for Ducati in the future.

"A heartfelt thank you goes out to the women and men of Ducati who, every day, with passion and dedication, contribute to the company's strength and success even in this very complex and tough year."

Production of the new Monster underway

Production of the new Monster has begun at the Ducati factory with MotoGP riders Pecco Bagnaia (Ducati Lenovo Team), Enea Bastianini and Luca Marini (Esponsorama Racing) among the guests to witness the first model being built.

It was due to be available in all Ducati dealerships starting from April 2021, along with a reduced version for A2 licence holders. "Lightweight, compact and essential - the Monster is a nexus of fun that is able to satisfy both the youngest and the most experienced riders".

With over 350,000 units produced and distributed throughout the world, the Monster family is the best-selling and the longest running in Ducati's history. There has been some adverse criticism of the new shape for the Monster, with the classic silhouette and trellis frame gone, but it is hard to argue with its positioning and performance - even if it does now look more like an MV Agusta than the 'Monster' that did so much to help turn its fortunes around.

The heart of the bike is the 937 cc L-twin Testastretta 11° engine with desmodromic distribution, which makes the Monster "sporty and fun". Maximum power stands at 111 hp at 9,250 rpm with a torque of 9.5 kgm at just 6,500 rpm. "Thanks to the increased displacement compared to the 821 cc version, torque has improved at all revs, particularly in the all-important medium-low range".



50.6 'Sport Deep' full-face helmet

A limited edition of GIVI's well-known 50.6 technopolymer helmet, the 'Sport Deep' line "boasts significant technical and aesthetic innovations including new graphics in six different two-tone versions with a 'brushed metal effect', a second 'special' visor provided as standard and a rapid cheek-pad release system", according to the company.

A significant technical overhaul sets the 'Sport Deep' Limited Edition apart from the basic 50.6 version, including a micrometric strap with a steel hook as standard, a new rapid cheek-pad release system, compatibility with Pinlock Max Vision lens (included) and a second colour-matched 'special' visor, also included.



As standard, all lines of the 50.6 full-face helmet feature two shell sizes, hypoallergenic and fully removable interiors, a smoked sun visor, nose guard and wind deflector.

The weight varies from 1.39 kg to 1.49 kg depending on size. Ventilation is by front air vents, two at the top and one on the chin guard, and two rear extractors. The design features "saturated and fluorescent shades, geometric lines with a futuristic appearance", and the available colourways are matt black/red, matt black/yellow, matt military green/yellow, red/blue, matt black/silver and Italy (green/white/red).



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'Texas' motorcycle jeans

New from Spanish manufacturer Rainers Sports are these slim fit motorcycle jeans made from "very comfortable elastic cotton fabric with CE memory foam protectors in the knee and hip area". They have zippers in the lateral of the knee area to insert and remove the protectors, and there are Kevlar fabric reinforcements at the knees and hips. They are also available in a slim fit women's version called 'Alexa'.



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MIVV - unique exhaust design for Brutale 800



Celebrating 50 years in business does not mean it is time to stand still! Italian manufacturer MIVV has added this stylish new exhaust for the three-cylinder MV Agusta Brutale 800 - the word "unique" is often over-used, but not this time!

In what can only be described as a major understatement, MIVV says its design is an "ad hoc" solution that is a "highly seductive alternative to the stock exhaust design".

Added to the MIVV 'Speed Edge' line for systems with horizontal muffler configurations, button-style locking screws couple the lateral silencer to the three "salami slice" style outlet tubes with race-style mesh grills.

Initially released in Euro 4 configuration, at the time of publication, Euro 5 production is also already underway. Both are manufactured in AISI 304 stainless steel; two finishes are available - "Black Moon" (the dark one) and "Pearled" (the light one). The system retains the original MV catalyst, and although the three-outlet style is not entirely new thinking - the stock exhaust uses a similar design - as far as we here at IDN are aware, securing each outlet individually to the horizontally mounted muffler body rather than routing them from a single common connector pipe is new. Either way, on the Brutale it certainly looks "dramatic"!

In addition to looking great, the design has produced a considerable weight saving (-3.5 kg compared to



the OEM exhaust) and a significant increase in performance - the bench test data show +4 hp at 11,200 rpm and + 2.2 Nm at 8,800 rpm.

This and other MIVV exhausts are available from distributors, including Moto GB Distribution in the UK, Andreani Group in Italy, Bihr in France and Belgium, MDI in the Netherlands, MIVV Espana and others.

MIVV S.P.A.
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Falco style for men and women



'Misty'

Italian specialist Gianni Falco's 'Misty' boots for women riders are made from selected full grain, oil- treated leather upper and have a "High-Tex" waterproof membrane as an inside liner. Protection comes in strong, reinforced toe, heel and ABS ankle cups.

"The double closure makes it super easy to wear the boots, besides adding a stylish touch to the design. Femininity and endurance are enhanced by the high-heeled rubber sole. The look of the 'Misty' boot can be more aggressive or feminine according to the colour chosen. This model is available in three tones - Brown, Black, Army".

Also seen here, for men, the 'Gordon' boot, also in full grain, oil-treated leather with "High-Tex" membrane, has ABS ankle cups and a "Goodyear" welted, high-grip rubber sole. The design of the boot is completed by the double closure with laces and zipper.

"The 'Gordon' boot is a unique and refined everyday boot with a vintage look".



'Gordon'

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Vertex updated 2-stroke pistons for 2021 applications



Italian specialist Vertex Pistons (VP Italia) has added to its range of 2-stroke piston options for off-road motorcycles up to 300 cc with the introduction of new versions for 2021 models. The new line of pistons, developed on MX World Championship circuits in collaboration with some of the leading factory teams, has four different ranges - Replica, Race, Pro-Race and, at the top of the line, Race Evolution - its best range for performance and reliability,



specifically for racing. Each range has a molybdenum disulphide coating that improves smoothness and conformity with the cylinder, which increases performance, durability and reliability by reducing friction, heat build-up and wear. These off-road pistons are available for all 2-stroke 2021 Beta, KTM, Husqvarna, GasGas, Kawasaki, TM and Yamaha models.

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PSI - EVO Sinter for UTV & SSV

As one of the largest manufacturers of brake pads, SBS has now introduced a full-range PSI upgrade compound for UTVs and SSVs.

"The new purpose-designed brake pad range called PSI - EVO Sinter is made of a new state-of-the-art conductive sintered performance compound, specially developed for the all-around (wet/dry) and all-terrain (leisure/race) UTV and SSV driving experience."

The new compound gives drivers a strong initial bite to enable instant brake feeling, easy modulation and powerful, consistent and reliable performance throughout the brake pad lifetime - "even under extreme conditions".

The new PSI brake pads also include NUCAP NRS technology on the back plate - a technology that secures an indestructible mechanical bond between the pad compound material and the backing plate.

SBS CSO Christel Munk Pedersen said: "With the PSI - EVO Sinter compound, we want to give UTV and

SSV drivers the ultimate upgrade compound for both casual all-terrain and race use. With the PSI, we have upgraded the compound performance level, so that drivers get a far better continuous brake feel in wet and dry conditions on rough terrain.



"The innovative and unique pad and backing plate bond created by the NUCAP Retention System (NRS) extends the security of the compound/backing plate interface right across the operational temperature range of the brake pad.

"Considering the tough conditions brake pads are exposed to during UTV and SSV use, we are taking brake performance and safety to the next level. Our extensive testing programme has included Baja 1000 UTV race champion Marc Burnett and found that the PSI-EVO Sinter is equally applicable for off-road hobby as well as competition use."



SBS brake pad compounds are secured to the backing plate using the NUCAP NRS retention system - this creates an unbreakable bond between the compound and the plate.

Following a preliminary 2020 introduction of a few applications, SBS has now moved to full-range availability. PSI - EVO Sinter compound is also available for most product-compatible ATV/Quad bike applications. The full range can be searched with the SBS online model-lookup 'widget' at the company's website.

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Suspension options for the Triumph Trident 660

Italian suspension manufacturer Matris is ready for the new Trident 660 roadster from Triumph with a complete range of suspension upgrades for the front and rear.

Triumphs are notorious for needing help in the suspension department, and Matris has stepped up to help with its classic, award-winning quad-valve system F20K hydraulic cartridge kit.

Fully adjustable on compression, rebound and preload to enable riders to find the perfect setting for their riding style and load, the kit is a fully reversible plug & play install that does not require any modification to the original forks.

At the rear, Matris' M46KF and M46KD adjustable shocks allow independent hydraulic control adjustments on compression and rebound damping, adjustable ride height and adjustable spring preload via a remote 'piggyback' style hydraulic preload unit. Matris says it only ever uses "high-end components



and materials, with the objective of reducing weight and improving the range of damping adjustment to ensure the greatest sensitivity and confidence to the rider, with every click of damping adjustment easily perceptible".

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G.VOYAGER - all-round riding sneakers

Italian boot manufacturer Gaerne has updated its fashion market footwear collection with new features and colourways for its G.VOYAGER riding grade sneakers.

"Designed to combine the comfort of a casual shoe with the technical features of motorcycle footwear, G.VOYAGER is suitable for those who use their bikes every day - especially in cities - and who require a product that is able to combine style and safety."

G.VOYAGER CDG GORE-TEX has a nubuck



and suede leather upper in the front toe area. The internal lining is the GORE-TEX Extended Comfort; reinforcements are PU for the malleolus and in the heel and toe counter. Inside there is an anatomic and replaceable inner sole, the outer sole has a "specific grip - designed to offer a superior stability on and off the bike".

G.VOYAGER CDG is available in black and grey, and Gaerne also offers an Air Brown version with a perforated upper part for even more breathability. The black version is also available for women riders from EU size 36.

To complete the collection, the G.VOYAGER oiled Aquatech Brown has a full grain oiled leather upper and features Drytech membrane inside; additional features are the same as for the CDG.



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Polini Maxi Hi-Speed variator for SYM Maxsym TL 500

Polini has added to the retro fit and replacement applications for its Maxi Hi-Speed variator with availability for SYM's Maxsym TL 500 flagship maxi-scooter, offering increased performance from zero to 80 km/h, gaining +10 hp compared to the original set-up.

"Pure adrenaline, emotions, acceleration, power.

These are the main sensations transmitted by the Polini Maxi Hi-Speed variator for the SYM Maxsym TL 500.

"The beating heart of the SYM Maxsym TL 500 is the advanced Polini Maxi Hi-Speed variator, characterised by the nickel-chrome steel pin with carbon-based DLC treatment (Diamond-Like Coating), with an innovative technology specific for racing and aeronautical applications that is intended for increased durability and performance of friction and high wear components."

There are two sets of rollers provided in the package of the Polini Maxi Hi-Speed variator - one of 12 g for a sporty driving and one of 14 g for touring and cruising style riding. There is a wide range of additional special parts available for the Maxsym TL 500 in the online Polini catalogue, including variator belts, compression springs and original brake pads.

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Caberg 'RIVIERA V4' demi jet

Italian specialist Caberg's new RIVIERA V4 is a new demi jet "with an innovative and elegant look, designed as an all-rounder, perfect for daily urban use and for longer distances.

"There are two LG Chem Hi-Impact ABS shell sizes, both with relatively small overall dimensions, so they easily store under narrow seats."

Andrea Donghi, Caberg Product Manager, said that "the ventilation system offers optimal comfort even during the most extreme weather conditions thanks to a top vent and two rear air extractors. Our exclusive Double Visor Tech system (DVT), with its easy-to-use inner sun visor, improves safety and features a longer outer visor and sun visor."

The retention system has a micrometric buckle and metal ring to secure the helmet to the motorcycle.



The lining and neck roll are completely removable and washable, made in hypoallergenic and high transpiring fabrics.

"The RIVIERA V4 is ready for our new multi-function capable Caberg 'Just Speak Evo' wireless Bluetooth rider communication, service and entertainment connection system and the 'Just Speak Evo' function uses the Bluetooth A2DP profile."

The RIVIERA V4 is ECE 22.05 homologated and weighs in at just 1,150 +/- 50 g.

In additional news, Caberg continues its commitment to the racing world, announcing Samuele Cavalieri as one of its riders for the WorldSBK Championship in 2021.

One of the most talented young Italian riders, Cavalieri will make his series debut in 2021 with the Pedercini Racing Team on the new Kawasaki ZX-10RR with the Caberg Drift Evo helmet.

Born in Bologna in 1997, he competed in the CISP 125 Championship at the age of 14, in the CIV Moto3 the following year and in the National Supersport series in 2014.

Samuele made his international debut in 2016 at the CEV Moto2, scoring 59 points. In 2017 he debuted in the CIV SBK with the Barni Racing Team, reaching the podium at Mugello. In 2019 Cavalieri joined the Ducati team's Motocorsa, scoring fourth place in the overall ranking, making his WSBK debut. Last year he was the Italian Superbike Vice-Champion and competed in six WSBK races.

Andrea Donghi said: "The agreement with Samuele confirms our strategy in the racing world to keep collaborating with young Italian riders. We are very happy to start a collaboration with him and we aim to build a long-lasting alliance. This year it will be his



Samuele Cavalieri will wear the Caberg Drift Evo in the World SBK Championship

first full season in the World Superbike Championship, but we are pretty sure that is going to be a great opportunity for him to express his talent."

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Battery charge test and diagnostic accessories

In response to the needs of the market, French battery manufacturer BS Battery has developed two new "essential accessories" as additions to its BS charger range of products.

Developed for professional and end user environments, BT-01 and BT-02 check and test battery and alternator condition with fused rings and/or isolated clamps.

"During a long period of storage such as winter and lockdown, there are so many motorcycle batteries that lose charge. So, we have developed two new BS accessories to quickly and easily check battery status," says BS Battery General Manager Benjamin Sebban.

Designed for lead-acid powersport batteries, the BT-01 is a portable, single push button rapid tester that shows the battery condition and indicates whether the battery is charged ready to start the motorcycle. Also designed for additionally testing the condition of the battery and alternator, the BT-02 is an ultra-compact and portable tester which offers an instant diagnosis. Fully automatic and easy to use, it fits all lead-acid powersport batteries and can measure the starting ability of the vehicle and analyse the charge state of the battery. It also confirms that the battery alternator is working properly.

"Compatible with all lead-acid batteries, these two essentials are ideal during the winter season or any period when the battery is not being used or charged



to frequently and conveniently check the status of the battery."

These BS accessories are part of the BS charger range of products - described as the "best performing lead-



acid and lithium battery compatible chargers on the market", they work with 6 V and 12 V batteries and are said to include "a special desulfation function to recover old batteries".

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Zandona - 'Hybrid Back Pro'

Italian riding protectors and under-garment specialist Zandona's 'Hybrid Back Pro' is an "innovative Level 2 back protector combining optimal protection, ergonomics, comfort and state-of-the-art design", according to Sales and Marketing Manager Luca Baldissera.

"It represents the exclusive concept of hybrid protection - a back protector that has been meticulously designed and detailed to provide extra protection to the spinal column, in combination with advanced high quality plastic plates and exclusive Net3 Technology".

Fully 'Made in Italy', the result is a product that "guarantees a high level of protection to the whole back, without compromising that other vital safety element - comfort".

The Net3 Technology used by Zandona features an innovative structure made from nitrile anti-shock rubber with a patented 3D netting concept that is the result of precision analysis that has allowed the company to obtain that often elusive winning match between shape and material.

The composition of the high-performance material is



said to guarantee substantial impact energy absorption power, ensuring maximum possible protection.

Additional features of the 'Hybrid Back Pro' include a central structure with high quality plastic plates to

protect the spinal column, an anti-torsion system that resists the harmful effects of prone torsion in particular.

The 'Hybrid Back Pro' is Level 2 CE approved (EN 1621-2), with a minimum possible thickness in order to optimise its wearability. There is internal padding in E.V.C. (Evolved Viscoelastic Cells), innovative waterproof anti-shock material with high performance/weight/thickness ratio and S.R.T. Technology (Sweat Removing Textile), which is a very breathable 3D textile that transfers sweat to the outside.

Available in a choice of seven colourways, there is an adjustable waist belt equipped with tie-rods, an adjustable double elastic closing system for improved stability and lumbar support and removable and adjustable suspenders.

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Forma ADV HDry boot

The HDry adventure boot from Forma has a full grain, oil-treated leather upper, and, specifically selected for the rigors of ADV riding, Enduro and Quad/ATV driving, a double density compound rubber sole. On the outside, additional features include injection moulded plastic protections, plastic gear pad protection, adjustable velcro closure and replaceable and adjustable aluminium buckles. Inside, a HDry waterproof and breathable membrane has been 3D laminated directly to the upper. There are shin and ankle TPU

moulded plastic protections, soft polymer padding with memory foam, PP Mid Dual Flex with anti-shock felt midsole, antibacterial, replaceable footbed with A.P.S. (Air Pump System) and personalised microfibre covering.

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Bluetooth-connected disc-lock alarms

XENA Security has announced the launch of Bluetooth-equipped, smartphone-controlled disc-lock alarms.

The new locks connect with the XENA BLE lock app - available for download from Apple iOS and Google Play Store - "cementing the company's unrivalled record of innovation in motorcycle security". The BLE (Bluetooth Low Energy) range of XENA Security disc-lock alarms, which includes all the models from its current XX Series for scooters, "offers a completely new way for security-minded owners to take back control of their motorised two-wheeler's street presence".

"XENA Security has always been driven by innovation," says Tristan Mullane, General Manager at XENA Security Ltd.

"The new BLE range is another big step, one that demonstrates our commitment to pioneering technology and design."

All elements of the XENA 120 dB alarm functions



can be controlled from the app. The sensitivity, alarm volume, duration and the period between the alarm trigger and siren can all be adjusted, and the battery life can be monitored with displayed power percentage.

Founded in 1995 by a group of UK engineers and motorcycle enthusiasts, "it has been constantly innovating new ways to combine extraordinarily strong locks with intelligent alarm systems.

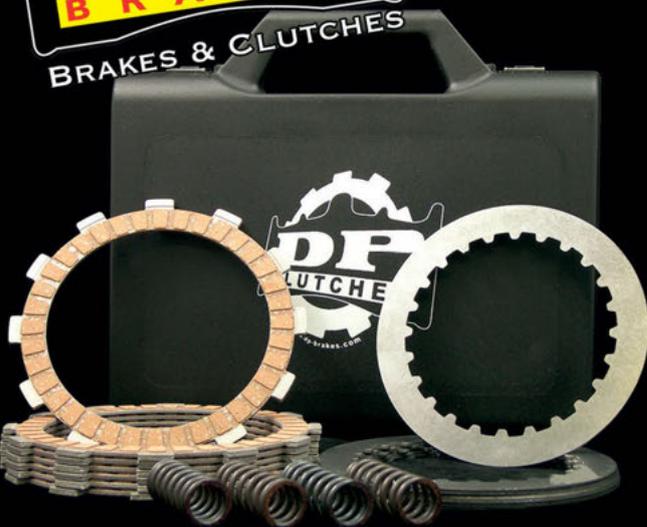
"Today XENA is the leading designer and manufacturer of alarmed locks for motorcycles - we were the first to introduce alarms into motorcycle disc-locks back in the late 1990s and we have since maintained a steady pace of design and technological firsts."

The XENA BLE smartphone-controlled disc-lock alarm is available from distributors, including Motohaus Powersports in the UK (www.motohaus.com) and Phase Two Distribution S.L. in Madrid (tel. +34 629 255 800, email mark@xenaspain.es) can fulfil orders in Spain and other Continental European markets.

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WRP 'FOR' disc brake pads

Introduced late last year, Italian distributor Wind Trading is offering an updated WRP brake pad option for street bikes. The 'FOR' (F-Zero-R) is described as part of a "new, innovative sinter platform" and has been "especially developed for combined street and track day use".

The company says that "the performance will appeal to the rider using standard brake systems on high-performance bikes - either as a track day riding application or as an upgrade to the stock brake pads for the sportier rider".

This new compound replaces the existing F5R option in the WRP range, for the same range of applications, makes and models.

"Coming from a completely different platform of products, riders will experience increased friction and a much improved brake feel and control due to the higher heat resistance of the sintered compound.

"Sintered material has a denser structure for improved performance, feel and modulation, so will need a slightly longer bedding-in time, but the benefits will be noticeable."

These new FOR pads feature the internationally recognised Nucap Retention System (NRS) - a patented safety feature that sees NRS hooks on the backing plate embedded into the compound structure to create an indestructible bond between the backing plate and the friction material.

"Especially valuable under the extreme conditions where high performance braking is required (racing and sportier riding), the NRS feature is only used by selected high quality brake pad brands and is a key safety feature that all riders should look for.

"The new FOR range is approved to ECE R90 - a requirement for all replacement street brake pads throughout the European Union and in non-European countries that have adopted ECE regulations."

Founded in 1999, the full range of WRP products (Works Racing Parts) is distributed worldwide by Ravenna, Italy based Wind Trading srl.

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www.wrpracing.com



Carbon fibre wheels for the H2/H2R

Slovenian carbon fibre specialist Rotobox has released a new high performance 'Bullet' forged carbon fibre wheelset for the "blink and you'll miss it" Kawasaki Ninja H2/H2R.

Co-founder and co-owner Maja Bizjak told International Dealer News that "this lightweight rear wheel has a specially engineered hub for optimal fitment, further weight reduction and improved aerodynamics that take the Ninja H2 to a whole new level.

"Not only do Rotobox wheels reduce the weight and improve performance on any motorcycle, but they look great too."

Rotobox wheels come standard in high gloss coating with black anodised hubs, or optionally in the case of the H2/H2R, in



satin/matt/green coating with matching Kawasaki Green anodised hub. All Rotobox wheels can be personalised.

ROTOBOX
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www.rotobox-wheels.com



Barnett cables for Cruisers

Founded in 1948 and still family owned and operated, Ventura, California based Barnett Clutches and Cables offers a full line of stock replacement and custom length cables for popular metric cruiser models.

Featuring a stainless steel inner wire and a High Density Polyethylene (HDPE) inner casing liner for smooth cable action, they all come as standard with Barnett's nylon coated 'High Efficiency' inner wire, which is additionally coated with a silicone lube to provide super smooth cable action and reduced lever effort.

"Additionally, our clutch cable housing is made with a longitudinally wound high carbon wire to eliminate flex. All cable assemblies, fittings and hardware are made by us in-house here in the United States for strict quality control. All hardware is chrome plated where applicable."

Barnett cables are available in traditional black vinyl casing, stainless steel braid with clear coat, or Platinum Series casing which features a bright silver plated braid with clear coat. Barnett braided cables



with clear coat are guaranteed not to discolour from sunlight exposure.

Available from selected distributors in Europe, including through the Parts Europe and Motorcycle Storehouse networks, Bihr in France and P.D.Q. in the UK.

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Athena gaskets and seals

Now in stock at its Groningen, Netherlands warehouse and available for shipping to dealers throughout Europe, Motorcycle Storehouse has announced that it will now supply the Athena product range of gaskets, seals and kits.

Founded 1973 in Northern Italy as a manufacturer of industrial gaskets, Athena entered the motorcycle aftermarket in 1989 and its range and market profile has been growing ever since.

Athena has branches in Europe, South America, North America and China, "and has become a worldwide player in quality motorcycle gaskets and seals," says Motorcycle Storehouse. "Kits include motor gasket

and oil seal kits, top end kits, valve cover gaskets, cylinder base and head gaskets, valve stem seal sets, intake gaskets (head to throttle body), exhaust and muffler gaskets (head to header, header to muffler), clutch and stator covers, and spark plug hole gaskets." Recent new additions to the Athena range include availability of a new gasket kit for classic Vespa Small Frame models - believed to be the only such kit on the market.

"Made with latest generation materials to ensure maximum tightness and speed of installation, all the engine crankcase gaskets are designed with a central aluminium core to ensure optimal resistance to engine pressure and expansion, while the external NBR rubber coating on both sides allows them to adhere perfectly to the engine surfaces.

"This new Athena gasket series solves the common problems associated with many of the asbestos-free gaskets on the market, ensuring maximum seal and resistance and avoiding oil leaks without the additional use of sealants.

"Liquid gaskets take several hours to cure, and it is

Engine gasket kit for Kawasaki 800 cc Vulcan 1995 and up includes all gaskets and O-rings necessary to rebuild the top and lower end of the engine.

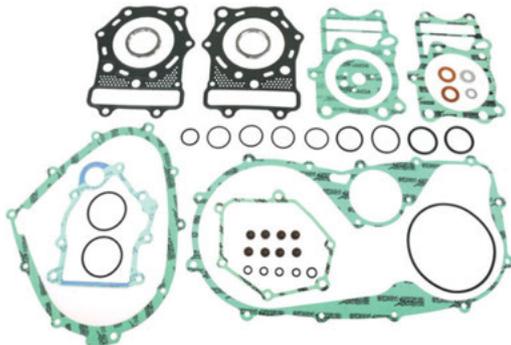


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challenging to remove residues from the crankcase. Thanks to the Athena kit, the time required for a complete engine overhaul is drastically reduced. The kit is compatible with the most popular Vespa Small Frame applications, including the 50 Special, 90, 125 Primavera and ET3. Our Vespa Classic project also includes a complete range of engine oil seals and loose gaskets for both the Small Frame models and the Vespa 46-61 and Large Frame models."

MOTORCYCLE STOREHOUSE

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motorcyclestorehouse.com
www.athenaparts.com



BAAS - USB charger with universal plug

BAAS
bike parts

This new USB charger from BAAS Bike Parts in Germany has a universal plug (for cigarette and DIN/BMW sockets) and can be used for 12/24 V board circuits.

It is designed with a splash cover and is for transmission to 5V USB standard USB-A and USB-C max. 3.6 A. The right-angle housing is for charging inside sockets while driving. In other news, BAAS recently updated its website interface with a



mobile phone optimised landing page for customer convenience.

The company specialises in advanced socket systems that anticipate the growing needs riders have for connectors and accessories for their mobile 'creature comforts', electronics and wiring, and a wide range of starting charging products. Among the BAAS products seen in IDN editions recently, its BA201 automatic 2 A

charger is a CAN bus compatible, switchable 12 V lead acid/lithium intelligent charger with seven LED status displays and universal connector, battery cable and fully insulated clamps - microprocessor-controlled, it is designed for optimal charging and battery maintenance, including a desulfation mode.

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VStream Windscreens for 2021 Ténéré 700

More than just a little brother to the XT1200 Super Ténéré, the 700 is a lighter, more manoeuvrable adventure bike suitable to any task - and internationally recognized Maywood, Illinois specialist National Cycle says that "those tasks are made easier with a VStream Windscreen"!

Three different sizes and two tints "ensure a perfect windscreen for almost every rider size or riding preference. All will offer improved wind protection and riding comfort compared to OEM or other aftermarket windscreens.

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

These windscreens are made from tough 3.0 mm Quantum hardcoated polycarbonate. "This high-quality material, along with state-of-the-art manufacturing techniques, provides outstanding

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

"Quantum hardcoated polycarbonate is the material of choice for serious motorcycle riders. It is ten times more abrasion resistant than FMR hardcoated polycarbonate, and 30 times more than windscreens made from commonly used acrylic or 'aircraft plastic' as it is sometimes called. VStream Windscreens are

easy to install and are protected by a three-year warranty against breakage."

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www.nationalcycle.com



Gilles - options for the 2021 R nineT line-up

Noted for its design, materials and manufacturing quality, Luxembourg based parts specialist Gilles Tooling has responded to BMW's 2021 R nineT line-up with a range of model-specific applications, including "two especially remarkable items" - its beautiful and beautifully ergonomic rearset (RCT10GT-BM08) and its massive (FHC-04) billet machined frame cover.

"Gilles stylish parts always combine great appearance and style with utility - form and function in perfect harmony," says Sales and Marketing Director Albert Katgerman. "These features are seen in all the products we have for the R nineT

range, but not least with the stylish frame cover kit. Each side of the cover is made of two pieces, with machined silver coloured screw guide inserts in the black main cover.

"The classy, milled surface has highlights with a 'contrast cut' around the gaps. The cover is CNC-machined from a single billet aluminium block."

Gilles is especially noted for its race derived, ergonomic, lightweight and high strength rearsets - designs that deliver rotational adjustment for a wide range of foot positions that include relaxed comfort and sport style riding settings; all riders would be able to find a perfect setting to suit their riding style. Additional features include adjustable toe pieces on brake and gear levers, aluminium heel guards,



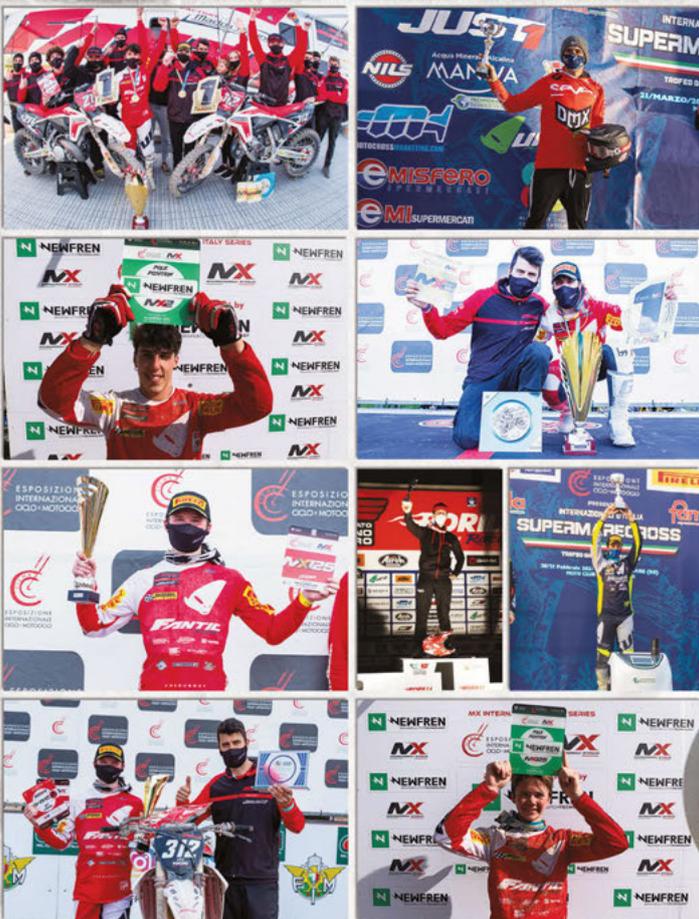
foldable footpegs and "a beautiful finish that complements the look of the R nineT line-up perfectly".



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'Sonic Revolution' for R 1250 GS Euro 5

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Previously available in Euro 4 compliance for the BMW R 1250 GS, Italian exhaust manufacturer G.P.R. has updated the design of its popular Sonic Revolution exhaust series for the Euro 5 model. Made of titanium, with Ergal (high-strength, lightweight zinc aluminium alloy) end caps, the innovative design of the silencer body and double gas outlet combines style with performance. Delivering increased performance compared to the stock system, it meets current noise regulations and even complies with the 95 dB limits imposed in Tyrol and some areas of Switzerland and Germany. Like other G.P.R. products, the Sonic Revolution line is part of its ambitious, new future-facing Zero Impact project - created to reduce the environmental impact of G.P.R. production to zero by combining optimisation of production and compensation for carbon emissions from materials and processes that cannot be optimised by the planting of new trees. Well known for the race success that informs its product R&D, the 'Sonic Revolution' is a race-bred, track-tested design, intended primarily for on-road use on Enduro, Naked, Sport and large displacement scooter models. G.P.R.'s Mauro Orlandi told International Dealer News that it is "an extremely innovative design with high quality materials to produce exhausts that are



a lot lighter than the OEM fitments they replace. "The external body is in ceramic black treated titanium with a titanium internal canister and mounting support band. The result is an extremely light exhaust with a personality all of its own - the 'Sonic Revolution' looks as great as it sounds and performs."

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www.gpr.it

Fork spring removal made easy

Italian suspension specialist Andreani Group has released a new, updated design of hydraulic shock and fork spring disassembler - the tool that allows suspension technicians to remove the shock springs or - thanks to a special separately available extension - the fork springs, without necessarily having to unscrew and modify the preload ring each time.

Thanks to its golden lateral holes, the technician can easily adjust the tool height according to the mono length and operate on different spring dimensions by using the various plates it is equipped with. After positioning the damper, the spring can simply be compressed through the specific bottom jack - removing the seiger allows the spring to be removed. The disassembler is available set in the upper part of the Andreani universal toolbox, "used worldwide by motorcycle suspension specialists", or available separately as a single tool.



Gasoline S250 Café Racer jet

Whether your customer wants the Café Racer look or something ideal for urban scooter riding and commuting, the S250 Gasoline jet is a "very comfortable solution thanks to its ventilated and profiled inner lining and high-end finish". Features include a removable visor, quick release micrometric buckle, double density foam for better shock protection and an ABS polycarbonate shell - "available in two



'Glitter' models and five unique patterns". Available through Sifam and weighing in at just +/- 1,060 g and supplied with helmet cover, it is European standards (E9) approved.



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OptiMate 2 DUO - making it easy



When it comes to tyres, most riders can quote various brands they like, the model that worked best for their riding style and the ideal air pressure for the terrain they ride in. Unfortunately, that level of interest is entirely absent when it comes to batteries - despite being another key vehicle component. Very few riders really know what type or brand of battery is in their vehicle, or what the voltage should be when the battery is fully charged.

The typical rider attitude is, if it works, leave it well alone until it doesn't - riders only care when the battery is dead, but then the mindset is about solving the engine starting problem, not about the battery itself.

This prevailing attitude motivated TecMate to create the OptiMate 1 DUO, an easy 'no brainer' battery charger maintainer that does not require the rider to



for lithium batteries with damaged cells - "they can overheat if charging is continued unabated."

For dealers and their customers with multiple vehicles, there are multi-bank options available. The OptiMate 2 DUO x2 can charge two batteries and the OptiMate 2 DUO x4 can charge four batteries of any type and size, simultaneously and independently. "Preparation of batteries can be done without thinking," says Martin. "Just connect the battery to a station on the OptiMate 2 DUO multi-bank - never mind if it is lithium or lead-acid - and it will charge it up safely and then keep it 'fresh and ready' for sale or use.

"We have recognized that most riders just want their bike to start, never mind the battery type within. That's what our DUO line of chargers delivers - easy 'no brainer' charging. This ease of use has motivated Triumph Motorcycles to choose OptiMate 2 DUO as its new rider charger.

"No buttons, no decisions to make, just hook it up and it automatically charges and maintains that battery!"

TECMATE
Tienen, BELGIUM
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www.tecmate.com
www.optimate1.com



have any prior knowledge about battery type or size, be it lead-acid, filler cap, AGM, GEL, LiFePO4, LFP, 12 V, 12.8 V, 13.2 V - as long as it is a starter battery in a vehicle with a 12 V system, it can be charged and maintained with an OptiMate 1 DUO. Plus, it is incredibly easy to use - connect it to the battery after parking the vehicle and walk away. No further supervision required.

This ease of use has made OptiMate 1 DUO a very popular battery maintainer. The good news for dealers (and their customers) from TecMate CEO/CTO Martin Human is of expansion to the DUO line-up.

He told IDN that "OptiMate 2 DUO is a more powerful 2 amp charger and maintainer, able to charge all powersport batteries faster. It retains the same 'ease of use' features of the OptiMate 1 DUO, but delivers more power, and with more power comes responsibility."

The OptiMate 2 DUO takes responsibility by detecting if a battery is damaged, and if it is, it will then automatically stop charging. This is important



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LeoVince LV-12 for Honda Africa Twin

Italian exhaust specialist LeoVince has added to its LV-12 applications with a newly developed fitment for the Honda CRF 1100 L Africa Twin - an ADV-specific version that "combines cutting-edge materials with Made in Italy design".

Available in three different finishes - stainless steel, Black Edition and titanium (seen here) - it is made from TIG welded AISI 304 stainless steel; the Black

LeoVince



Edition has a high temperature resistant black ceramic-based coating and the titanium outer sleeve version features TIG welded Grade 1 titanium brackets.

The ECE approved LV-12 exhaust features a dual-flow carbon fibre end cap, protected by 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".

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

25 mm independent damping system cartridges

British suspension specialist K-Tech's 25 mm independent damping system (25IDS) front fork cartridges (seen here for the Kawasaki Z H2) are described as a "complete replacement damping system designed to fit into original equipment front forks that do not allow for external compression adjustment."

"Our 25IDS cartridges are designed and manufactured in-house to the same standard as all our performance products, using the highest grade aluminium - this is then hard anodised to improve performance



and service internals. They have independent compression and rebound damping adjustment and spring preload."

There are 30 clicks of independent compression and rebound adjustment, 18 mm of preload adjustment and increased stroke compared to OE suspensions; a wide range of spring rates are available.

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'Helios' Tech Jet by Airoh

Italian helmet manufacturer Locatelli says that its new 'Helios' Airoh 'Tech-Jet' "represents the evolution of the open-face helmet with high-level features that make it suitable to meet the riding needs of the most demanding users - and does so in comfort and style".

Available in three different outer shell sizes so there is a "perfect fit for everyone", features include an integrated sunscreen visor, adjustable micrometric buckle, fully removable and washable hypoallergenic inner lining with contrast stitching, air ventilation and extraction system with a carbon-look finish. Additionally, the helmet is Bluetooth-ready.

"The innovative Custom kit included in the package lets riders use 'Helios' without a visor for a modern, classic look." Weighing from 1,250 g (+/- 50 g), it is made in High Resistance Thermoplastic (HRT).



LOCATELLI S.P.A.
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www.airoh.com



'Harbour' cargo pants



Part of its extensive range dedicated to Café Racer riders, Hevik has added a new trouser design "which is ideal for everyday use, both on and off the bike".

Made from cotton denim with Spandex, it features internal reinforcements in ultra-resistant Dupont Kevlar. Certified in AA class, this garment is available in two colours, khaki green and black. The trousers have roomy pleated pockets on the side of the leg, contrasting detailing on the front and a double closure of the rear pockets using zip and flap. The high level of passive safety has enabled 'Harbour' to obtain AA classification including internal removable protectors, height-adjustable at knee level, together with hip armour. Furthermore, this model has internal reinforcements in "indestructible" aramid fibre by Dupont Kevlar, a material having high tensile strength and resistance to abrasion and heat.

HEVIK
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Legend Evo touring boots



Italian specialist brand Stylmartin has two waterproof touring options with a "vintage flavour", the Legend Evo full length boot (seen here) and the Legend Mid ankle boot. They share the

same technical features, including black hydro grain leather, a waterproof and breathable lining, malleolus PU internal protection on both sides, with fastening by concealed side zip and straps with metal buckles.

There is an anatomic, changeable and breathable microperforated footbed and a Vibram rubber, grip rock, anti-slip black sole. The boots are crafted entirely from full grain black leather, enhanced by an oiled effect "giving it that aged look".

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KMLW leather bags



Among the new lines for 2021 from Kappa are three models of KMLW buffalo leather bags from its "Garage Attitude" family.

KMLW (Kappamoto Leather Works) includes a pair of side bags, a fork bag and a leg bag, all in black. They all combine "a skilful combination of vintage aesthetics, minimal technical details that make them easy to use on a daily basis, made from buffalo leather with a matt treatment".

KMLW01 is a pair of 28-litre side bags, each capable of holding a full-face helmet. The retro look hides practical technical solutions: the two bags are joined together by a central band to be positioned under the saddle, adjustable in width with a strap closure and are fixed to the body of the bag by three rows of double buttons and a zip. Closure is by two straps with an aluminium buckle, quick to open with two

side buttons, and the size is 44 x 30 x 21.5 cm (L x W x H).

KMLW02 is designed as a tool carrier. This 3-litre capacity bag attaches to the motorbike fork with two leather straps fitted with a metal buckle. The closing flap is held in place by two further straps with aluminium buckles and its size is 23 x 14 x 8.5 cm. KMLW03 is a leg bag for storing small items that need to be kept close at hand. With a capacity of 1 litre and dimensions of 13 x 20 x 4 cm, the bag is equipped with an adjustable waist and thigh strap and has an aluminium buckle closure.

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KOSO DL-04 multifunction meter for R nineT

Leading motorcycle instruments manufacturer Koso's DL-04 multifunction meter is the latest addition to a wide range of contemporary multifunction meter designs that combine advanced technology with modern optics.

Seen here for the BMW R nineT range, this genuinely 'plug and play' design combines speed, odometer and tripmeter with hour meter, voltage, clock, stopwatch and recording of maximum values.

Also featuring six indicator lights, it provides all the most important information about the vehicle both during and for analysis after the ride.



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Euro 5 options for the 890 Duke R

Italian performance exhaust manufacturer HP Corse has added two stylish new KTM 890 Duke R slip-ons to its Euro 5 approved applications with SP-3 CARBON SHORT and EVOXTREME fitments.

The SP-3 CARBON SHORT is a slip-on for the original collectors and has a "scratchy aesthetic and features a diamond-shaped carbon finish. Only 23 cm long, the extreme lines are emphasized by a design and model-specific carbon cover". The silencer body can be in titanium or in black ceramic coated steel.

"It is Euro 5 approved without the dB killer as it falls within the tolerances of the parameters of the sound level regulations and has been bench, track and street tested to produce increased power over the stock exhaust at all revs".

The EVOXTREME exhaust for the 890 Duke R is 31 cm long with slip-on connection for the stock collectors. "The sharp lines perfectly complement the angular design of the new KTM naked and bring out a bit more of its race-capable soul, with the variable geometry of the silencer body towards the collector, while the carbon fibre end cap has an 'oblique' cut where it meets the silencer body".

Euro 5 approved (with the dB killer), EVOXTREME is available in titanium and black satin steel, has a laser engraved logo and is said to increase torque and maximum power.

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Landport battery options

New European regulations on sulphuric acid that were effective from February 1st ((EU) 2019/1148 prohibit the sale of sulphuric acid to end users - posing challenges for dealers selling conventional lead-acid vehicle batteries.

Commenting on the impacts that the new regulations are having, Dutch battery specialist Landport says that "on the one hand, we see customers increasingly switching to closed SLA or GEL batteries. The advantage of these is that they are factory-activated (filled and charged). The batteries are immediately ready for use and the dealer no longer has any additional battery acid handling overhead.



"On the other hand, we see retailers keeping their range as it is. These customers find ways to fill up conventional and AGM batteries with acid on site. These customers service the end users and are still able to sell batteries with acid packs.

"Whichever option a dealer chooses, we here at Landport Batteries will continue to serve our customers as they are used to from us. We have a full range of powersports batteries, and due to our wide and deep inventory we can respond to everyone's battery needs.

"Our powersports batteries range from the more

conventional DRY and AGM batteries with acid packs to factory-activated SLA and GEL batteries, which are 100% maintenance-free, spill-proof, leak-proof and ready to use.

"We also offer HVT batteries for heavy V-twin motorcycles and ultra-light lithium batteries, which are ideal for racing purposes. We offer reliable starting power and maximum performance for motorcycles, scooters, all-terrain vehicles, jet skis and snowmobiles."

LANDPORT
Raamsdonksveer, NETHERLANDS
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Expanding range of road bike cables

In response to demand from its international dealer network, British control cable manufacturer Venhill is expanding its range of replacement lines for modern road bikes.

"Venhill's roots are in off-road sport, supplying riders who want to replace and upgrade damaged hoses and cables," explains Operations Manager Martin Bradfield. "Now we are getting more and more requests for control lines on modern road bikes, from 2000 onwards."

To fill gaps in the range, the engineering team at Venhill's UK factory has been developing fresh fitments for popular modern motorcycles - one of the



latest additions is a throttle cable for the Suzuki DL 650 V-STROM (ABS), covering the years 2011 and up,

with a clutch cable kit to follow soon.

Manufactured to Venhill's exclusive Featherlight specification, the cables use stainless steel inner wire for minimum stretch, running through a PTFE liner for reduced friction and a lighter action. They are available in a wide choice of colours.



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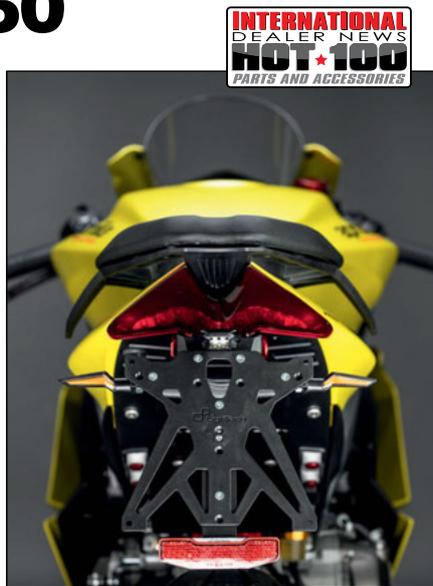
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Lightweight, high-strength components for the RS 660

Noted for the high-quality design, materials and manufacturing that goes into every one of its high-tech parts, Italian specialist LighTech are masters of ergonomics and always quick-to-market with options for new models.

LighTech's new range of parts for Aprilia's long awaited and well received RS 660 includes an innovative and technically advanced rearset design in three configurations - basic with fixed footpegs (FTRAP007), W version with folding footpegs (FTRAP007W) and the top-of-the-range R version



(FTRAP007R, seen here) with folding footpegs, red anodised footpeg support, titanium screws, high quality bearings and carbon heel guard; each one has a wide choice of accessories to customise to the rider's taste.

The LighTech licence plate holder is lightweight but durable, being resistant to extreme temperatures. Made in fully compliant carbon fibre enriched PA12 polyamide composite, it is equipped with an approved licence plate light and reflector; coloured Ergal hardware kits available. It features adjustable indicator and reflector supports.

Also seen here is a LighTech chain adjuster and forks, magnesium lever kits, brand new wheel axle protectors, coloured mirror caps and highly functional fuel tank caps. The range also includes Ergal oil caps, brake and clutch pump covers and aluminium crankcases.

LIGHTTECH S.R.L.
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Zard - "Going BIG for 2021"

Everyone has heard the famous expression "Go Big or Go Home", right? Well, for MY 2021, Italian exhaust manufacturer Zard really is "Going Big"! BIG weight savings, BIG hp gains, BIG torque gains and a BIG opportunity for Zard's dealers with no less than SIX new exhaust designs available immediately for SIX of the BIGGEST selling 2021 new models on the market - backed by a BIG choice of options.

The Zard name is closely associated with **Triumph** and is well known to the 'Brit Bike' riding family, so it has gone BIG with three 2020/2021 models getting Zard options - the Tiger 900, the Rocket III and the Street Triple. In addition to its existing designs, such as for the Panigale V4, there are new options for two of the 2020/2021 Ducati models -



the 1260 cc Ducati Diavel and the Streetfighter V4. Finally, Zard has added to its long-standing reputation as a 'go-to' for Kawasaki models with choices of slip-on and full-system options for the all-conquering Z900.

There are homologated Euro 5 compliant and racing versions available - the racing versions do not need ECU modifications in order to benefit from the weight savings and horsepower and torque gains. Zard is offering either high-grade stainless steel or titanium options as slip-ons or full systems, or both (as appropriate), with carbon end caps, carbon heat shields/covers and removable dB killers mostly offered as standard.

For the 2020/2021 **Tiger 900**, Zard has a model-specific slip-on with the entry level (standard version) in racing stainless steel with removable db killer and carbon end cap and mounting support band. The Euro 5 compliant versions have either a high-temperature resistant black finish or titanium sleeve. The exhaust mounts with the side bags and the original centre stand.

For the 2020/2021 Triumph Rocket III, Zard has come up with a completely new shape for what is the largest displacement production motorcycle in the world - **a triple outlet end cap for Triumph's massive triple!**

This slip-on will be available in stainless steel with carbon fibre end cap and left and right covers (standard and racing versions) and delivers a +2.5 hp increase from the Euro version. Options include a billet aluminium end cap, a high-temperature resistant black finish and carbon sleeves.

Zard says that the design results in improved gas flow



Triumph Tiger 900



Triumph Rocket III



Triumph Street Triple 765

and an aggressive sound at the rpm 'sweet spot' - just right where riders like it.

For the 2020/2021 765 cc **Street Triple**, Zard says that the cone design comes from its slip-on for the 2004 Speed Triple and, subsequently, the market-specific Speed Trophy models sold by Triumph in Italy. Hugely popular at the time, it was then adapted to the 675 Street Triple and still sells well today. Now Zard has updated the design for the 765 cc Street Triple line-up, with end caps and the carbon heat shields included as integral standard protective essentials, rather than the aesthetic options that many manufacturers offer them as.

The slip-on for the 765 is in stainless steel with removable dB killer, and, like all these new Zards, they are available in racing and Euro 5 homologated versions.

There is also a choice of racing and Euro 5 homologated versions for the 1260 cc 2020/2021 **Ducati Diavel** - a 2 into 1 kit in stainless steel with removable dB killer, double exit, and a +4 hp increase from the racing version without making any changes to the ECU; on the Euro 5 homologated version, Zard



on - racing (+3.0 hp/-2 kg) and Euro 5 - for use with the stock headers - also with carbon end cap, removable dB killer and laser-etched logo as standard and choice of stainless steel or full titanium. These exhausts were premiered on 12th February, and a full video (in Italian with English subtitles) is available on the company's website.

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		Weight (kg)			dB/RPM		Power gains (hp)	
		OEM	Zard	Saving	Euro 5	Racing	Euro 5	Racing
Triumph	Tiger 900 - Slip-ons	5.1	2.7	2.4	92/4,375	94/4,375	1.3	0.2
Triumph	Rocket III 2458 cc - Slip-ons	12.5	5.5	7	90/3,000	93/3,000	1.5	2.5
Triumph	Street Triple 765 Slip-ons	6	3.6	2.4	97/5,875	102/5,875	0.8	2.7
Ducati	Diavel 1260 cc - 2-into-1	10	4.2	5.8	102/4,750	108/4,750	0.9	3
Ducati	Streetfighter V4 1100 cc - Slip-ons	10.1	5	5.1		109/6,500		11
Kawasaki	Z900 - Full System	11.3	3.9	7.4	91/4,750	110/4,750	0.8	3
Kawasaki	Z900 - slip-on	3.5	1.4	2.1	91/4,750	94/4,750		+7.5

delivers a massive 6 kg weight saving and "an intense sound that the Ducatista will love"!

For the 2020/2021 Streetfighter V4, "technology met Italian style" with the introduction of Zard's exhausts for the Panigale V4, but rather than simply a cross-over iteration, for the Streetfighter V4 Zard says it was able to start from a solid base and evolve styling and tech specifically for the acclaimed new Streetfighter model.

The slip-on kit has been designed for all-round performance, "but basically remains a product with a racing soul". Delivering a massive +11 hp and 5 kg weight saving without any other modifications, the exhaust is made entirely of stainless steel with titanium sleeves and two carbon covers.

Finally, for the hugely successful 2020/2021 Kawasaki Z900, Zard is back into 4-cylinder territory and a full 4-into-2-into-1 system in racing and +7.5 hp increase, 7.4 kg weight saving Euro 5 homologated version. Available in stainless steel (with satin or heat resistant black finish) or full titanium, with carbon end cap, removable dB killer and laser-etched logo as standard.

There are also two versions of the standalone slip-



Puig Hi-Tech Parts additions

Clutch lever protector



Featuring a bidirectional adjustment system (longitudinal and perpendicular), this clutch protector from Puig Hi-Tech Parts (Barcelona) is a genuinely race-derived design that allows a greater degree of adjustment without compromising the protection it provides. The firm's MotoGP and WorldSBK experience has resulted in a design that is light yet strong. CNC-machined from a single block of high-performance aluminium, then anodised (black, blue, red, orange, green, silver or gold) for a protective and aesthetic final finish, the durable universal version can be mounted on handlebars with an inner diameter of 13 to 18 mm without the need to purchase a separate adapter - adapters are available for other diameters.

Downforce Race spoilers



These new Downforce Race wings (seen here for the Ducati Panigale V2 and V4/S) are designed to improve its stability, cornering and aerodynamic resistance - they increase the vertical and downward aerodynamic load, which translates to greater poise and ground grip at significant speeds.

Developed in collaboration with the Kawasaki Racing Team and virtual wind tunnel as well as track tested, by applying this force on the front wheel, the grip of the tyre improves and the appearance of the "shimmie" and wheelie effect is avoided - the increased downforce also improves cornering by planting the bike more firmly to the asphalt.

Made from 4 mm thick, high strength, lightweight acrylic material, they are attached using a 3M dual lock adhesive of very high resistance and durability - which means no drilling or other permanent modifications are necessary. The rounded edges with a radius of less than 2 mm means they comply with safety regulations.

Downforce Naked spoilers

Seen here for the Yamaha MT-09, Puig Hi-Tech Parts also has WorldSBK and MotoGP derived downforce spoiler designs for popular 'Naked' style models that bring the same benefits of improved straight-line and cornering traction (at the front end especially) to road-going street models. Increasing the vertical downforce at high speeds will reduce the risk of losing control over the front axle - the virtual wind tunnel tests for these designs can be seen on the Puig website. Featuring the same 2 mm rounded edges, in addition to providing an aggressive aesthetic, a wide range of available colour options are offered. The Downforce Naked spoilers are made up of four easy install spoilers in matt black ABS using the supplied strong and lightweight anti-corrosion finished brackets. The set also incorporates a pair of deflectors, which are made of 4 mm thick, high-impact CN acrylic material (colours



also available) that have 4 mm edge for greater safety. The Downforce Naked spoilers can be assembled in two different ways - either mount the black spoilers only, for a more discreet and "Dark" look with an aesthetic similar to the Sport spoilers, or you can also mount the deflectors in the colour chosen for a more aggressive look and an aesthetic that is closer to the MotoGP look. Available for other models, including the 2021 KTM 1290 Superduke R.



PUIG/MOTOPLASTIC S.A.
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Downforce Naked spoilers are also available for the 2021 KTM 1290 Superduke R.



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RS 660 parts and accessory upgrades

Austrian component manufacturer MG Biketec has been quick to market with this tail tidy design upgrade for the new Aprilia RS 660.

Allowing the original indicators to be retained, they are tucked inwards and upwards towards the rear light assembly and remain road legal in terms of



position and spacing by including two 3D printed spacers.

The tail tidy number plate carrier is available in three different sizes and the angle can be adjusted to meet local transport authority regulations. The CNC-milled aluminium components are anodised black and stainless steel hardware is used for assembly. All MG Biketec tail tidys come with an ECE type approved light and reflector.



In addition to the new tail tidy, MG Biketec offers ergonomic brake and clutch levers with TÜV approval in different specifications and anodised colours. Also available is a 24-hour race-proven quick-release fuel filler cap, track-ready oil filler plug, brake reservoir cap and track stand bobbins.



All MG Biketec products are designed, manufactured and assembled in Austria, and aside from a few externally sourced components such as LED lighting and mirror glass (which are covered by the standard 24-month EU warranty), all MG Biketec products are backed by a lifetime warranty.

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'Powergun' for Brutale 1000RR

Italian manufacturer QD has released a "new look and new feature" Powergun exhaust redesign for the 2021 MV Agusta Brutale.

"This iconic exhaust has been improved with a new grid on the outlet ports and a new retaining system for the removable dB killer."

The four silencers have titanium cans and are equipped with Ergal end caps and a new Teflon base coating for improved temperature resistance.

The dB killers are easily removable from underneath, where they are held by circlips,

so they can be removed without having to remove the end-port mesh grids; this means the exhaust can be used without the dB killers but with the mesh grids still in place. QD owner and CEO Manuel de Liso says that the new design "achieves a +7 hp power gain at the top end" - which is remarkable on an engine like this.

QD EXHAUST
Vercelli (VC), ITALY
Tel: +39 0161 805666
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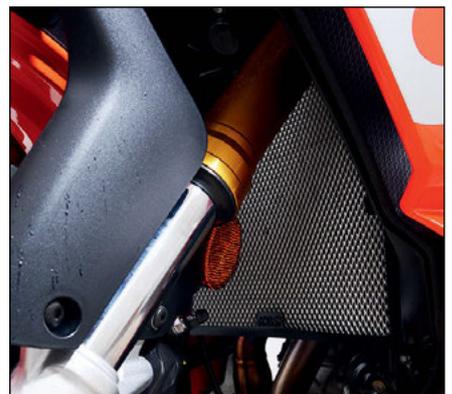
R&G crash damage protection - RS 660

British specialist R&G has been developing the art of motorcycle protection into a science for over 20 years. Founded in 1999, the company has a huge range of designs that use advanced materials and manufacturing processes to achieve impressive results.



Indeed, in North America, where its products are distributed by Twisted Throttle, this year R&G is entering its third year as the Official Crash Protection Partner to the MotoAmerica Championship series - where its products are approved for use in five classes.

One of R&G's latest new model applications is for the Aprilia RS 660. The range of options includes Aero crash protectors, a tail tidy, radiator guards, bar end sliders, stainless bar ends, brake lever guards, carbon lever guards, engine case covers, 'Cotton Reels', fork protectors, tank traction grips, its proprietary



'Shocktube' design, rear footrest blanking plates, elevation bobbins, mirror blanking plates and carbon tail sliders.

R&G products are available from distributors, including Forbikes in Italy, TechMoto in Germany, BihR in France, Hoco Parts in the Netherlands and Motor Vista and Totimport in Spain.

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INTERNATIONAL DEALER NEWS

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

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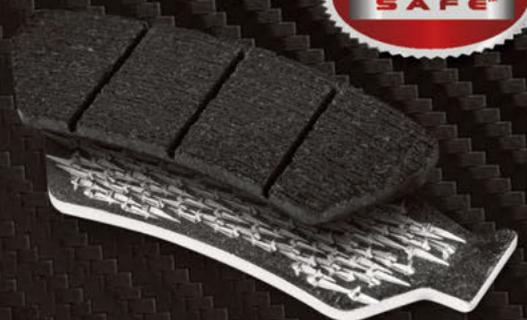
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NEWS BRIEFS

Spanish motorcycle industry expo Motorama has announced that it has had confirmation of a licence from the Madrid authorities to operate its show in 2021 - on June 4 to 6 - at the popular, stylish and visitor-friendly 'Glass Pavilion' of Madrid's Casa de Campo Fairgrounds. Among its many attractions, Motorama features the Spanish round of the internationally respected AMD World Championship of Custom Bike Building.

Biker Fest, another AMD World Championship of Custom Bike Building Affiliate Event, has announced September 16 to 19 as a revised date for its hugely popular Italian Bike Week and Italian Motorcycle Championship. Usually staged in May each year, this will be the 35th edition of the free entry celebration of all things Moto. September 2020 saw an estimated 90,000 people descend on Lignano Sabbiadoro (UD) on the Adriatic Coast of north eastern Italy for the weekend.

As EICMA continues to work hard to win industry confidence for its November 24-28 planned 2021 'Milan Show', it has announced the addition of Honda, Royal Enfield and Benelli as being among the OEMs to have committed to exhibit so far. In theory this will be the 78th year for EICMA, if it goes ahead. The uncertainty triggered by BMW's decision to withdraw from the show permanently and a third wave of the coronavirus pandemic still makes nothing certain at this time.

PDG acquires Motorcycle Storehouse

Breda, Netherlands based Powersports Distribution Group (PDG) has announced a further addition to its fast growing portfolio of powersports industry businesses with the acquisition of Motorcycle Storehouse (MCS) from its current shareholders Nedvest and management.

PDG says it will "support the MCS management team in continuing its impressive growth trajectory. PDG aims to further develop MCS and strengthen its position as a leading pan-European player with the largest assortment of premium brands, including own brands of aftermarket parts and lifestyle products for Harley-Davidson motorcycles."

Iwan Vollebregt, CEO of MCS, comments: "We are excited about our cooperation with PDG, which will help us fuel and accelerate our ambition. PDG and its management team have shown that they have the relevant expertise and vision in the industry to help us continue our growth. More importantly, we are convinced that joining forces will open up many new opportunities, in several countries and market segments."

Headquartered at Groningen in the Netherlands, MCS is a "leading European player with the largest selection of leading brands in niche custom motorcycle aftermarket parts and lifestyle products with a track record of growth and 40 years of pioneering the industry."

This has created a pan-European platform with international reach and sales to more than 90 countries. With its 47 team members, a product offering of more than 70,000 SKUs, and more than 1,000,000 items in stock, MCS says it "offers the largest assortment in Harley-Davidson aftermarket hard parts and lifestyle



Tom Beyers, CEO of PDG: "PDG is extremely impressed by MCS, the width and depth of their product assortment, their ability to create a large and loyal fanbase and their state-of-the-art operations and warehouse in Groningen. Their impressive leadership position in the Harley-Davidson niche segment will further establish the position of PDG as a European market leader."

products in Europe. MCS distributes its products globally from a state-of-the-art warehouse, and also operates a warehouse facility in the United Kingdom (Manchester), serving the UK market.

Tom Beyers, CEO of PDG, commented that "PDG is extremely impressed by MCS, the width and depth of their product assortment, their ability to create a large and loyal fanbase and

their state-of-the-art operations and warehouse in Groningen. Their impressive leadership position in the Harley-Davidson niche segment will further establish the position of PDG as a European market leader. We look forward to actively supporting MCS and its management in the next phase of growth."

PDG positions itself to be "the preferred partner for its customers and suppliers based on its broad premium product assortment, ease of ordering, availability, service level and perfect fit. PDG is proud to have the most professional and passionate individuals on board to work with the industry's most respected brands and to earn the trust of thousands of customers every day."

The PDG Group currently consists of three divisions. General motorcycle aftermarket B2B distribution with Hoco Parts, a premium motorcycle parts and accessories aftermarket distributor in the Benelux, Denmark, the UK and France. "With the addition of MCS, we now also offer aftermarket B2B distribution for Harley-Davidson motorcycles in Europe."

Additionally, PDG operates category management with DCAfam (Belgium), an aftermarket supplier to European motorcycle parts wholesalers, retail chains and large web-shops with transmission, battery and filter brands like Afam, Nitro and Shido.

Finally, PDG is a player in the vintage parts distribution segment with Dutch specialist CMS (Consolidated Motor Spares), "the leading global distributor of vintage Japanese motorcycle parts."

PDG is majority owned by Torqx Capital Partners in partnership with management and former owners.

www.powersportsdistributiongroup.com

Sources: AMD, IDN, FT, Reuters, PSB, MPN, BDN, MCN, AP, Bloomberg, MSNW, Elektrik, electricmotorcycles.news, RideApart.com, Motor1.com, CycleWorld, motorbikewriter.com

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