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AUG/SEPT '21
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ASIAN POWERSPORTS



Triumph entering motocross and enduro markets - radical expansion as British brand targets plum US market

Report by Ben Purvis

It's been thirty years since the first Hinckley-built Triumphs rolled off the production line, and despite growth since then, the company has remained focussed on much the same market segments ever since. So the announcement that Triumph is developing a whole range of motocross and enduro machines marks arguably the biggest shift in focus in the Bloor-owned era.

At the moment, the company isn't giving much away about the bikes themselves, saying only that it's developing a "comprehensive range of all-new competition motocross and enduro machines". In the process, Triumph has signed two huge names from those worlds - ex-racers **Ricky Carmichael** and **Ivan Cervantes**, with a vast array of off-road titles between them in Motocross, Supercross and Enduro - to help guide the bikes' development and the preparation of Triumph's entry into competition.

While the Triumph brand has a strong heritage in off-road competition, it all

dates back to the post-war era rather than Bloor's ownership. The company has largely steered clear of open competition in recent years, often preferring one-make championships and involvement like the supply of Moto2 engines, where it's not in direct rivalry with other bike companies.



From a marketing perspective it's a strong strategy: proving motorsport credentials without the risk of being defeated on track by a direct rival. With the entry into what Triumph describes as "top tier championship racing in both Motocross and Enduro", it will be in direct competition with the likes of **Kawasaki, Honda, Yamaha** and **KTM**, all companies with decades of

experience in off-road competition. **Nick Bloor, Triumph's CEO**, said the announcement "marks the beginning of a new chapter for the Triumph brand" and went on to explain "we are 100% committed to making a long-lasting impact in this highly competitive and demanding world with a single-minded ambition to deliver a winning motorcycle line-up for a whole new generation of Triumph riders."

Why make the move into manufacturing a range of off-road machines now? The answer lies in the American market. In the States, the already large market for 'off-highway' motorcycles grew by 46.5% in 2020, and a further 45.4% in the first quarter of 2021.

Triumph has eyed the US powersports market for several years and came within a whisker of entering it back in 2014. At that time, Triumph planned to create a range of four-wheeled off-road vehicles including a 4wd side-by-side powered by a three-cylinder engine. A number of engineers

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THE BRADLEY REPORT



MotoFUTURE



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Not (yet) one for price-sensitive consumers, but definitely one for the environmentally conscious, the much admired Swedish brand CAKE is aiming to produce the world's first ever 100% fossil-free motorcycle by 2025. Its new 20,000 capacity factory will help!

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With a likely output of around 150 hp, the most powerful motorcycle yet to come out of China is coming to the market soon in the shape of its three-cylinder, 1,000 cc triple-cylinder sports bike - get ready for the form book to be rewritten.

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Record results for June, a record forward order book, and a first half year that is +9% over the same period of 2019 show that Ducati is getting it right.



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With the TRK 502 sitting at the top of the Italian sales charts, the Chinese rescue of the 100 year-old Benelli brand shows just how far the Chinese motorcycle manufacturing industry has already come and points to how much further it could yet go.

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The brainchild of former racer Fabio Marcaccini, Unit Garage is a custom parts and accessory and model-specific kits manufacturer that specialises in products "for riders with adventure programmed into their riding DNA".



ERMAX **44**

Ermax specialises in aluminium and plastic thermoformed parts for motorcycles and scooters. Sold in France by some 1,450 dealers and distributed worldwide to more than 50 importers, the original 50 m2 workshop may have gone, but there is a 6,000 m2 factory with 24 people to replace it!

2021 - The story so far

Well, a third straight edition of IDN without our customary and much relied upon new motorcycle registrations statistics reporting, I'm afraid.

As announced, we continue to publish such new registration data that does become available in our MotoWEEK Newsletter editions, blog posts and so forth, but until we are seeing data that is lapping this year's registration statistics, then while the totals are, of themselves, instructive, the trend data is meaningless, confusing even.

We continue to see recovery in the market (there is no question that the motorcycle market in Europe is headed in the right direction), but it is important that we don't allow complacency to build based on incomplete analysis and weak comparisons. It is interesting to note that the OEM manufacturers themselves are now starting to point to 2019 comparables as the best way to realistically assess their performance, and this is something that we argued for back in the April/May edition.

What we do know, as at press time, is that the motorcycle market in **Germany** is essentially flat for the year-to-date, with new motorcycle registrations up fractionally at +0.72% to 71,384 units for the first six months of this year compared to 2020.

However, at 75,237 registrations for the first six months of 2019, *the 2021 German motorcycle market is still lagging* - although it is ahead of 2017 and approximately level with 2018.

For June motorcycle registrations were up by +10% in Germany over 2020 (15,422 units). In total PTW terms, Germany was up +6.53% in June at 27,390 as the licence changes start to restore the youth and lower cc markets. The total German PTW market was up by +3.61% at 114,867 units for the first six months. However, Germany appears to be somewhat of a statistical 'outlier' as Italy, Spain, the UK and, as far as we can tell, France, are all up. For the record, the 'Big Five' national markets between them account for at least 80% of the total European market volume - EU and non-EU.

In the case of **France**, the trade association there (CSIAM) doesn't appear to have updated its statistical reporting (certainly not outside of its membership footprint) since reporting its 2019 full year data in February 2020. At that point it announced that the French market for ICE and electric motorcycles combined was worth some 185,000 units in 2019, which was up by +12% over 2018.

Using a slightly different statistical model, when ACEM reported first quarter data for 2021 (in May) it cited the French market as having been +15.1% (44,691 units January to March 2021) compared to -11.8% (38,839 units) for the first quarter of 2020, with the French market having been -3.3% for the full year 2020 (181,231 units).

New motorcycle registrations in **Italy** were basically flat in June (+0.38% at 16,951 units), having been +44.26% for May (16,099 units). Indeed, four out of the six months so far in Italy in 2020 are reported as having been up (some of them wildly so as the numbers lap the collapse in sales in some months in the second quarter of 2020), with the YTD +54.95% at 74,541 units compared to the first six months of 2020.

Indeed, the Italian market appears to be the only one of Europe's five 'majors' where 2021 YTD market performance is not only ahead of the first six months of 2020, but also convincingly ahead of 2019 and prior years.

The market had understandably collapsed to just 48,108 units for the first half of 2020, but this year is well ahead of the 63,102 motorcycle unit sales recorded for the comparable period of 2019, *with 2021 YTD comfortably the best first six months in Italy since before the 2008 financial crisis*. In total PTW terms, Italy is +55.70% compared to the first half of 2020 at 166,551 units (and the 138,902 units sold in the first half of 2019).

By the time you read this, the Spanish statistics for July will probably have been released (ANESDOR is always the quickest out with its data capture results), but for June the motorcycle market in **Spain** was -11.59% at 18,622 units (having been +55.59% for May at 15,742 units); it is reported at +25.61% for the first six months at 81,990 units, *which is still some 6,500 units behind the first six months of 2019*. In 2021 total PTW terms, the Spanish market was +24.47% YTD at 90,639 units (compared to 72,821 in 2020 and 97,277 in 2019).

In the **UK** June was +11.67% at 13,981 units, with the YTD for the first six months running at +31.41% (54,405 units) - *still down by approximately 2,000 units over the first six months of 2019*.

The days of sales of over 200,000 such units to Europe were last seen in 2007 - 21st century imports from the Japanese home market factories having peaked in 2000 (271,828 units).

In theory, ACEM full year 2020 data shows key European markets as having seen 883,102 motorcycle registrations in 2020, compared to 874,774 in 2019. However, estimates suggest that at least 30,000, possibly as many as 60,000 of those, were Euro 4/5 transition pre-registrations that distorted the data.

Net of those pre-registered motorcycles, European registrations had still recovered surprisingly well in the second half of 2020. The big question that I posed at the start of this year though was whether the market bounce was more than just the making back of lost sales, or whether it could be genuinely new growth as especially more commuters abandon mass transit systems.

Would it be of a scale that would convincingly see PTWs genuinely gain ground over and above pre-pandemic levels as a long-term transport solution of greater choice than before?

With the late 2020 data having been so distorted by Euro 4/5 transition pre-registrations, it may remain some three or four years before we know for sure, in statistical terms. That said though, the possibility is still alive (as seen in the data we do have) that the renewed spotlight thrown onto the social isolation and environmental advantages of PTWs might finally stick.

“more than a COVID bounce?”

Robin Bradley
Publisher
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NEWS BRIEFS

The global electric car market grew by 40% in 2020 (over 2019) - albeit still from still very low annual volumes. In contrast though, and influenced of course by the pandemic, the global total internal combustion engine car market slumped by -16%.

Riding a Z650, six-time WorldSBK Champion Jonathan Rea has finally got around to gaining his motorcycle licence. The 34-year old Northern Irishman has passed his British Compulsory Basic Training (CBT) and motorcycle tests, both at the first attempt. A video record of Jonathan's training can be found on his YouTube page.

Swiss watchmaker Breitling and British motorcycle manufacturer Triumph have announced a long-term partnership - gearing up for a limited-edition watch and a customised motorcycle to be revealed in early 2022.

In addition to the investments into synthetic gasoline production technology announced by both Bosch and Audi three years ago, Porsche has now entered into a research agreement with Siemens, and BMW is investing in Californian start-up Prometheus Fuels - a company that plans to remove carbon-dioxide (CO2) from the atmosphere and convert it into pump gas; www.prometheusfuels.com

In addition to acknowledging that they will eventually adopt common-platform swappable batteries with rivals Honda, Kawasaki and Suzuki, Yamaha has stated that while it only expects 2.6% of bikes to be electric by 2030, it projects a rapid increase after that, reaching 20% by 2035 and 90% adoption by 2050, with low-carbon technologies like synthetic fuel accounting for much of the remaining combustion-engined market at that stage.

Galfer to sponsor the FIM ISDE

Spanish brake specialist Galfer has ramped up its commitment to the Enduro universe for the 2021 season. After sponsoring the FIM EnduroGP World Championship, and numerous national championships already this season, Galfer has now announced a major partnership with the most exciting and prestigious international off-road motorcycling championship in the world - the historic FIM International Six Days of Enduro (FIM ISDE).

"Galfer has always been actively involved in the world of racing," says Sales Manager Ivo Bristot. "We have been providing sponsorship in several disciplines, ranging from MotoGP to World Superbike, Motocross (MXGP) and TrialGP.

"We consider the partnership opportunity with such a high-level event as the FIM ISDE (a global symbol of the pinnacle of Enduro) as the perfect way to actively support a sport which we have been involved with for many years. It is a sport that has contributed to the development of our high-quality brake products and has helped Galfer become synonymous with power, safety and high performance in Enduro.

"Galfer has worked with the top international teams and riders in the Enduro World Championship for many years and is the preferred choice of multiple world championship winners such as Steve Holcombe and Brad Freeman, both members of the Beta Factory Enduro Team, among others." The 2021 edition of the FIM International Six Days of Enduro (FIM ISDE) will take place in Italy, in Piedmont and Lombardy, from 30 August to 4 September 2021. The best Enduro riders from more than 30 countries and five continents will be

competing on challenging off-road routes over a total of approximately 1,000 km, including special stages.

The Galfer presence will include a stand with a large exhibition and hospitality area where the brand's professional riders will be invited for autograph sessions and interviews with the international media.

Located in the "Living" Paddock/Commercial Village area, Galfer says it would be delighted to welcome any fans, riders, professionals and dealers who want to know more about the Galfer range of brake products - especially its Enduro-specific discs and pads.

www.fim-isde.com
www.galfer.es



Steve Holcombe



ISDE Programme - Italy 2021, August 30 - September 4

Paddock Opens - Monday August 23, Rivanazzo Terme (PV)

Opening Ceremony - Saturday August 28, Pavia

Motocross Final - Saturday September 4, Tazio Nuvalori Circuit

Awards Ceremony & Closing Party - Saturday September 4



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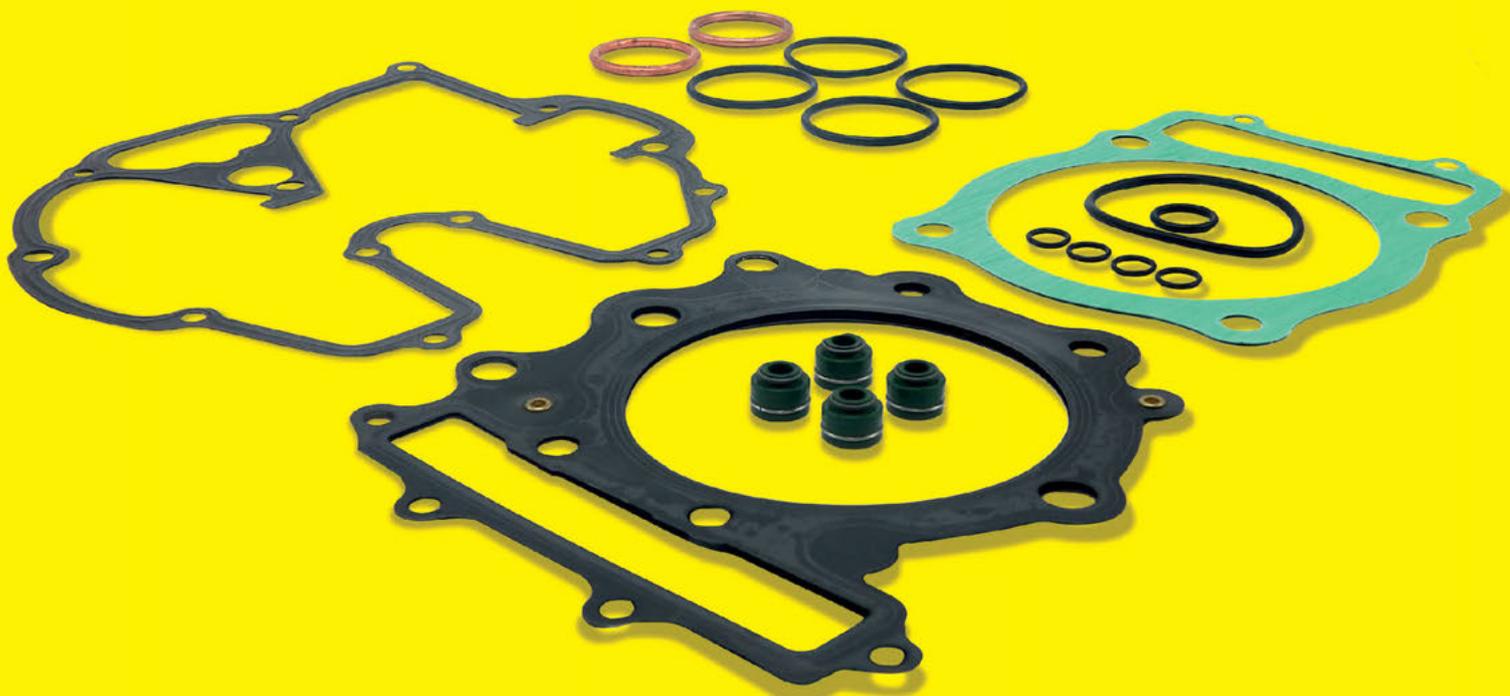
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NEWS BRIEFS

Confounding rumours to the contrary, Alex Lowes will remain "an integral part of the Kawasaki Racing Team" for the coming seasons, having agreed a new multi-year deal that will take him into his third year as an official Kawasaki WorldSBK rider.

PSB in the United States reports that Kawasaki has announced increased capital spending, employment growth at its Lincoln, Nebraska factory. Kawasaki has been manufacturing in Nebraska since 1974. Currently the facility covers approximately 2.4 million square feet and employs over 2,400; an estimated \$200m in capital and tooling will be spent there in the next 18 months - much of it aimed at rail car projects.

North American snowmobile unit sales increased by +16% during the 2020-2021 selling season (ISMA/ISC data). There were 59,234 new units sold in the United States and 109,801 total North America unit sales - both figures were the highest reported since 61,593 units were said to have been sold in the United States in 2009. Worldwide sales were 133,44 units.

Damon Motors (Vancouver) has announced a strategic alliance with Auteco Mobility to "deliver the world's smartest, safest, connected electric motorcycles" to the Latin American market. The two companies plan to collaborate for sales and support of Damon-branded motorcycles. Additionally, Auteco plans to licence aspects of Damon's CoPilot safety technology for use in its own Victory branded motorcycles.

DC-AFAM adds MIW filters

Based near Ghent in Belgium, DC-AFAM has announced the addition of the MIW air and oil filter range to its already extensive product line-up.

The MIW air and oil filter range will be sold by DC-AFAM under licence from the Milan based SGR Group (Società Generale Ricambi).

DC-AFAM says that the decision to add distribution of the well known and respected MIW range allows it to complete its range of quality technical spare parts and "become an even more solid partner for our customers".

Part of the Breda, Netherlands based Powersports Distribution Group (PDG - Hoco Parts, Motorcycle Storehouse, CMS etc.), DC-AFAM is well known for its AFAM sprockets, DC chains and NITRO and SHIDO battery ranges.

The MIW programme offers a wide range of air filters which equip motorcycles from the Sixties right up to 2021 models - some 600 different air filters to fit road and off-road bikes, scooters and ATVs, plus an oil filter range "that covers all the aftermarket needs".

The complete MIW range will be available to importers internationally from the DC-AFAM headquarters warehouse inventory in Belgium.



www.miwfilter.com
www.afam.com

Also known as Meiwa Company Ltd., MIW has been manufacturing oil and air filters in Japan since the early 1970s, and its aftermarket filters feature the same OE grade technology - such as "Multi Stage Filtration to ensure the removal of all hazardous particles and impurities from the engine oil" - and they incorporate an "oil pressure stabiliser system, to provide a smooth flow of cleaner and more refined oil to the engine". MIW uses resin impregnated micropore paper with a high grade cotton linter fibre to give "unparalleled durability during filtration. The cotton linter element is composed of variable thickness fibre strands - thicker strands on the outer wall of the filter, to catch larger metallic particles and thinner strands making up the inner wall, catching even the smallest particles. Our multi strand microscopic fibres provide superb porosity for oil flow, even after contamination".

Pure&Crafted Berlin

Two years after its last event - the final staging of BMW Motorrad Days at Garmisch-Partenkirchen in Bavaria - BMW Motorrad has confirmed recent speculation by announcing a return for its Pure&Crafted festival concept. Launched in Berlin in 2015 and initiated by BMW Motorrad, the Pure&Crafted Festival will return to the banks of the River Spree on 17-18 September 2021. BMW Motorrad will once again be the title sponsor of the event.

For the first time, the event will be held in the Berlin trade fair's event-proven Summer Garden, which offers a unique setting in the heart of CityWest directly under the Radio Tower. "Here, fans can experience the special mix of live music, motorbike culture and new heritage lifestyle. And this year, visitors and music fans can look forward to some truly special live music, with The Hives and Jake Bugg already confirmed.

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Derek Rickman, 1933 - 2021



Motorcycle industry icon and AMA 'Hall of Famer' Derek Rickman passed away on July 3 after a short battle with cancer. He was 88.

Along with his younger brother Don, the Rickmans dominated British motocross in the 1960s and did much to shape the evolution of the sport, both here in Europe and in the United States. They produced thousands of their own high-quality and lightweight motorcycle frames and helped manufacturers with various design improvements for decades. Rickman-framed sport bikes, especially popular in America, were influential to the development of the sport from the late 1960s throughout the '70s.

The brothers first rode in trials, then scrambles and eventually motocross. Derek represented Britain in the Motocross des Nations in 1959, 1960, 1963, 1964 and 1966, with Don also on the team in 1963 and 1964. In the 1950s they modified standard BSAs and the term 'Metisse' entered the industry lexicon - it was a Gallic expression for a mongrel. The modifications became more and more extensive until, in 1960, they produced their first frame and christened the complete motorcycle the Mark 3, which utilised either a Triumph or Matchless engine.

Rickman motocross bikes became highly prized, and the bulk of them were shipped to America to supply the burgeoning sport of motocross in the 1960s and 1970s. Rickman machines were 30 to 40 pounds lighter than the standard versions and also looked beautiful and compact with nickel-plated, high-quality, large-diameter Reynolds 531 tubing carrying the engine oil inside the frame itself.

BSA in America came to the Rickmans and commissioned them to build 125

and 250 cc motocross bikes. They found 250 Montesa and 125 Zündapp engines they could buy and produced prototypes - and BSA America decided to import them. At one point, Rickman was producing nearly 4,000 bikes a year that went mainly to America.

When the British motorcycle industry went bust, the Rickmans found themselves standing as the biggest motorcycle producer in England. Following the urging of a major sponsor, the brothers also built road racers and they really took off in the late 1960s and early 1970s when the Japanese companies began producing big, multi-cylinder motorcycles such as the Honda CB750 and Kawasaki Z1.

"The Japanese produced very good engines, but they put much less attention into their chassis," Derek once explained. "We developed our own frames to accept those new four-cylinder engines. Our kits handled very well as compared to the production models. We also produced kits for Triumph engines as well."

The Rickman Honda and Kawasaki, with nickel-plated frames, powerful disc brakes and Rickman-made fibreglass fairings, were some of the most beautiful and highly desirable motorcycles of the 1970s and found great success in competition. A Rickman Triumph ridden by Alan Barnett finished second at the Isle of Man in 1969.

Rickman developed a loyal following, but eventually the market changed with the Japanese manufacturers improving their motocross machines by adapting many of the concepts the Rickmans pioneered. By the early 1980s, Japanese manufacturers had greatly improved their sport bike chassis designs, and although the Rickmans diversified, the brothers sold their business in the mid-1980s.



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NEWS BRIEFS

Celebrating "a decade of riding dapper", on May 23rd the Distinguished Gentleman's Ride (DGR) - a men's health charity motorcycling event - raised an incredible US\$4.1m in 2021, taking the global total of funds raised since the event began to over US\$31.5m. Some 65,000 classic and vintage motorcycle enthusiasts "came together" in 913 cities and 116 countries around the world. In 2021, the funds raised by the event have been donated directly to its global charity partner, Movember. Prizing for 2021 included four brand new motorcycles from Triumph Motorcycles. Additional supporting partners in 2021 included London based Hedon Helmets, Belstaff apparel and ELF (a France based brand of TOTAL - the world's 5th largest oil company). The DGR was founded in Sydney, Australia, in 2012 by Mark Hawwa; www.gentlemansride.com

Dunlop is claiming "exceptional mileage performance" for its new Sportmax Roadsmart IV sport-touring tyre - claiming +49% more performance than the Michelin Road 5 GT and up to a +26% increase in mileage over its own Roadsmart III. "The rear tyre uses MT Multi-Tread technology with a long-wearing compound in the centre of the tyre and special lateral compounds on the shoulders for outstanding grip. Front and rear tyre compounds contain Hi Silica X and Fine Carbon to increase wet grip and stopping performance. New sidewall construction improves wet and dry handling and comfort."

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

Moto-Master MX sprockets and chains

Dutch motocross parts and accessory specialist Moto-Master is more than just a brakes company. Founder Gaston Veron made his first brake rotor in 1996 and founded his company a year later.

Sadly, Gaston died in an off-road riding accident in 2011, but his spirit lives on, and 2012 saw the company taken over by its two largest suppliers - Nolde BV and Reny Laser Techniek. They formed the present day company Moto-Master Europe BV to take the company's product line forward, and next year the business will celebrate a decade of continuous success and expansion.

The Moto-Master 'offer' also now includes high-performance sprockets and chains for the MX/off-road market. Through the years, Moto-Master has secured many national, European and World Championship titles in almost all disciplines of motorcycle sport and proudly says it is the "winningest brand" in today's MX Grand Prix racing, indeed 2021 Supercross Champion Cooper Webb is a Moto-Master rider.

All its research and development, manufacturing and warehousing are located in the Netherlands, backed by the knowledge that its distributors and their dealers are buying from an ISO 9001:2015 and TÜV-KBA certified organisation. The Moto-Master "hard parts" division is growing fast, gaining popularity with dealers for the



70/75 - "the ultimate racing sprocket"



Steel - "durable choice"



Fusion - "the best of both worlds"

'one-stop-shop' opportunity it represents for MX and off-road replacement and performance parts. With availability having become an industry-wide problem, Moto-Master General Manager Rolf Verhagen told IDN

that "our efficient manufacturing processes and robust supply chain mean that we are still able to supply customers on a timely basis. "Our MX sprocket line consists of over 950 individual articles in ALU 7075, FUSION (dual ring) and Steel Ultra-light and front sprockets.

"Complementary to our sprockets we offer dual range MX chains, our Velocity and GP Series. To our GP Series chains we have recently added an X-ring versions for motorcycles and ATV, plus GP-X and GP-X ATV chains. By completing our GP chain series, we now offer one of the most comprehensive drive line product assortments in the off-road/MX market."

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NEWS BRIEFS

Airspeeder (based out of South Australia) is the world's first electric flying car racing series. Yes, you read that right. The brainchild of a certain Matt Pearson, who runs Alauda - "the world's first performance electric flying car manufacturer" - it is hoped that the planned global race series will eventually see a full grid of eVTOL (electric Vertical Take-Off and Landing) craft, manufactured by Alauda, managed by individual teams and operated by elite pilots, compete at heights of up to 40 m off the ground and at top speeds of 200 km/h. The air races will take place on electronically-created tracks and be streamed globally, minimising the environmental impact of more complex logistics and infrastructure. Alauda's Mk 3 is described as "the world's first fully functional electric flying racing car". Pod racing anyone? www.airspeeder.com

Pending "consultation", the UK has now confirmed 2035 as the end of the road for internal combustion engine PTW sales. It is acknowledged that PTWs only account for 0.4% of greenhouse gas emissions in the UK, but the deadline could be even sooner "if a faster transition appears feasible". There are presently 1.4 million PTWs licensed for road use in the UK, with an average age of just over 15 years.

MV Agusta has been turned into a comic featuring its latest range of iconic motorcycles, each matched to a character personifying its archetypal owner. Cesare, the leading character in the first episode, "Soul of the Mountain", recently launched on the official MV Agusta website, is a rescue helicopter pilot who, in his free time, loves to roam the scenic mountain roads around the air base on his Turismo Veloce.

Brembo Silicon Valley 'Centre of Excellence'



Brembo CEO Daniele Schillaci: "We are in an era of data science and the application of artificial intelligence, which offers us a great opportunity to build our future and strengthen our technological leadership."

Following its acquisitions of SBS and J.Juan, Brembo continues to further develop the foundations of the business for the next stage in its evolution as it seeks to future-proof its operations.

The 'Brembo Inspiration Lab' in California's Silicon Valley will be its first centre of excellence and will focus on software development, data science and artificial intelligence as a "step forward in the path to become a trusted solution provider" and to "accelerate the digitalisation of the company" - one of the key objectives of the 'turning energy into inspiration' strategic vision announced by Daniele Schillaci, Brembo's Chief Executive Officer, in September 2020.

"We are very pleased to open Brembo's first centre of excellence in

Silicon Valley. We are entering and investing in this world-renowned location for high technology and innovation with the clear and ambitious goal of addressing the unprecedented challenges impacting the automotive sector," Schillaci is quoted as saying.

"We are in an era of data science and the application of artificial intelligence, which offers us a great opportunity to build our future and strengthen our technological leadership. With the 'Brembo Inspiration Lab' we accept the challenge to increase the company's digital culture and to bring 'Made in Brembo' innovation even closer to our partners."

The facility is expected to open in the fourth quarter of 2021. It will welcome

talent from various industries "to benefit the development of Brembo's future braking solutions".

www.brembo.com

Two for the price of one

With so many tens of thousands of parts in its inventory, it is no wonder that Bartenheim, France headquartered distributor Bihr is one of Europe's most prodigious dealer catalogue publishers - indeed for 2021, its Street programme is so vast that the company will produce two catalogues.

Available now, Part 1 features its accessory products for street, touring, sport bike and ADV model dealers and their customers.

"Whether new brands or new sections, year after year the Bihr Street and Off-Road catalogues are expected and regularly serve up their share of new products and surprises.

"For 2021, the road catalogue has been redesigned to incorporate the arrival of new brands, absorb the growth of new segments and vendors

and adapt to the needs of the professionals who rely on us as their inventory partner.

"There are now two catalogues that bring together the entire street and sport bikes ranges of products available from Bihr - available in just 24 hours for most of Europe. Part 1 is available now and is dedicated to the equipment and customisation of two wheels, while the second volume will bring together the hard parts and performance items.

"Volume 1 features exhausts, racing products, adventure and travel, vintage and the important section dedicated to the equipment, protection and personalisation of

motorcycles - this occupies a little more than half of the 904 pages of this first catalogue.

"The second, purely mechanical part with the new applications for the 2020 and 2021 models will be found in the second catalogue and will group the engine, electrical and chassis sections together. Volume 2 will follow in just a few weeks.

"Even so, these two volumes are still only part of the Bihr story, filtration, batteries, spark plugs, transmission, braking, lubricants, service and maintenance products will remain grouped together in a third Bihr Meisterwerk - our consumables catalogue."

www.mybihr.com **Bihr**



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NRS extends the bonding of the compound across the temperature span of the brake pad, so that riders get a limitless all-terrain braking experience.



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BRAKE PADS FOR ATV / UTV

NEWS BRIEFS

Following a similar 'incubator' investment acceleration announcement by Honda some months ago, 2022 will see Yamaha establish a US\$100m, 15-year investment fund. The mission is to seek potential business partners and start-ups for collaborations that will accelerate the development of environmental technologies. The Yamaha Motor Group has set a new goal of aiming for carbon neutrality throughout all of its business activities, including across the life cycles of its products, by 2050. The fund will be operated by Yamaha Motor Ventures & Laboratory Silicon Valley (YMVSV).

Powersports Business (PSB) has announced "an exclusive powersports dealer experience" - the PSB Accelerate Conference - to "bring together dealers and industry leaders to focus on key issues, business growth and future planning" at the Atlanta, GA, Hyatt Regency, on November 8-10, 2021. Features will include workshops, seminars, case studies and keynotes - "a unique experience filled with networking discussions, receptions and thought-leadership."

Puerto Rican phenomenon David Fondon piloted the Taylors, SC. based Moore Mafia (Chris Moore) Brock's CT megaphone titanium full exhaust system equipped 2020 GSX-R1000 to a 7.91 ET at 170 mph at the Maryland International Raceway in May 2021. In doing so it became the world's first stock engine bike to break the 7-second barrier - making it the quickest and fastest stock engine motorbike (no nitrous/power adder) on the planet.

Mentor, Ohio based Race Winning Brands (RWB - the owner of Wiseco Piston and Rekluse clutches among others) has acquired Mooresville, North Carolina based Victory 1 Performance - "a leading automotive supplier of manufactured and forged high-performance titanium and alloy valves." Victory represents the eighth add-on acquisition for RWB - a portfolio company of Kinderhook Industries that is headed up by powersports industry veteran (ACCEL/Mr Gasket etc) Bob Bruegging as President.

Zard inaugurates new R&D centre from Misano

On track with the champions in the beautiful setting of the Misano World Circuit, Italian exhaust manufacturer Zard inaugurated a new design, research and development centre - with the star of the show being the unveiling of a 2:1 full kit for the brand-new Aprilia RS660 twin - complete with a custom edition fairing dedicated to the Zard Racing Day. Already active, the new R&D department will immediately give Zard increased resources to expand its product range, and taking the Italian brand to new markets is the objective, according to Graziano Milone, the creator and promoter of the 'ProDay' event.

"I would like to thank Giulia and Aldo Gherlone, owners of Zard, and the guys who made this fantastic project possible, as well as this successful event - the 'ProDay'. The atmosphere



inside the pit garages with the champions and throughout the whole event area was as pleasant and relaxed as a party with friends, and that was our goal.

"I thought our guests would be the happiest people there but, in fact, our champions loved the opportunity to be

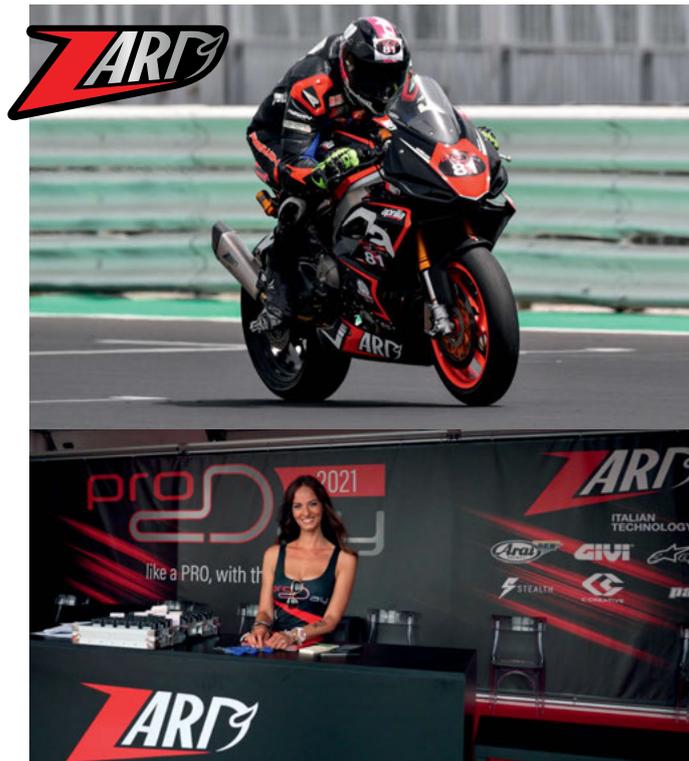
able to share the track with amateurs and to give them advice and to be admired in their riding poetry - it was fantastic.

"During the event, I received several phone calls from friends and colleagues who followed the 'ProDay' on the social networks of the companies involved, and they all said that what they had seen made them ready to participate in the next edition."

Giulia Gherlone, CEO and owner of Zard, said: "It was a day full of emotions for all of us. We had been planning this for a long time, and the opportunity to bring the guys from our team together with our biker friends for a big party driven by the passion for the two wheels proved to be an irresistible formula with the Zard Racing Day and the 'ProDay'. Bringing some of the big names in the motorcycle world onto the track with us, at one of the most important circuits, made for a very special day."

"During the 'ProDay' we saw the bikes of journalists, friends, employees and customers of Zard - all racing together with the likes of Marco Lucchinelli, Gianfranco Guareschi, Jorge Lorenzo, Michele Pirro and Dario Marchetti. We are already planning for the 2022 edition and looking forward to another special event."

www.zardlab.com



Barnett Clutches & Cables catalogue

Now available at 136 pages, the 2021 full line print catalogue from American specialist Barnett Clutches & Cables includes all of Barnett's American made motorcycle and ATV clutch components and control cable products for current street and off-road applications.

Ordering information and application listings are provided for Barnett's entire line of clutch and cable components including clutch plates, clutch kits, clutch baskets, pressure plates, clutch covers, Scorpion clutch components, cable assemblies, brake lines and more.

www.barnettclutches.com



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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NEWS BRIEFS

SEMA has welcomed the reintroduction of the RPM Act for 2021, but says that a major effort is also needed to ensure that it passes into law. "Our voices have been heard! After receiving more than one million letters from enthusiasts, the Recognizing the Protection of Motorsports Act (RPM Act) has been reintroduced in the U.S. House of Representatives in the 2021-2022 session of Congress. The RPM Act must now be enacted into law to guarantee the right to modify street cars, trucks and motorcycles into dedicated race vehicles, and ensure that industry can offer parts that enable racers to compete."

Portuguese helmet manufacturer NEXX is celebrating its 20th anniversary of "embracing a culture of innovation" and "constantly evolving to remain at the forefront of the ever-changing motorcycle helmet industry. We continue to invest in human capital development, in R&D and value-added products, manufacturing processes and cutting-edge technology and equipment in order to realise our vision. Staying ahead of our competition means thinking outside of the box - we liberate our designers and engineers to step out from what they know today, catalysing their passion and the brand values for the visionary design that will be needed for tomorrow".

Dallas, TX. based pre-owned automotive and powersports vehicle E-tailer RumbleOn reported improved net income and positive adjusted EBITDA for its Q1 to end of March 2021. It is projecting year-over-year revenue growth of 66 to 78% in Q2 and gross profit growth of 113 to 125%. Total vehicle unit sales were 3,500, +32.2% from 2,647 in Q4 2020, of which 1,006 vehicles were powersports units (+17% over the year-ago period) worth \$10.9m in revenue (+27.7%). Powersports gross profit per unit sold was \$2,961. Net loss was -\$4.5m (improved from -\$5.5m Q4 2020); the positive adjusted EBITDA of \$0.02m for Q1 2021 was an improvement from -\$2.8m in Q4 2020. RumbleOn is due to complete its merger with 22 location brick and mortar pre-owned unit seller Ride Now Powersports in late June or July of this year.

Airoh - 'Six Days Italia' special edition Aviator 3

Airoh has been involved with all kinds of motorcycle sport for years. In fact, 2020 saw Airoh helmet-equipped riders win eight more world titles, taking the Italian brand past the century of world titles mark to **103 championships in just 23 years** - the first coming in 2005 when the then emerging talent of Antonio Cairoli won the MX2 title.

Since 2013, with the Aviator 2.1 'Six Days Sardinia', Airoh has been an integral part of the continuing evolution of the 'International Six Days Enduro' story (ISDE) with a dedicated off-road helmet, and for the upcoming **2021 'Six Days Italia' (August 30 to September 4)**, Airoh has created what it describes as a "very special limited edition helmet".

"Our top-of-the-range off-road helmet will be one of the features of the event. This product has been handmade by skilled craftsmen, with every operation done with extreme care and precision - paying close attention to even the smallest of details.

"The Aviator 3 'Six Days Italia' has all the innovative features of our



regular production Aviator 3, but with some exquisite details that make it unique. This helmet has an exceptional dedicated graphic with the Italian flag and colours, and it will be presented in special edition boxes designed specifically for this highly desirable limited edition product.

"Each helmet will have its **production serial number** printed on its edge and, for those who want it, we can print additional words or numbers - such as the rider's nickname - a free service for those placing pre-

orders. Every Aviator 3 'Six Days Italia' will literally be a one-of-a-kind special edition."

Sponsored by **Dunlop**, this will be the **95th edition of the FIM ISDE** - staged in the Apennine Mountains in northern Italy between Piedmont and Lombardy. Having had to miss 2020, this 95th edition has entrants registered from **29 different nations** with **more than 200 teams**, of which 160 will participate in the Club Team Award - plus an entire Italian team of 150 riders.

Eight national teams will contest the Women's World Trophy - France, Germany, Italy, Portugal, Spain, Sweden, the United Kingdom and the United States.

In 2019 the United States won the World Trophy (ahead of Australia and Italy); Australia took the Junior Trophy (ahead of USA and Spain); USA also scooped the Women's Trophy (ahead of Germany and Great Britain), with KTM riders winning the Manufacturer's Trophy.

www.airohspecialedition.com

WRS - DBHolders OEM race replacements



Based between Brno and Ostrava, Czech sports and race bike parts manufacturer **DBHolders** specialises in **lightweight, high strength OEM replica and upgrade parts** in aerospace grade aluminium alloy, fibreglass, Kevlar and carbon composites.

Available through distributors, including **WRS** in Italy, the fairing bracket and airduct seen here for the **BMW S1000RR (2019-2020)** is said to be both **lighter (33% lighter)** and **stronger than the OEM cast fairing bracket** it replaces - saving money and weight.

It is made from top grade aluminium alloy and finished in a superb black powder-coat and includes a fibreglass airduct with Kevlar/carbon reinforcements for improved airflow, durability and less weight.

Also seen here, this handcrafted OEM replacement racing subframe for the **Yamaha R1 (2015-2020)** is usable for all race classes requiring the stock subframe.

Also made in high grade aluminium alloy and black powder-coat, it is precision manufactured to the stock dimensions to allow the stock



battery and fuse box to be kept and the **ABS hydraulic unit** to stay in its original position. It is some **24% lighter** than the factory piece it replaces and, being race only, does not have the mounting points for passenger footrests or other road bike accessories.

www.wrs.it
www.dbholders.com



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

Akrapovic 30th anniversary

Akrapovic is celebrating its 30th anniversary in 2021. The beginnings for the Slovenian exhaust manufacturer go back to even before its formal incorporation in the spring of 1991, when operations started in a workshop just over a kilometre away from its current headquarters at Ivančna Gorica.

Igor Akrapovic was a motorcycle racer who had also tuned motorcycles during his racing career - on his own

machines to start with, but later also on those of others, even his rivals. It was this passion for technology and constant improvement of motorcycle components that made him decide to start his own business and dedicate his future to developing high-performance exhaust systems.

Exhaust systems were where Igor saw his greatest opportunity, because at that time there was little competition on the market, and substantial room for improvement. He initially focused on racing motorcycle exhaust systems, building a rich tradition of state-of-the-art products, from which he soon expanded into the mainstream motorcycle market, as well as the car market later on.

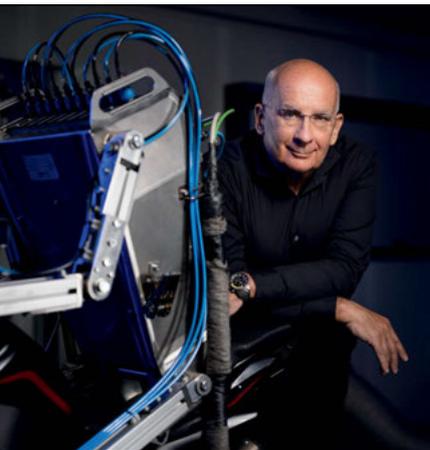
Three decades after its inception, the company is operating at two state-of-the-art production sites in Slovenia, with over 1,300 employees. The facilities at the company's headquarters in Ivančna Gorica comprise an in-house titanium foundry, a durability dyno on which a robot rides the motorcycle, a metallurgical lab, an R&D department



The Evolution Line (Titanium) 30th Anniversary exhaust system for the Kawasaki Ninja ZX-10R and Ninja ZX-10RR will be a one-off special with an engraved Akrapovic logo and numbered in a series limited to 30 - each will come with a special certificate to verify its exclusivity and rarity.

and a racing department. The entire production, from tube making to final assembly, takes place in a large production hall at Crnomelj.

To date, the company has secured 140 world championship titles with its partner racing teams in various racing disciplines, along with numerous victories in FIM MotoGP, FIM WorldSBK, FIM MXGP, FIA WEC and DTM, famous races like the Isle of Man TT, 24 Hours Nürburgring, 24 Hours of Le Mans, 24 Hours of Daytona, Dakar Rally, and more.



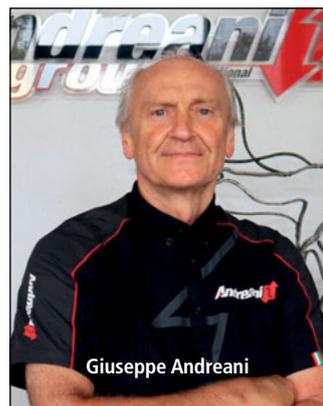
Andreani to represent Öhlins in Eastern Europe

Almost 15 years after its first agreement was signed with Öhlins, Italian suspension specialist Andreani Group has announced a significant extension to the footprint of its representation for the Swedish manufacturer of the "original gold" suspensions.

Andreani Group has now additionally become the exclusive Öhlins distributor in several of the fast growing East European markets - Albania, Bosnia Herzegovina, Bulgaria, Cyprus, Croatia, Estonia, Hungary, Latvia, Lithuania, Malta, Romania, Serbia, Slovakia, Slovenia, Turkey and Ukraine.

Owner, founder and former racer Giuseppe Andreani told IDN that "this represents a new opportunity to further develop Öhlins' access to important markets and for our company to strengthen our network of service centres.

"By sharing all the know-how we have acquired in over 30 years of experience in the suspension sector, and by organising training courses to teach how to tune suspensions with the best



equipment, dealers and riders in these developing markets will now be able to offer and enjoy the same highly professional level of service that Andreani dealers have been used to here in Italy and elsewhere in Europe. "Öhlins is a premium suspension brand, noted for its precision manufacturing and handling performance, and Andreani is known for its unrivalled suspension expertise and service. This is an excellent plan for everyone involved."

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NEWS BRIEFS

Following a six-month pilot programme, Triumph North America has introduced two-year, unlimited mileage Roadside Assistance on all model year 2021 and newer motorcycles. Part of Triumph's Total Care commitment to delivering an "overall excellent ownership experience", this added coverage is a free benefit for every new-model bike buyer and complements the two-year unlimited mileage warranty which comes standard on all new motorcycles.

Yamaha's recent 'Environmental Plan 2050' is the first acknowledgment by a major PTW manufacturer that 'synth gas' can and will have a role to play in the market's future. Given that ICE units have at least an average life expectancy of 15 years, and will remain available for sale right up to whatever deadline each individual country chooses, there will be a need for zero tailpipe greenhouse gas emissions gasoline for at least 30 more years if 2035 is taken as a median adoption benchmark - longer if the powerful German Auto Industry lobby group (VDI) is able to maintain its grip on policy making.

Deltran, the owner of the popular Battery Tender battery charger brand, has prevailed in a 7-day federal jury trial on claims brought against competitor Noco Co., (Ohio) for trademark infringement. The jury issued two verdicts awarding Deltran actual damages, as well as significant punitive damages. Noco ran deceptive ad campaigns on Amazon between 2015 and 2018 that used the Battery Tender trademarks to confuse consumers.

BRP has reported North American powersports retail sales up by 39% for its quarter to April 2021. Revenues increased by \$578.8m (+47.1%) to \$1,808.6m compared to the year-ago period. Revenues from year-round products increased by \$282.2m (+44.1%) to \$922.5m; seasonal products increased by \$140.8m (+43.6%) to \$463.4m for the three-month period ended April 30, 2021. Revenues from Powersports PA&A and OEM Engines increased by \$143.3m (+91.0%) to \$300.8m. North American retail sales for powersport vehicles were +39% - mainly driven by PWC, 3WV and ATV. Gross profit increased by \$306.9m (+130.5%) to \$542.0m.

Duell acquires IGM Trading and Grand Canyon GmbH



Finnish distributor Duell Bike-Center Group has acquired the Dutch accessory and apparel company IGM Trading BV and German Grand Canyon GmbH from founders and Managing Directors Ingrid and Arno Gaalman-Weghorst.

Known for its Grand Canyon apparel programme and cruiser accessories, the acquisition will give Duell a new logistics centre (at Hengelo, Netherlands) from which to optimise deliveries in Central Europe and access a German dealer network of over 500 dealers.

Duell offers over 200 brands and 130,000 items, plus three own garment brands - including the Halvarssons and Lindstrands apparel brands it bought from Jofama (Sweden) two years ago. Duell sells to dealers throughout Scandinavia and in Denmark, Great Britain, Ireland, the Netherlands, Belgium, Spain and parts of Eastern Europe.

The acquisition comes as the Finnish company continues its "strong expansion course into Central and Southern Europe" - a programme that started in 2019. With the takeover, Duell now has another strategically important logistics centre which further optimises fast and efficient delivery to its dealer network outside Scandinavia.

"For the first time, Duell will be entering the German market, one of the largest European markets for motorcycle sport. Duell will add to its Halvarssons and Lindstrands apparel ranges by including the Grand Canyon Bikewear, Premier Helmets and Stylmartin boots brands that were previously managed by IGM.

"The founders and managing directors of IGM will continue to provide Duell with advice and



CEO Jarkko Ämmälä

operational support in the years to come. All IGM and Grand Canyon employees will be taken over into the Duell Bike-Center Group.

Jarkko Ämmälä, CEO of the Duell Bike-Center Group, said: "We want the best products at the best prices with the best delivery times for our customers. That is the simple but important business philosophy that is driving our growth - a philosophy that has made us the undisputed number one in Scandinavia in barely 40 years. With the takeover of IGM, we are getting a strategically important logistics location and access to a new trade network in Germany, one of the largest sales markets for motorcycle accessories in Europe and extension of the network in Benelux. I am convinced that we will reach and inspire our new customers with our business philosophy, products and services in the shortest possible time." The Belgian motorcycle business specialist Erwin Van Hoof, who, as Export and Business Development Manager at Duell Bike-Center Group, has been responsible for the establishment and development of the business outside Scandinavia

since 2019, says: "Germany is one of the key markets in Central Europe. In order to be able to guarantee our customers the Duell premium service with numerous branded products and quality parts from day one, we have already twelve months of intensive preparation behind us. Now we not only have another modern logistics centre, but also a professional, motivated and powerful team with five sales managers who are ready to assist and advise our customers."

Arno Gaalman, founder and managing director of former IGM Trading BV, is also pleased with the successful conclusion of the contract: "We are looking forward to cooperate from now on and are proud to be part of this big and successful distribution group. By bundling the Scandinavian strength and the Dutch commercial skills, we will benefit from numerous synergies. The ambitious goals of Duell perfectly suit the goals of the former IGM, and so I am convinced that together we will grow faster than ever expected - for the benefit of our customers, partners and employees in Germany and the Netherlands."

Duell's expansion into Germany will



see dealers there having access to the Halvarssons and Lindstrands brands for the first time. Both brands have more than 70 years of tradition, have been tried and tested for decades in a wide variety of weather conditions, but are not yet well known outside of Scandinavia.

Since its acquisition of the brands in 2019, Duell has further developed its in-house design and development centre. "As a premium brand, Halvarssons stands for classic design and the highest quality in leather and textiles and meets the highest safety standards like AAA," says Jarkko Ämmälä.

"Lindstrands enjoys an outstanding reputation as particularly robust, durable and comfortable equipment, especially among demanding high mileage touring and adventure riders. Both brands will expand the choice for German riders and gradually change the motorcycle apparel market there. Dealers will appreciate the perfect match they bring for the garments in the Grand Canyon Bikewear range, and in the coming years they will see our design specialists significantly improve that line too.

"We want to be the one-stop solution for our customers. Instead of wasting valuable time on research, our customers will know that Duell has an answer to all questions. Even in the age of rapid e-communication, we

therefore rely on personal contact with our partners - in addition to our easy-to-use B2B platform. This is an essential element of the philosophy with which we want to achieve service leadership," explains Van Hoof.

"Therefore, Duell will remain true to its almost 40-year company philosophy in its expansion project in Central Europe," continued Ämmälä.

"With all the passion for powersports that everyone at Duell has, we are also calculating business people. We understand the challenges ahead of us. It will not be easy to enter the already crowded markets in Central and Southern Europe. That is why we prioritise a healthy, long-term growth instead of a quick, but possibly just short-term success.

"An important part of the Duell business strategy is to build up local logistics centres that can be responsive to dealers' needs and guarantee fast delivery times. This business model includes strategic acquisitions of existing trading companies as well as establishing our own regional subsidiaries."

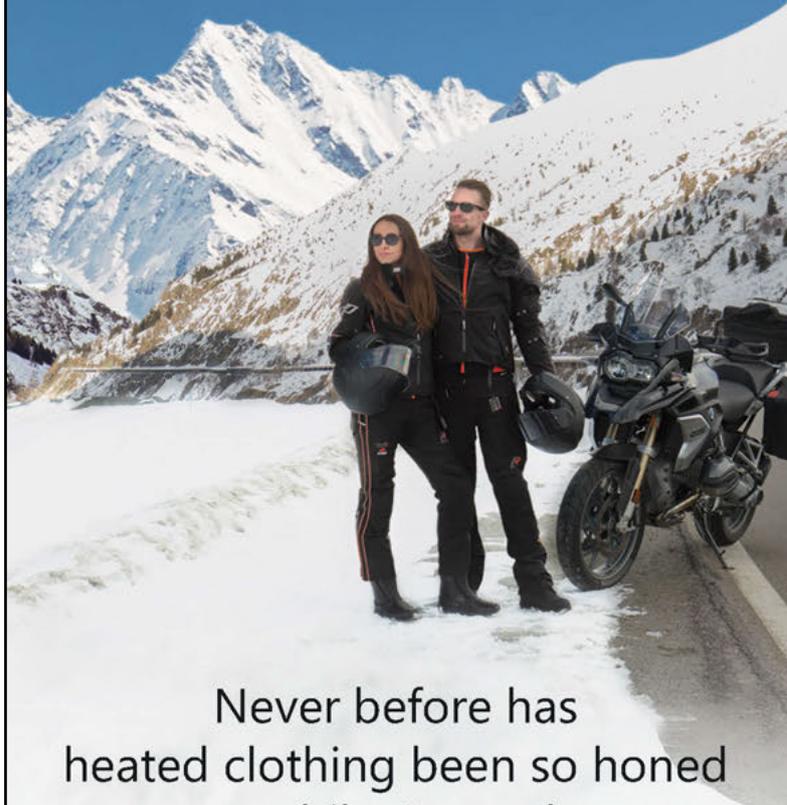
The news about the IGM acquisition comes just three months after Duell announced that it was to establish its own subsidiary at Coalville in the United Kingdom. Duell reports sales growth from €25m in 2013 to €60m in 2020.

www.duell.fi

Left to right: Jarkko Ämmälä, Erwin Van Hoof, Arno Gaalman-Weghorst, Ingrid Gaalman-Weghorst



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UK's No.1 HEATED MOTORCYCLE CLOTHING

A2 licence friendly Zero FXE

By Ben Purvis

Zero is fast forging its position as a leading electric bike brand and there are few battery-powered models on the market to challenge its SR/F and SR/S.

However, those are near €23,000 bikes, making them inevitably niche products when compared with the sort of petrol-powered machines that the same money can buy. With the new FXE, Zero is headed down the same more affordable route as **Harley** with its recently announced **LiveWire One**, and it's easy to see that this could become a strong seller.

Mechanically, the FXE is nothing new.

Under the skin it's got the same frame, suspension, battery and motor as the existing FXS, a supermoto version of the off-road style FX. But the addition of styling derived from a one-off 2019 show bike adds a whole new level of appeal.

The FXE is an A2-compliant machine, with 44 hp on tap along with 78 lb ft of torque, and a weight of just 135 kg. Those figures meet with the A2 licence requirement of a power-to-weight ratio of no more than 0.2kW per kg, achieved because the bike's rated 'continuous' power is 15kW (21 hp), even though it peaks at more than

twice that much. Want a fast bike on an A2 licence? Step this way.

As usual with electric vehicles, top speed isn't its primary strength - the FXE tops out at 82 mph - but the low weight and high torque promise strong acceleration. Range is 100 miles at city speeds, 55 miles at 55 mph or 40 miles at 70 mph. On mixed use it should get between 57 and 75 miles between charges. Those will take up to 9.7 hours from a normal wall socket, but can be reduced to as little as 1.3 hours for a 95% charge using accessory fast chargers.

Showa suspension at each end, with



adjustable compression, rebound and preload, is allied to **Brembo-owned J.Juan** brakes with ABS and 17 in wheels. A TFT dash offers Bluetooth connectivity and the ability to tune the bike's torque characteristics and battery management via a phone app. The price? Approximately €14,000.

Pursang starts deliveries *By Ben Purvis*



It was back in 2018 that reborn Spanish company Pursang first revealed an electric concept bike at EICMA, and after more than two years, deliveries of the resulting production model have now started.

Pursang's first model is the E-Track, which slots into the learner-legal 'A1' licence category with a rated power of 11 kW from a **Bosch** motor and a trio of 2.4 kW, 48V lithium-ion batteries. Together they add up to a top speed of 110 km/h (68 mph) and a maximum range of 140 km (87 miles), although the latter will only be reached in the bike's energy-saving 'Go' mode. Switch to the 'Cruise' setting for a bit more performance and range drops to 115 km (71 miles), while if you want to get

the most out of the motor, 'Boost' mode adds power at the cost of an 80 km (50 mile) range. The bike also offers a 'Crawl' mode, allowing it to travel at walking speed either forwards or backwards to help manoeuvre into garages or parking spots.

The bike's weight, at 147 kg, matches its lightweight looks, but the price will also leave your wallet feeling significantly slimmer; the base cost is €13,700, which puts the Pursang E-Track into the same market as some pretty serious competition, not least the newly-launched **Zero FXE**, which promises more range and speed at a lower price. Versions like the limited edition Pursang Dome (seen here) will cost more still.

DAB Concept-E

By Ben Purvis

A new French electric concept bike is edging towards production in the form of the DAB Motors Concept-E - with the slightly unusual approach of prioritising quality and the use of intriguing materials over the quest for extremes of performance or range.

Mechanically, the Concept-E gets a 10kW electric motor and a 51.8V Li-ion battery, adding up to 125 cc-equivalent performance, with a 65 mph top speed and a 68-mile range. However, instead of packaging the electronics in a conventional, low-cost chassis, DAB Motors has turned to exotic materials and components, including **Öhlins** suspension, **Beringer** brakes and **Excel** rims.

DAB Motors took a similar approach with its last machine, the 500 cc LM-S scrambler, which bears a **Husqvarna** 501 single-cylinder engine but carries

a hefty €17,200 price tag thanks to its high-end parts and handmade construction.

For the Concept-E, DAB Motors has turned to **carbon fibre**, using it for the chassis and swingarm as well as the bodywork, while focussing on details to make sure that despite its unfaired design the bike is uncluttered, with hidden wiring and cables wherever possible and custom-made components, including the taillight lens.

Unusual design elements include the instruments. Instead of a conventional digital or analogue display, the Concept-E uses a dot matrix-style LED setup that shows a bright mirror-image of the readout, but is angled downwards, away from the rider's face. As a result, the speed and other information are reflected in the shiny,



mirror-smooth black panel on the top of the fuel tank, rather like the inverse of a head-up display.

DAB does have intentions to make a production version of the Concept-E, although elements of the design will have to change, including the fitment of mirrors and indicators as well as a

rear fender and licence plate bracket extending beyond the back edge of the tyre to satisfy regulations. At the moment there's no indication of price, but if the carbon construction and expensive parts are retained, it's going to be well out of reach of the average rider.

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Harley launches tech-rich lower priced LiveWire One



Harley-Davidson has acted on its plan to evolve LiveWire as a standalone brand and acted on the stinging criticism it received from dealers, riders and the media alike by launching LiveWire ONE - with a \$21,999 MSRP - some 35 percent less expensive than the original LiveWire.

It has also responded to the criticism that the original 2019 LiveWire really hadn't been evolved from the 2014 prototype (falling way short of the technology expected from such a project) by stacking the new model with tech features that will give Zero Motorcycles and others something to worry about - especially at this price point.

"Built for the urban experience, with personality and soul, and the power and range to 'take you beyond', it is immediately available to order online at LiveWire.com in addition to select LiveWire dealers - initially 12 incoming LiveWire brand dealers in California, New York and Texas."

Jochen Zeitz, Chairman, President and CEO of Harley-Davidson, is quoted as saying: "As part of the Hardwire Strategy, we made a commitment that Harley-Davidson would lead in electric. "We recognised the pioneering spirit and brand value in LiveWire for our community and took the decision to evolve the original LiveWire motorcycle into a dedicated EV brand. The new LiveWire ONE builds on the DNA of Harley-Davidson, but with the electric focus and ambition of the new



LiveWire brand.

"Harley-Davidson and LiveWire will continue to rewrite the motorcycle rulebook and we are excited about this next chapter in our legacy."

LiveWire ONE is being billed as the "bike with a pulse" - a 'Haptic heartbeat' to be exact, "adding a touch

of humanity to electricity," as a bike that is digitally connected - "stream directions, monitor alerts, and track your recharge status" and as having "instant acceleration - smooth power from the electric motor that can produce 100% of its rated torque instantly."

The Fast Charging feature will deliver a claimed target recharge DC Fast Charge of 0 to 100% in 60 minutes/0 to 80% in 45 minutes; a 146 mile city cycle riding range (based on SAE J2982 Riding Range Test Procedure data); custom modes that "define how LiveWire ONE performs" and can personalise the riding experience, and as having advanced rider systems and a 6-axis IMU "that tracks and anticipates change.

"With evolved software and hardware, LiveWire ONE builds on the experience of the original LiveWire and reflects the new identity of the LiveWire brand.

"LiveWire is the first OEM with a hybrid omni-channel model, combining the best of digital and physical, allowing the customer to interact with the brand on their own terms."

LiveWire ONE is due to debut at IMS North California (Sonoma) on July 18th and the plans are for LiveWire ONE to be available in international markets from 2022.



CAKE's fossil-free motorcycle *By Ben Purvis*

Swedish lightweight electric bike maker CAKE has signed up with energy company **Vattenfall** to work on the creation of what it believes will be the world's first **'fossil-free' motorcycle**.

Aiming for production in **2025**, the bike won't just be electric - like all

CAKE's current products - but be **manufactured** from the ground up, including the supply chain, **without using fossil fuels**. Since manufacturing makes up a substantial element of the carbon emissions of a bike in its entire lifecycle, it is a worthy goal, even if it will take time to achieve.

Annika Ramsköld, Head of Corporate Sustainability at Vattenfall, said: "This collaboration is an excellent example of how we can contribute with fossil-free know-how and supply chain expertise in a specific product that drives towards zero emissions."

CAKE's founder and CEO, **Stefan Ytterborn**, added: "This truly empowers our ability to further inspire towards clean transportation, together with the amazing force of Vattenfall, their initiatives, know-how and clear targets."

The Swedish company, which introduced its first model, the **Kalk**, in 2018, has since grown to offer a range of electric bikes, with both **road-legal and off-road models**, including the Ösa+ and Ösa Lite - a pair of utility machines - the Kalk INK and street-legal Kalk INK SL, and the

race-oriented Kalk OR Race and Kalk INK Race.

Most recently it has added the Kalk AP to the range, standing for 'anti-poaching' and due to be made in a limited run of 50 bikes. Unusually, buyers spending €25,000 on the Kalk AP are actually paying for two machines. One is the individually numbered bike that is delivered to them, the other is sent to the **Southern African Wildlife College**, along with a **solar charge station**.

CAKE has also opened a **new \$25m factory in Albyberg**, Stockholm, this summer, setting a goal to produce 20,000 bikes annually. Under the company's expansion plans, it hopes to employ 250 people at Albyberg by 2025 and have 1,000 global employees by 2030.



British challenger targets electric land speed record

By Ben Purvis

New British company White Motorcycle Concepts is aiming to prove its radical aerodynamic idea by taking the land speed record for electric bikes.

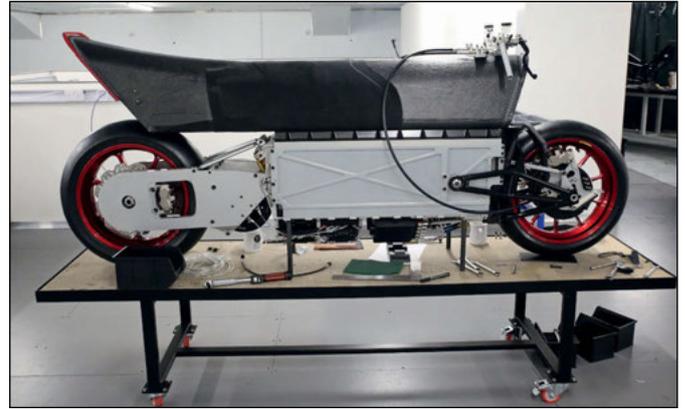
Founded by Robert White, an engineer with a quarter of a century's experience in race vehicle development (on both two and four wheels), White Motorcycle Concepts has developed a machine with a huge reduction in both frontal area and drag coefficient.

The company hopes to use it to establish a British land speed record for semi-streamlined electric bikes later this year, hitting around 200 mph

on a tarmac runway, before heading for Bolivia in 2022 (Salar de Uyuni - the world's largest salt flat) to target the world record, aiming for more than 250 mph on the salt flats.

Dubbed WMC250EV, clearly shows the aerodynamic concept - there's a huge duct running all the way from the nose to the tail. This duct reduces the bike's frontal area, but just as importantly it means that air hitting any part of the front of the bike doesn't have to be moved far, either laterally or vertically, to either slip past the bike or through the duct.

That gives an edge over traditional speed record bike designs, where the



rider lies almost prone over a long, low chassis to reduce frontal area.

In its most extreme form on the WMC250EV, computer simulations and real-world wind tunnel tests have both shown the bike to have 70% less drag than a Suzuki Hayabusa, often cited as the most aerodynamic road bike on the market.

As well as the duct, the WMC250 uses **two-wheel drive**, with four electric motors in total - two driving the rear wheel and another two inside the front hub. In its initial form, the bike has a total of 100kW (134 hp), but that figure will rise considerably before the attempt at the world record. With minimal drag and both wheels driving the bike, the WMC250EV should have an edge over conventional designs.

Testing has shown that the duct (and front drive) massively reduces front end lift at speed, meaning there's as much as five times more load on the front wheel than on a normal motorcycle at the same speed.

White Motorcycle Concepts is preparing to reveal a second machine using the aerodynamic duct idea. Called the WMC300FR, it is a three-wheeled scooter, based on Yamaha's Tricity 300, to show that the aerodynamic gains are worthwhile even at city speeds.

The 300 cc engine will be assisted by a hybrid system, and along with the duct, reducing drag by 25%. The intention is to achieve performance near that of a 500 cc bike while slashing CO2 emissions by 50%.



Parts Europe is getting INTENSE

First seen at the Parts Unlimited and Drag Specialties Dealer Expo at Louisville, Kentucky, in February 2020, the Tazer MX PRO eMTB by INTENSE represented a first (and innovative) major play on the burgeoning eMTD and pedelec market by a major motorcycle industry aftermarket parts and accessories distributor.

A year on, and with huge growth in the sector seen on both sides of the Atlantic during the pandemic, Parts Europe has now teamed up with Barcelona based INTENSE Europe to offer its dealers exclusive access to the line.

"Having seen the success in North America, we couldn't be happier to bring the Tazer MX to Europe with such a strong partner. We are truly stoked to offer a MX-specific eBike to the powersports customer, backed by Parts Europe's unrivalled service," said Werner Kastenaer, INTENSE Europe Managing Director.

Parts Europe says it will be offering

"this new top quality Tazer MX PRO eMTB exclusively to a selected number of powersports dealers in Europe who would like to develop their way into the eBicycle/eMTB world, and to powersports dealers who are working already with eBicycles.

"We are fully committed and dedicated to support the participating powersports dealers with the same reliable service they already experience in the motorcycle and ATV business,"

says Anthony Damevin, Purchasing Manager at Parts Europe.

A well-known name in the U.S. MTB market, founder and CEO Jeff Steber's original designs back in the early 1990s were heavily influenced by his knowledge and love of MX bikes. Well-known names like Mike Metzger (the Godfather of FMX), Jeff Emig and Shaun Palmer were all part of INTENSE's story in the early days.

In more recent times, INTENSE Factory

Racing's Aaron Gwin (a former MX racer) and INTENSE co-owner and 4x Supercross and 3x Motocross National Champ Ryan Dungey have been waving the INTENSE flag.

"The pedal-assist Tazer MX PRO is based on our successful 155 mm rear travel Tazer eBike, but what sets the MX model apart is its MX-inspired component package - one that will be easily recognisable to any MX fan. The Tazer MX PRO features products from the likes of Öhlins, Renthal, Magura and ODI, all well-known motorcycle industry names.

"Add to that seamless pedal to wheel power transfer via SHIMANO's awesome new EP8 motor and drivetrain, and other top components from the likes of DT Swiss, Cane Creek and SDG, and you have a super high-quality build.

"The Öhlins TTX22M coil shock and DH38 170 mm triple clamp fork help to complete the MX look and feel."

www.partseurope.eu



China's "most powerful" motorcycle is nearly ready

By Ben Purvis

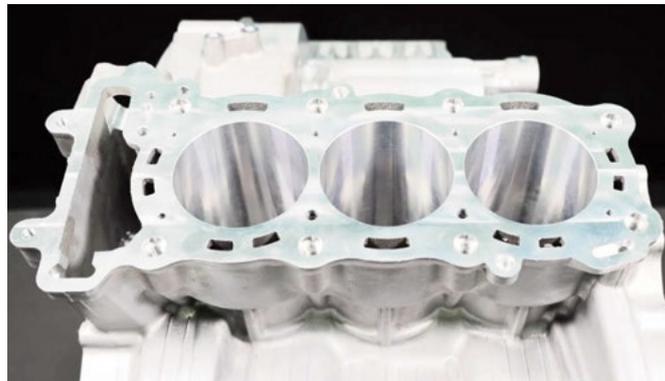
China's motorcycle companies pump out millions of bikes every year, but until very recently they were almost all sub-125 cc mopeds and commuters. Now there's a sharp increase in interest in high-powered, large-capacity bikes in the country and Chinese manufacturers are rushing to fill the demand.

Zontes might be a relatively young company, but it is forging a strong reputation both at home and in export markets, including Europe, with a range of relatively high spec 312 cc singles. In China, Zontes has faced criticism for having no mid-sized twin-cylinder models in the range, and to answer those critics it is leapfrogging that sector entirely and jumping straight into building **a range of 650 cc and 1000 cc triples.**

The larger engine is expected to debut first, and Zontes has already revealed the first images of the motor and some of its components, including crankshafts, cylinders and camshafts - apparently on a production line. A sketch of the first bike to get the engine - a naked sports bike model with a single-sided swingarm - has also been revealed.

The company admits that the **Yamaha MT-09** engine is its inspiration, but unlike some less scrupulous Chinese companies, it hasn't opted to make a straight copy of the Japanese design. Like the Yamaha, the cylinders and upper engine cases are cast as one, but

Zontes three-cylinder sports bike will likely produce in the region of 150 hp



Zontes claims to have a new process to achieve this that adds extra **strength** to the engine and means it can be tuned for more performance. As a result, the compression ratio is set at 13.5:1, which is higher than any rival three-cylinder. The MT-09 achieves only 11.5:1, and even **MV Agusta's F3** engine has a 13.3:1 compression. Zontes also says that the

1000 cc unit will be more powerful than 80% of similarly sized engines on the market, suggesting a peak power of somewhere in the region of 150 hp. At the moment, China's most powerful home-grown bikes are the **CFMoto 1250 tourer** and the **Benelli 1200GT**, both using engines derived from older European-designed motors and offering around 140 hp. Other



details of the Zontes engine include its use of **finger-follower valve gear**, as featured in many modern superbikes, and a 240-degree firing interval.

The 1000 cc unit will be followed by a 650 cc three-cylinder, although at the moment it's not clear whether it will be a sleeved-down version of the same design or a completely separate unit. The latter makes more sense, as a sleeved-down litre engine would be unnecessarily big and heavy for a 650 cc class bike.

Given that Zontes currently offers its 312 cc single in a range of machines from naked sports bikes to cruisers and adventure models, with both dual and single-sided swingarms, the triples are also expected to appear across a wide array of models in the future. With an existing worldwide dealer network, the machines are sure to reach markets in Europe not long after their official Chinese launch.

We're expecting to see more of the engine, and perhaps even a complete bike, at shows later this year, but mass production is probably still at least 12 months away.

CFMoto ZEEHO Cyber production form leaked

By Ben Purvis

CFMoto launched its ZEEHO electric sub-brand earlier this year with a concept scooter - the Cyber that promised 125 cc performance and impressive range. Now the production version has been approved for sale in China and its styling revealed in detailed **patent** documents.

The Chinese type approval means key dimensions and performance details have been confirmed. Power is listed at 5kW, which is just 6.7 hp, but it's worth pointing out that's a 'continuous' rating reflecting what the motor can sustain for unlimited periods without overheating. During its launch earlier this year, CFMoto claimed a peak of 10kW (13.4 hp) for the concept version, and it's likely the production model will achieve similar

performance for short periods, putting it close to the 11kW limit on 125 cc bikes. The officially rated top speed of 64 mph certainly suggests that's the case and is close to the 68 mph that CFMoto originally cited for the concept version of the Cyber.

The numbers mean the Cyber should be capable even at A-road speeds, even though it is by no means a 'big' scooter. At 1,380 mm, the wheelbase is the same as a Vespa GTS125, and the wheels are small 12 inch units with 100/80 front and 120/70 rear tyres.

Compared to the concept version, the changes include a more sensible seat unit, with space for a passenger, replacing the original show bike's single-seat design. The floor has also been made flat, where the concept

featured a significant hump between the rider's feet. Another subtle but welcome change is the switch from chain drive to a quieter, less maintenance-intensive belt for the final version of the bike.

Brembo brakes are retained for the production model, although surprisingly the Chinese market version isn't certified as having ABS. That might change as and when the bike reaches Europe. Although the certification documents don't reveal details like range, CFMoto claimed the original concept version was good for 80 miles on a charge and that the battery could be topped up to 80% in half an hour on a fast charger.

The documents do confirm the bike's weight, putting it at a surprisingly light

133 kg. With type approval gained in China already, and patents for the styling published worldwide, the official launch of the production Cyber can't be far off.



China's newest big bike brand is moving quickly

By Ben Purvis

A year ago, a virtually unknown Chinese bike maker, **Benda**, showed a crazy-looking four-cylinder concept bike - the LFC-01 - with bold plans to make its own engine and put the machine into production. Now that bike is rolling off the production lines under the name LFC 700 and a second model is due to reach showrooms before the end of the year.

Called the LFS 700, the new model shares the same **680 cc four-cylinder engine**, which is vaguely based on Honda's CB650 unit, sharing the same bore and compression ratio but with a 2 mm increase in stroke to

suspension and **Brembo** brakes, as well as conventional 17 inch wheels with 180/55 rear and 120/70 front rubber, it should be able to handle that sort of performance.

The bike's styling might not be for everyone, but it can't be accused of ripping off any existing design. The circular LED headlight with a ring of DRLs on the edge might be normal looking, but it's set between jutting side panels that meld into the radiator cowl and feature neatly integrated L-shaped LED turn signals.

At the back, there's a flat tracker look to the bike with prominent number



Benda four-cylinder LFS 700

expand its capacity. According to Benda, the result is **93 bhp at 11,000 rpm** and a peak torque of 46.5 lb ft at 8,500 rpm.

In the original LFC 700 model, the engine is bolted to a cast aluminium frame in an enormously long, low-slung cruiser-style bike, with a huge 310/35R18 rear tyre - the biggest ever seen on a production bike. Benda's first European dealer network, in Spain and Portugal, is already listing the LFC 700 as an upcoming model, due to go on sale in Europe in 2022.

The LFS 700 is a more tempting prospect though, with more conventional proportions but still featuring radical styling that couldn't be mistaken for anything else. It gets a new frame, combining a **chromoly steel trellis** front section with a **cast alloy swingarm** pivot area, and a much more compact wheelbase than the LFC - measuring 1,480 mm instead of the cruiser's huge 1,720 mm.

Benda says the bike is good for 130 mph, 9 mph more than the LFC 700, and thanks to a combination of **KYB**

boards on either side. These boards actually serve a purpose, hiding a duo of slimline, high-level silencers with slot-like exhaust exits flush with the rear edge of the bodywork; LED indicators are frenched into the rear bodywork.

On board, there's a 5 inch TFT screen with all the phone connectivity and navigation kit that's becoming the norm on modern bikes, but as a Chinese-made machine the LFS's price is remarkably low.

In its home market, the LFS 700 will cost 38,800 yuan, which equates to around a mere €5,100. Of course, import costs and duties mean the bike will inevitably be more expensive when it reaches Europe, but the indications are that it will still be a bargain. The wilder-looking LFC 700 cruiser is being offered in two forms in China - a cheap version with a lower-spec 85 hp engine and **Nissin** brakes goes for 45,800 yuan (about €6,000) while the full-power, 93 hp model with Brembos and a **slipper clutch** costs 46,800 yuan (€6,150).



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were employed for R&D and the company set up a sub-brand to market the vehicles under Trident Powersports, had its own trademarked logos and even a teaser website up and running, but shortly before it was due to be officially revealed, the project was cancelled with no explanation.

With an official announcement now made, Triumph appears set to go the whole way this time with its motocross and enduro models. While no technical details have been revealed, the intention to compete at the highest level suggests the machines will include newly developed 450 cc four-stroke singles.



Triumph couldn't ask for more experience than that brought to the project by Ricky Carmichael, who is

considered by many to be the greatest motocross rider the world has ever seen. He is quoted as saying: "This is

an incredible opportunity for me to join this historic brand, and I am honoured and humbled to be a part of the development and release of their off-road motorcycles. Building something from the ground up is something that is really intriguing to me at this stage of my career. What is impressive to me is Triumph's dedication and passion to develop a top of the class product. Everyone that I have been involved with on this project, from the engineers to design groups, R&D department etc., have shown extreme passion for what they are doing and that is a recipe for success and something that I love being a part of. We all share that same passion, and that is to be the best."

Ducati

For the first six months of 2021, Ducati says it "delivered 34,485 motorcycles to enthusiasts" for an increase of +43% over 2020 and, more importantly, +9% over the same period of 2019.

"The order portfolio (motorcycles to be delivered) is the highest ever recorded by the company at the end of the first half," says Francesco Milicia, VP Global Sales Director for Ducati, "with +63% compared to the same period in 2020 and a growth of +284% compared to 2019.

"June confirmed the positive trend that began with the excellent second half of 2020 and with the significant growth in the first quarter of this year. Despite the great complexity seen in the supply and transport sectors, Ducati recorded truly significant growth, exceeding pre-Covid values

by almost 10%. The excellent order portfolio demonstrates the fact that enthusiasts are appreciating the 2021 range and the family of Ducatisti is expanding ever more".

Growth was led by Australia (+82%), Italy (+55%), which remains its top market with 6,071 motorcycles, Japan (+53%) and North America (+51%). The bestselling bikes were the Multistrada V4, the Scrambler 800 and the Streetfighter V4, with excellent numbers for the new Monster too - it arrived in dealerships in April.

Ducati sells through 769 dealers in over 90 countries around the world. "The new Diavel 1260 S 'Black and Steel', which draws inspiration from the 'Materic' concept presented at Design Week in Milan, and the Hypermotard 950 SP, in the new dynamic livery that recalls the racing world, have just arrived in Ducati dealers".



Francesco Milicia, VP Global Sales Director: "June confirmed the positive trend that began with the excellent second half of 2020 and with the significant growth in the first quarter of this year."

Ducati Panigale V2 Bayliss edition *By Ben Purvis*

Go through Ducati's superbike range and there's a missing link - where virtually every other model is available in both base and Öhlins-damped 'S' forms, there's no S version of the Panigale V2.

Now that's effectively been remedied, but instead of a succinct 'S', the new model wears the unwieldy title of Ducati Panigale V2 Bayliss 1st Championship 20th Anniversary. Officially, it's a 'numbered edition', although there isn't a cap on how many will be made, and of course it marks two decades since Bayliss took the first of his three Ducati-riding WSB titles aboard a 996R in 2001. The Panigale V2 might be Ducati's entry-level superbike these days, but it's fitting that the Bayliss branding should be on a **V-twin**, as he rode three generations of Ducati twins to

the superbike championship, the 996R, 999R and 1098R in 2001, 2006 and 2008 respectively. Changes compared to the normal Panigale V2 include the addition of

Öhlins suspension, with NIX30 forks and TTX36 shock, as well as an Öhlins steering damper. The normal dual seat is swapped for a single seat unit, and a Li-ion battery helps cut 3 kg

from the weight for a kerb mass of 197 kg. Cosmetically, the bike gets paintwork to reflect the 2001 WSB colours, complete with Bayliss' number 21, which is also embroidered on the seat. A carbon and titanium silencer cover, a decal of Bayliss' signature on the tank and a numbered plaque on the top yoke complete the updates.

Power and torque are unchanged at 155 hp and 76.7 lb ft respectively, and as usual for Ducati, there's an extensive **electronics package** including cornering ABS and traction control, wheelie control, engine braking control and an up/down quickshifter, all accessed via a 4.3 in TFT dashboard. In Italy, the bike sits neatly between the €17,990 Panigale V2 and the €23,790 Panigale V4, with a price of €20,990.



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BMW - best ever half-year

In the second quarter of 2021 (April - June inclusive) BMW delivered 65,018 motorcycles and scooters to customers worldwide, which was +55.1% over the COVID-hit year-ago period. For the first six months of this year, it delivered 107,610 motorcycles and scooters worldwide (+40.3%) - its best-ever sales result for a first half-year, building on the all-time highs seen in Q1. The company said that "this success relies on a strong product offering with a wide range of different models, including no fewer than eight new models released onto the market in the first six months of this year".

CE 04 electric scooter

Simultaneous to its financial announcements, BMW followed up the July 1st news release about model revisions for 2022 (mostly new colours and updates to standard and optional equipment to existing models) with the much trailed final confirmation of its Gen 2 e-bike launch, the CE 04 electric scooter.

Billed as "the silent revolution: A new chapter in electrically powered urban two-wheel mobility", it is described as having a "futuristic design style" with a "low position" for the battery" for an "entirely new geometry - a complete departure from previous conventions".

Claiming that the CE 04 "doesn't just

master acceleration, speed and bends but redefines them" it uses the same battery cells that power the BMWiX and the company says that "all future new BMW Motorrad models for urban mobility will be pure electric," according to BMW AG CEO Oliver Zipse.

BMW claims a maximum output of 31 kW (42 hp), 0 to 50 km/h in 2.6 seconds and 23 kW (31 hp) drive power "even in the reduced output L3e-A1 vehicle class". The maximum speed of both versions is 120 km/h, 60.6 Ah (8.9 kWh) battery cell capacity, for "a range of some 130 km (reduced output version: 100 km) from the liquid-cooled, permanent magnet electric motor that is mounted in the frame between the battery and the rear wheel".

The lithium-ion battery is charged using the integrated charging device either at a regular household socket, a wallbox or a public charging station.



CE 04, "the silent revolution - a new chapter in electrically powered urban two-wheel mobility".

When the battery is completely flat, charging time ideally lasts 4 hours and 20 minutes.

With the 6.9 kW output quick charger that is available as an optional extra, charging time is reduced to 1 hour and 40 minutes when the battery is completely flat (2.3 kW is the standard level); charging time is reduced to 45

minutes for an 80 percent charge into a battery with 20 percent residual power. Subject to market, a 2.3 kW charging capacity cable comes as standard; a Mode 3 charging cable is required for fast charging at the wallbox at home or at a public charging station.

As a first iteration, the CE 04 has an adequate level of electronics - creature comforts and driving aids such as the standard equipment ASC (Automatic Stability Control) for increased riding stability through slip control and optional Dynamic Traction Control (DTC).

There are three riding modes as standard ("ECO", "Rain" and "Road") with "Dynamic" as an option; directionally stable suspension with one-piece tubular steel main frame is said to deliver "smooth handling and a high level of ride comfort".

'RC30 Forever' replacement parts scheme

Having launched in Japan in 2020, Honda's 'RC30 Forever' scheme is to be made available in Europe. Approximately 150 genuine parts will be available for the legendary RC30 through the Honda dealer network.

The parts will be produced using newly-made moulds, based on a parts list created following meetings between Honda and well-established owners' clubs in Japan and Europe.

Replacement parts for the RC30 will cover the engine, chassis, bodywork and electronics. These have been chosen based on owners' requests and the experience of experts within Honda's R&D and manufacturing facilities.

At the beginning of the 'RC30 Forever' project, an investigation through the RC30 archives undertaken in 2017 revealed that none of the original wooden models or moulds for the RC30 had been retained. It was clear that the original drawings would be needed to move the project forward. Like all

motorcycles produced at the time, the manufacture of the RC30 was based on 2D hand-drawn wireframe blueprints, from which models and moulds were created.

The blueprints available were digitised, enlarged to a 1:1 scale and compared with existing parts borrowed from the remaining RC30s within the Honda family and owners' clubs to ensure their accuracy.

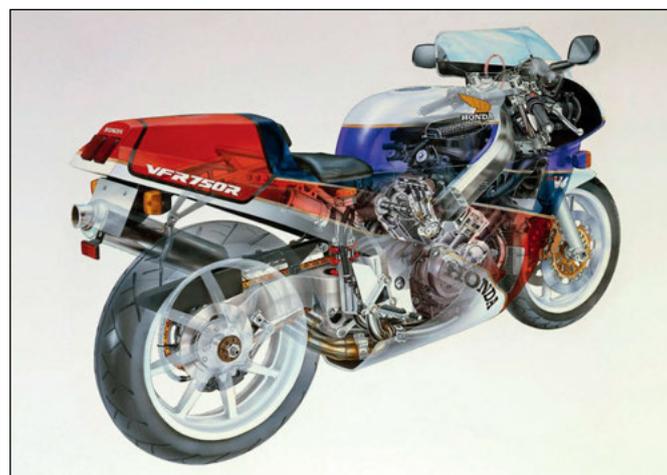
The RC30 was first revealed at the

Tokyo Motor Show in 1987, making its way to Europe in 1988. Limited to approximately 5,000 units worldwide, it was created to comply with the homologation rules required to compete in the newly formed World Superbike Championship.

Hand-built in the Hamamatsu factory, the RC30 was powered by a liquid-cooled 748 cc 90° V4 and featured cutting edge race technology of the time - an approach unheard of hitherto.

Honda's development engineers made maximum use of exotic materials like carbon fibre, Kevlar and magnesium throughout the bike. The engine featured titanium connecting rods and a slipper clutch that worked together with the tall race machine-style gearing. Wheels and brakes featured quick release mountings and the suspension was fully adjustable front and back. The bike prominently featured an unmistakable single-sided Pro-arm swingarm designed to help with rapid rear wheel changes during races.

The legacy of the RC30 was cemented when it won the World Superbike Championship in both 1988 and 1989 with Fred Merkel. It also notched up victories in multiple national and international races, including wins on the Isle of Man in the hands of celebrated riders like Joey Dunlop, Carl Fogarty, Steve Hislop and Philip McCallen.





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PIERER Mobility - KTM, Husqvarna, GasGas

Additional Reporting by Ben Purvis

Following the announcement of record growth for the first quarter of 2021, provisional results released by PIERER Mobility AG, the KTM, Husqvarna and GasGas parent company, says it has doubled its sales in the first half of 2021 with **176,045 units sold** - a +95% increase over the Covid impacted 90,331 units sold in the first half of 2020.

Additionally, the group sold some 53,378 e-bicycles and non-e-bicycles, a +25% increase over the same period last year, of which **39,603 were R RAYMON, HUSQVARNA and GASGAS branded e-bikes.**

Europe recorded **73,224 motorcycles sold** (+76% over the same period of the previous year). Growth was particularly strong in **North America**, where 30,419 motorcycles were sold in the first six months of 2021 - this corresponds to an increase of +160% compared to the first half of 2020. A similar trend was seen in **Australia/New Zealand**, with a +25% increase for a total of 7,842 units sold.

Despite the ongoing difficult conditions related to the COVID-19 pandemic, sales in **India** increased by

+52% to 30,561 motorcycles (previous year: 20,160).

Compared to June 30, 2020, the PIERER Mobility Group has increased its headcount by around **500 people** to approximately 4,900 and continues looking for new employees in various areas. As part of its apprenticeship offensive, 70 more apprentices will start their education in this year. In total, the group is educating around 200 apprentices.

Bulgarian e-bike joint venture

In additional business news, PIERER Mobility AG has established a joint venture in Bulgaria with Maxcom Ltd for e-bike production in Bulgaria. The move will expand Pierer's bicycle and e-bike production capacity in Europe. The venture is a 50/50 deal with an investment of €40m and will see a "state-of-the-art e-bike production facility built on an area of 130,000 m². International suppliers are also given the opportunity to set up production facilities on site. Commissioning is planned for the second half of 2023.

The annual production capacity is around 350,000 pieces".

Maxcom is one of the largest bicycle manufacturers in Eastern Europe and a member of the MAXEUROPE group in Bulgaria - they already produce the R RAYMON brand and some Husqvarna e-bicycles for Pierer E-Bikes GmbH.

Simplified shareholding structure with Bajaj

Meanwhile, the Byzantine evolution of the share ownership structure of PIERER Mobility AG and its owners and holding company Pierer Industrie AG and PTW Holding AG that has evolved ever since Bajaj Auto Ltd. (India) took a major ownership stake in KTM is finally to be simplified. Allegedly.

An agreement in principle had been reached with Bajaj Auto Ltd. and its wholly owned subsidiary Bajaj Auto International Holdings BV (Netherlands, "BAIH BV"), to place BAIH BV's 46.5% stake in KTMAG into PIERER Mobility AG.

As a next step, Pierer and Bajaj will



now initiate competition and takeover law consultations with the relevant authorities as well as the necessary valuations. PIERER Mobility AG, for its part, will go ahead with preparations under capital market law.

"Depending on the outcome of the valuation process, the opinion of the Austrian Takeover Commission and the transaction negotiations as well as the clearance by the competition authorities, PIERER Mobility AG will carry out a capital increase through contribution in kind from the existing authorised capital of the company under exclusion of subscription rights by up to 50% of the existing share capital".

[In other words - "we are sorry our shareholding structure is such a mess, but we are now going to try to sort it out, honest".]

After completion of the transaction, the shareholding of PIERER Mobility AG in the operating KTM AG division will increase from currently about 51.7% to about 98.2%. The Pierer Group will continue to maintain sole control over PIERER Mobility AG.

KTM RC 8C offers Moto2 performance

KTM is unique among the competitors in the MotoGP championship as it's the only company to race, and win, at the very highest level in motorcycling without having a production superbike in its range to capitalise on the publicity that competition generates. While MotoGP fans supporting Honda, Yamaha, Suzuki, Ducati or Aprilia can all step into a showroom and buy a superbike bearing at least a vague similarity to the race machines, KTM's biggest full-faired sports model is the single-cylinder RC390.

After discontinuing the V-twin RC8, KTM turned its back on superbikes, with boss **Stefan Pierer** suggesting he believes there's no place for such high-performance machines on today's roads. However, for several years KTM has pursued the idea of a **track-only sports bike**, and now it's launched exactly that in the form of the RC 8C.

The RC 8C isn't quite the bike that KTM was expected to make. Originally the company's plan was to build a V4-powered RC16 based on its MotoGP contender, but that idea seems to be

on hold. Instead, the company has joined forces with **Kramer Motorcycles** to create the limited edition (100) RC 8C.

Kramer is the key to the new bike. Set up by former KTM engineers, the company initially developed a track bike based on the KTM 690 single-cylinder engine and then created the GP2 890R around the 890 Duke R's 899 cc parallel twin.

In creating the RC 8C, KTM has simply taken the existing GP2 890R - a pure trackday bike - and wrapped it in MotoGP-inspired, KTM-branded GRP and Kevlar bodywork.

The **chromoly steel frame**, cast alloy swingarm and the plastic, tail-mounted fuel tank that doubles as a self-supporting seat are all straight

from the Kramer GP2 890R. So is the dummy 'tank' between the rider's legs - actually a large airbox for the engine, which helps boost power by 7 hp from the 890 Duke R's 121 hp to 128 hp. The lightweight, slick-clad **Dymag wheels**, **Brembo** brakes and race-spec **WP** suspension are also straight from Kramer. What's new is the bodywork, based on the RC16 GP bike's and complete with aerodynamic winglets and a downforce-creating 'scoop' under the swingarm. Dry, the bike weighs a claimed 140 kg, putting performance roughly on a par with a Moto2 racer.

As a **purpose-made trackday bike**, the design has some neat features including replaceable crash bungs on the sides of the frame, the swingarm,

the fork bottoms and the edges of the tail - so a minor off shouldn't lead to catastrophic damage. The ride height, seat height, footpegs and bars are all adjustable, as is the steering head angle and offset.

Of the 100 customers, 25 will also be able to pay more to join **KTM's MotoGP test** at Jerez in October, where their bikes will be handed over and they'll get tuition from KTM test riders **Dani Pedrosa** and **Mika Kallio**. Those lucky 25 will also get an extra track package including a second set of wheels, rain tyres, front and rear paddock stands and tyre warmers.

None of this comes cheap, of course. The RC 8C's base price is approx. € 35,990, but even so, they're likely to sell out fast. As a toe-in-the-water exercise, if the project is successful, it might well increase the chances of a true RC16-based track-only KTM making an appearance in the future, and of course any customers who miss out on the chance to buy the RC 8C will always be able to go directly to Kramer to get the mechanically identical GP2 890R.



KTM-backed EMotion electric project update

After a year of development work, a consortium including the Austrian Institute of Technology and KTM is approaching the prototype stage for a project exploring the future of lightweight, efficient electric bikes. Called **EMotion**, the goal is to create a scooter-style electric bike aimed at young riders in the 16-18 age group and older riders over 50. It's intended to be inexpensive, efficient and comfortable while offering a direct alternative to traditional combustion engine bikes.

To achieve those targets the



consortium, which also includes KTM's sister company and styling partner **Kiska**, has set goals of increased efficiency compared to current alternatives, lightweight construction for improved performance, and an innovative 'human-machine interface'. The project kicked off in March last year

and instantly faced the challenge of the COVID-19 pandemic, preventing physical meetings between members of the consortium. That led the team to turn to the use of augmented-reality technology to allow members to meet in virtual settings and see the computer models of the project as though it was real.

Since the start of the project, work has focussed on the chassis and drivetrain, using data collected from a sensor-equipped test vehicle used on a variety of roads to set parameters for simulation of the new bike's components. This led to the adoption of a steel tube frame with aluminium alloy elements, and the establishment of the riding position and the shape and location of the battery pack, all

optimising storage space and usability. The motor technology was also chosen - a permanent magnet synchronous design - and the team is now focussing on the development of the charging hardware using gallium nitride semiconductors to achieve high charging power from a small unit.

Project coordinator Thomas Bäuml from the AIT Center for Low-Emission Transport said: "We are well on the way to actually getting the e-two-wheeler on the road. However, there are still some technological hurdles to be overcome before the prototype can be built. The concentrated innovative strength of the EMotion consortium makes me confident that our mobility solution will be an integral part of the transport system in just a few years."

Ohvale GP-2

Getting young riders into competition early is clearly a key to success at the highest level later in life, and Italian company Ohvale has been helping achieve that for several years with its GP-0 minibike. Now it has launched a larger, mid-line model dubbed the GP-2 to help riders progress towards full-size machines.

In the UK, the GP-2 is imported (along with the GP-0) by TT star Peter

Hickman, who also set up the Ohvale UK Cup in 2020, helping find the next generation of racing stars.

The GP-0 is available with a range of engines from 110 cc to 212 cc, with automatic or four-speed transmissions and 10 inch wheels. In contrast, the GP-2 comes only with the 190 cc four-stroke single, but gets 12 inch wheels to provide a riding experience that's closer to that of a full sized bike.

The 190 cc engine is said to make 25 hp, enough to give the 75 kg GP-2

plenty of power, and it sits in a new chassis that increases the wheelbase and improves the weight distribution. Compared to the GP-0, a 25 mm longer swingarm keeps the proportions right, while the seat height and bar positions are also tweaked to accommodate the slightly larger riders that the GP-2 is aimed at. Options include improved suspension, a race dash and a datalogger. In the future, there are plans to introduce a 190 cc Ohvale class to the existing 110

cc (for 8 to 12-year-olds) and 160 cc (for 10 to 14-year-olds) classes in the Ohvale UK Cup, providing another step towards full-size 125 cc or Moto3 race bikes.



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Energica records a +91% increase

Energica Motor Company, the market-leading high-performance electric motorcycle manufacturer and FIM Enel MotoE World Cup 'spec' manufacturer (until the end of 2022), continues its growth thanks to increases in its number of resellers and a +17% increase in its workforce in the first six months of this year - with its headquarters facility having to double in size as a result of the growth (additional property acquisitions were underway in July 2021).

Energica saw **unit sales growth of 91% in 2020**, and that has been followed by a further increase in the first half of 2021.

"This is the result of a commercial strategy aiming at selecting strategic dealers all around the world. June saw us extend our presence in Sweden, with the appointment of **ProBike Sverige AB**, a new dealer from Täby, Sweden, which will also serve as a coordinating hub with their other outlets in Stockholm, Göteborg and Malmö.

"This new partnership further strengthens our already impressive North European network - Sweden has been in the top ten 'most-selling EV markets' since 2015 (Bilsweden)."

The ProBike appointment takes Energica to nearly 90 dealers around the world. Energica's commercial strategy is not the only reason behind the brand's current success.



Recent engineering news included the introduction of a new **EMCE motor** - built in co-engineering with Mavel Powertrain in Italy, standing for "Energica Mavel Co-Engineering". A familiar name among the automotive OE community, this collaboration with Energica has been Mavel's first contract in the motorcycle industry, and the new powertrain will be used exclusively on the entire Energica range.

"Innovation is the main strength of our technical department which, together with Mavel, has found the perfect collaboration to push the limits of current technology, further improving an already high-performing product," said **Giampiero Testoni, CTO of Energica Motor Company S.p.A.**

"The introduction of the new EMCE engine was scheduled for release in 2022, but following difficulties in our supply chain we decided to bring the timing forward, and in just six months we have been able to develop this new powertrain with Mavel and successfully integrate it into our current model year production."

Among the main features that contribute to improving the performance of the motor and inverter are innovative rotor and stator geometries that **minimise energy losses and maximise performance**. The uniformity of the torque delivery and the optimisation of the weights "make the engine unique in terms of power and torque density and allow the **optimisation of the**

production processes," explained Testoni.

"Innovative and patented cooling of the rotor by generating an internal airflow that laps the magnets and cools them allows the engine to exploit its potential even at high speeds. Adaptive control algorithms ensure that the inverter is always able to operate the system as efficiently as possible and patented sensors capable, among other things, of collecting and storing the operating data of the motor mean the onset of any mechanical failure can be predicted."

The new EMCE motor **increases peak power** to 126 kW at 8,500 rpm, and with a liquid-cooling method that guarantees greater performance, Energica motorcycles will now be lighter by 10 kg, with a relative **increase in range of 5-10%**



Yamaha targets carbon neutrality

By Ben Purvis

Yamaha Motor has set itself a series of targets to help the company achieve carbon neutrality by 2050 by turning its attention increasingly towards manufacturing low and zero-emissions vehicles and aiming to expand into new niches.

Although Yamaha only expects 2.6% of bikes to be electric by 2030, Yamaha projects a rapid increase after that, reaching 20% by 2035 and 90% adoption by 2050, with low-carbon technologies like **synthetic fuel** accounting for much of the remaining combustion-engined market at that stage.

Initially the company's plans for electric vehicles will focus on **Europe**, where it has established that renewable energy use is high, with **ASEAN markets** - responsible for the majority of CO2 emissions from Yamaha products at the moment - **following between 2030 and 2035**.

Yamaha's electric bike output looks set

E01 concept



to start with **scooters**, initially with production versions of the 125 cc-equivalent E01 and the smaller E02 concept bikes that were shown in 2019. The E01 features a **fixed battery pack**, able to be charged to

90% full in just an hour at a high-output charger, while the E02 adopts the idea of **swappable battery packs**, using a 48V system that's likely to be aligned with the standards that all four Japanese companies have

agreed upon. That means the same battery that powers a future Honda, Kawasaki, Yamaha or Suzuki should also slot straight into their rivals' bikes,

MW-Vision



Benelli 110th anniversary

By Ben Purvis



according to riding style. "Transition from oil cooling to **liquid cooling** allows for better thermal conditioning of the motor and inverter,

which translates into the ability to work with **greater torque and power density** which, even with a smaller in volume and lighter motor, leads to greater acceleration. Among perceptions in riding an Energica motorcycle with an EMCE engine, we find above all an **improvement in handling.**"

Livia Cevolini, CEO of Energica Motor Company S.p.A., is quoted as saying: "We constantly receive messages of appreciation from our customers, and this is why we continue to advance and develop in order to maintain our edge over all others, and it's our determination to keep this edge into the future."

www.energicamotor.com



Giuseppe, Giovanni, Filippo, Francesco, Domenico and Antonio Benelli founded the company in 1911.

Benelli might not have an unbroken history, but 2021 is the 110th year since the company was founded in Pesaro, Italy, in 1911.

It's proving to be a successful year for them, too. In Italy, the TRK 502 became the nation's best-selling motorcycle in the first half of 2021, with Benelli's sales from January to June outstripping its entire 2020 registrations in the country. In the first



TRK 502



six months of 2021, Benelli sold 3,975 TRK 502s in Italy, convincingly ahead of BMW's R1250GS (2,770 units) in second place.

The achievement is particularly notable as Benelli was expected to launch several new models for 2021, including the much-anticipated TRK 800, but with most of the world in lockdown at the end of 2020, the company opted against unveiling bikes that weren't immediately ready for sale. Benelli has, however, confirmed that it will be appearing at the revived EICMA show in November this year, suggesting that there will be new model news from the company.

In the meantime, to mark its anniversary, Benelli has designed a special celebratory logo incorporating its signature lion symbol and the dates. The logo is set to appear at a variety of events, including the planned Benelli Week 2021, held in the company's Pesaro home from 13-19 September. Benelli CEO Yan Haimei said: "We are really proud to celebrate the first 110 years of Benelli's history, a story built not only on values, intuition and dreams, but also a story of men, ideas, talent and genius. A story that we carry forward with great pride and a strong sense of responsibility, dedication and passion."

allowing a support infrastructure to be rapidly built, ensuring fresh batteries are always near to hand.

More intriguing is the company's commitment to creating new products, targeting the space between cars and motorcycles and the market between scooters and power-assisted bicycles.

In the former, the plan is to create **leaning multi-wheel machines** derived from the **2019 MW-Vision**, a roofed three-wheeler with bike-like controls and the ability to tip into corners, but something approaching car levels of safety. The assistance of the computerised stability systems Yamaha learned

with its **MOTOBOT and MOTORiD** self-riding bike development projects means that these vehicles are intended to offer the advantages of bikes in terms of taking up relatively little space on the road, but to be easy for anyone to use regardless of experience. The MW-Vision featured a series-hybrid powertrain, with a petrol engine operating as a generator to recharge batteries driving an electric drive system.

Further down the range, in the sub-scooter segment, Yamaha's **TriTown concept** - a leaning three-wheeled scooter that you stand up to ride - has already been made in limited numbers for a pilot project in Japan to test its popularity. It now appears set to be more widely produced, although at the moment it's not clear whether Yamaha intends to sell them directly to the public or if they'll be used for bike-sharing schemes where they're rented as needed.

The idea is that, like the electric scooters used by some rental schemes already, they will be able to be used like a bicycle, without the need for licences and registrations.



Next gen Sportster

Describing it as combining "unbridled power with contemporary technology," Harley-Davidson has now announced that it is to bring its long awaited 1,250 cc Revolution Max 60-degree custom V-twin to market.

In doing so, and in anticipation of the likely shorty-term demise of the existing line of XLs, Harley has badged it as the Sportster S - "an all-new sport custom motorcycle designed to deliver a thrilling riding experience that ushers in a new era of Sportster performance."

Highlighting the "on-demand torque" delivered by the 121 hp engine, basically the same power plant developed initially for the Pan America, Harley says that "a taut, lightweight chassis and premium suspension deliver responsive, intuitive handling" offering riders "extraordinary power and performance" and creating "a new standard for the most enduring Harley-Davidson model."

The Sportster S is slated to start reaching dealers in the USA in the autumn, and although the MSRP is considerably higher than the price-point at which Sportsters have

traditionally been positioned, at \$14,999 Harley has continued with the start-point pricing realism that it started to show with the Pan America and recently announced LiveWire ONE.

"The Sportster S is the next all-new motorcycle built on the Revolution Max platform and sets a new performance standard for the Sportster line," said Jochen Zeitz, Chairman, President and CEO, Harley-Davidson. "This is a next generation Sportster defined by power, performance, technology and style. And it's part of our commitment to introduce motorcycles that align with our strategy to increase desirability and to drive the legacy of Harley-Davidson."

Equipped with a "host" of technologies designed to enhance the riding experience, there are three pre-programmed, selectable Ride Modes (Sport, Road and Rain) electronically control the performance characteristics of the motorcycle, and the level of technology intervention.

Two Custom Modes may be used by the rider to create a set of performance characteristics to meet personal preference or for special



situations. Cornering rider safety enhancements by Harley-Davidson, "a collection of technologies, intended to enhance rider confidence during unexpected situations or adverse road conditions, are designed to match motorcycle performance to available traction during acceleration, deceleration and braking, in a straight line or while in a turn."

It is equipped with fully adjustable premium front and rear suspension - SHOWA 43 mm inverted cartridge forks and a SHOWA piggyback reservoir rear shock.

The rear suspension features hydraulic pre-load adjustment using a convenient knob located on the left

side of the motorcycle. Lightweight cast aluminium wheels with a staggered, five-spoke design are shod with wide Dunlop/Harley-Davidson Series GT503 tyres.

Premium Brembo braking components produce outstanding braking feel and performance. The single front brake features a new Brembo radial monoblock four-piston caliper and a 320 mm diameter disc. The rear brake is a two-piston Brembo caliper and a 260 mm diameter disc. The aftermarket will no doubt be quick to additionally offer revised handlebar and triple tree layout options that are more in keeping with the nature of the new model's potential.

Fantic 450 cc models

By Ben Purvis

Triumph isn't the only old name to make a return to the world of motocross and enduro - Fantic made a comeback last year and for 2022 has added a pair of 450 models to the range.

Since creating a whole line of competition off-rovers is a costly and difficult process, Fantic took the shortcut of collaborating with Yamaha to create its machines, using the engines and frames from the Japanese company's YZ and WR models for a range of two- and four-stroke machines.

For 2022, both the motocross and enduro ranges are expanded. For motocross, Fantic's two-stroke offerings already include the XX125 and XX250, although the company is promising a 'revolutionary' new 125 cc two-stroke model next autumn, while its four-stroke line is made up of the XXF250 and XXF450.

The four-strokes feature a new RX1Pro Athena-GET electronic control unit with three riding modes - standard, hard and soft - that can each be customised. An Arrow exhaust with titanium end can is standard, along with traction and launch control.

A phone app, dubbed WiGET, gives access to the control unit to manage the engine maps. The KYB suspension and Nissin brakes are straight from the Yamaha donors.

On the enduro side, the 2022 range starts with the XE125 two-stroke, which gets a different cylinder head and lower compression ratio than the motocross version, plus a dedicated, enduro-specific CDI unit and larger generator for the 12V battery. As with the MX models, there's an Arrow exhaust, KYB suspension and Nissin brakes.

Stepping up to the bigger models, the four-stroke enduro range includes the XEF250 and the new XEF450. Like the XXF450, the XEF450 uses the Athena-GET electronics, developed by Fantic, with app control.

Mariano Roman, CEO of Fantic Motor, said: "We are ready to make another big leap forward, projecting our company towards really interesting market scenarios. The completion of the racing range, both in terms of motocross and enduro, finally allows us to compete on equal terms with the main competitors in this sector."



Brixton 1200 - Austrian designed, Chinese made Bonneville rival

By Ben Purvis

Back in 2019, Brixton fired a warning shot at Triumph's Bonneville by showing a large-capacity parallel twin concept bike with 1960s-inspired styling. Patents have now emerged that show the finished version of the design.

The indications are that Brixton, which is part of the Austrian **KSR Group**, with bikes built in China by **Gaokin**, will be ready to reveal the showroom version of the bike later this year.

Although the company was light on technical details when the concept version appeared in 2019, it's understood to use a **1200 cc parallel twin**, with water-cooling but fins on the cylinders and head to give the look of a traditional air-cooled motor. The engine appears to use a similar layout to the Bonneville, with an outline that suggests a single overhead camshaft design with rocker-operated valves - although we've yet to see inside it to confirm that.

The new patent images confirm that the production bike's styling will closely follow the original concept version, ticking all the classic 'Brit-



bike' boxes with a **cradle frame**, gaiter-clad forks and twin-shock suspension. The parallel twin engine forms a major part of the bike's appearance, with **finned rings** clamping the exhausts to the cylinder head and pipes that splay either side of the frame's downtubes and run into a separate, low-slung silencer on each side.

Where the concept had short, stubby pipes, the production version has to meet emissions and noise limits, and Brixton's solution is the same as Triumph's, with a cleverly hidden exhaust collector box under the

engine. So, while the pipes are designed to look like they sweep straight from the cylinder head to the silencers, in fact the gasses are diverted into the collector box, containing all the required catalysts and emissions control kit to bring it under the **Euro 5 limits**.

The production bike also gets a revised frame design, with bolt-on pillion pegs rather than the welded-on design of the concept. That's a move that means it will be easy for Brixton to make more variations on the theme, for instance a single-seat café racer or a high-piped scrambler, without having to **change**



the chassis.

The patents also show a level of attention to detail that's likely to please customers. The Brixton branding is moulded into the bar grips and etched into the radiator's grill, and also appears on the bar clamps and the ignition lock. The company's X-shaped logo is also seen on the filler cap and even the footpeg rubbers. It's detail stuff, but the sort of thing that separates generic rebranded Chinese bikes from purpose-designed and manufactured machines.

We can also see that the brakes are from **Nissin**, replacing the Brembo-owned J.Juan calipers of the concept, while details like the seat, licence plate bracket, headlight and instrument mounts are also refined for a more production-ready appearance.

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Mini 4 infrared temperature meter



The KOSO MINI 4 IFR infrared temperature meter can be used to monitor critical temperature readings such as **tyre surfaces, brake, shock absorber and transmission temperatures** and a range of other critical components. It monitors temperatures with the help of the supplied sensor and, by way of an example, knowing what temperature the tyres are running at, how the riding style, speed and surface could be affecting tyre and changing tyre temperature, and being able to monitor how the temperature changes as the miles are added, could contribute to **improved tyre wear and safety**.

Similarly with brake friction and pad wear and a range of other heat-sensitive critical functions.

The sensor features a 10-degree field of view and measures temperatures up to 390 degrees C (735 degrees F). The MINI 4 IFR can also be used as **voltmeter** and features a dimmable back light and **programmable warning light**.



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'Alaska' top case



GIVI's 'Alaska' luggage set is now complete with the addition of the ALA56 top case made from aluminium, stainless steel and technopolymer in natural or black. The central top case has a 56-litre capacity that can comfortably accommodate two modular helmets. It is equipped with the MONOKEY coupling system, and the aesthetics match the pair of side cases (available since 2020). The four belt loops for anchoring additional load, usually riveted to the lid, are incorporated in the robust technopolymer corners. Thanks to the use of nautical silicone and seals on each individual rivet, the ALA56 is said to maintain its performance in the worst riding conditions.

The locking system offers the security lock as standard, and the maximum allowable load is 10 kg (excluding the weight of the top case). The size is 559 (W) x 463 (D) x 328 (H) mm.

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DNA - massive increase in airflow for the Hayabusa

When a manufacturer like Suzuki brings back such a famous model as the Hayabusa, especially in times of strictest ever regulatory control of what the aftermarket can and cannot sell, the prospect of being able to increase the stock airflow by a massive +38.93% would be the stuff of fantasy. However, step forward DNA Filters and its 4-layer cotton filter media and FCd (Full Contour design) technology, and this simple install can achieve exactly that.

With an extremely high 98 to 99% filtering



efficiency, the 215.20 CFM (cubic feet per minute) at 1.5" H2O corrected at 25 degrees C (77 degrees F) compares to 154.90 CFM for the factory-fitted air filter.

What is more, in case there is any doubt, DNA says that this filter is for road and race use.

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'Audax Air' summer boot Gilles - BMW

'Audax Air' is the summer version of the Audax WP, combining high performance motorcycling features with high comfort and style. Made using a combination of supple leather and perforated textiles, it is available in two colour versions, black/anthracite/white and white/colours, and a unisex size range.

"Designed to promote correct air flow even when the temperatures rise, 'Air' has an upper made of a comfortable mix of materials that are water repellent, including supple yet robust full grain leather at the front by a series of perforations, inserts in suede and a micro-perforated technical textile for the sides". There is also a lining made of breathable air mesh to further aid ventilation.

"The external 'patchwork' of materials represents a stylish feature, giving it a contemporary look whilst retaining that vintage appeal". Foot protection is provided by internal PU armour at both sides of the ankle, together with an external gear shift pad in full grain leather, a feature not found on the WP version. 'Audax Air' features a double closure with laces and Velcro and "together with the unique sole in two-tone rubber, in conjunction with the anatomical inner sole, makes walking comfortable and ensures support and grip".

The boot has CE certification EN 13634:2017.



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Gilles - BMW F 850 GS



For Luxembourg based Gilles Tooling, the story of how BMW has developed its product range in the past 10 or more years parallels the evolution and growth that the award-winning parts and accessory engineer has enjoyed.

Last month we presented a selection of its designs for the 2021 R nineT range. Also new this year has been a selection of Gilles product applications for the increasingly popular F 850 GS - including its FXL hand levers, RCT shift lever kit, ACM axel nut, choice of Enduro, Sport, 'California' and Touring style replacement footpegs and handlebar risers.

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Orange is the new black!



Slovenian carbon specialist Rotobox not only makes great looking, high strength, low weight wheels, but encourages its customers to work with them on customising their order specifically for their motorcycle.

Its latest new look is Translucent Orange Carbon - an addition to its unique line of translucent coatings, developed and made exclusively for carbon fibre composite use.

"In terms of both colour and finish, our translucent coatings are a chip resistant, UV stable and highly consistent protective coating. When looking for that one-off coloured Rotobox carbon fibre wheel, then these will definitely turn heads," says Sales Specialist Klara Biderman.

"Crafted from the most luscious carbon fibre, a piece of art itself, that we have transformed into lightweight performance wheels - powerful, full-bodied and well-defined Rotobox carbon wheels that provide impressive moves and coherence for any motorcycle."

Rotobox manufactures 'plug and play' carbon fibre wheels for a wide range of motorcycles and can build specials on request.

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Caberg - comms-ready LEVO flip-up in fibreglass or full carbon

LEVO, the flip-up (modular) helmet by Caberg, features "innovative design and avant-garde technical solutions, developed for the most demanding touring riders". The shell is made of composite fibreglass, with full carbon for the LEVO CARBON version - both in two sizes. Caberg obtained the P/J dual homologation for full-face (P) and 'Jet' (J) helmets when the first LEVO designs were introduced in 2018. The ventilation system offers "optimal comfort even during the most extreme conditions thanks to two front air vents, two rear air extractors and the built-in air flow channels in the design of the EPS inner shell. "LEVO is equipped with a panoramic ultra-wide, anti-scratch visor that allows the best field of vision, ensuring maximised visibility in the front part equal to 82°. The helmet is also equipped with the Pinlock Max Vision lens to avoid misting and a glove-friendly integrated anti-scratch sunshade DVT visor (Double Visor Tech). The entirely removable and washable lining is made with "the best available hypoallergenic and transpiring fabrics to grant maximum freshness"; the cheek pads are designed to accommodate glasses, and mic and speaker routing means LEVO is ready to be equipped with the main communication systems on the market,



including Caberg's own JUST SPEAK EVO communicator. The LEVO weighs in at 1,550 g for the small fibreglass shell and 1,450 g for the small carbon shell (+/- 50 g). Caberg was founded in Bergamo, northern Italy, in 1974, with the name Ca-Berg derived from Caschi di Bergamo (helmets from Bergamo). The 1974 offer featured two full-face designs; highlights during its 47-year history are said to include being the first Italian company to develop a then revolutionary flip-up helmet in 1992.

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Longer hugger for CB500X



British bodywork specialist Pyramid Plastics, the originators of the famous 'Fenda Extenda', has just launched a new hugger for the Honda CB500X (2019 and up). Available in matt black, it is said to offer improved rear wheel, shock, linkage and rider's leg protection. Manufactured from fibreglass, "this guard is very robust - as well as being the longest guard on the market for the CB500X". It is supplied with fittings and instructions. Pyramid also stocks the full Puig, Ermax, CustomAcces and GB Racing ranges.

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Unit Garage - Adventure accessory kits

The brainchild of former racer Fabio Marcaccini, Unit Garage (based in the hills near Rimini, Italy) is a special and custom parts, accessory and model-specific kits vendor that specialises in products "for riders with adventure programmed into their riding DNA".

Marcaccini swapped the European 250 cc Championship (in which he rode for 'Team Italy') for the first of his five consecutive Paris-Dakar rallies in 1997 - back when it really was from Paris to Dakar - and along with commercial partner and industrial designer Michiel Verstockt has built a business that sells through some 350 dealers in Europe - from Estonia, Sweden and Denmark to Germany, Benelux, France, Italy, Spain and elsewhere.

Seen here is an example of one of the company's kit offerings, a modular selection for the Yamaha Ténéré 700 - similar offerings are available for models from BMW, Triumph, Ducati, Husqvarna, Moto Guzzi, Kawasaki, Mash and the new Harley-Davidson Pan America - with a wide range of universal fitments also available, such as hard and soft luggage, apparel and front fenders.



with mounting kit and screws. Our accessories are designed to be compatible with each other (except in exceptional cases). They can be easily mounted on the bike in the original configuration or in combination with our luggage racks with passenger handles. They can be used comfortably with the passenger on board and are compatible with all our kits or accessories".

Titanium muffler with visible welding



Homologated with titanium silencer body, the heat shield and stainless steel fitting has visible welding "in perfect 'Rally Raid' style". It weighs 2,200 g and has a removable dB killer; mounts easily without making any changes to the bike. It is available in both black and natural titanium (approval report provided).

Atlas aluminium bag frames

This complete set of luggage frames in stainless steel allows mounting of its popular Atlas aluminium cases - "integrating perfectly with the rest of the bike, they are lighter than stock and ship complete

Exhaust manifold without catalyst

Stainless steel racing exhaust manifold kit without catalyst. "Made by hand, they weigh much less than the original and improve the whole engine delivery". No ECU modifications are required. Steel frame in matt black epoxy powder finish. For a practical, minimalistic bag system, designed on the Yamaha frame.

Rear carrier with passenger grab handles



This rear carrier completes the rear and is equipped with comfortable grab handles for the passenger. For solo riding, a rigid aluminium top case can be mounted but still has an acceptable centre of gravity. It has a matt black finish 2 mm and is made from stainless steel, the max load is 10 kg, and it is "compatible with our Atlas top case".



Touring screen



In 4 mm PMMA Plexiglass and DOT626 certified, this screen is available clear or smoked. Other screens available include a standard windshield, made using high quality 4 mm thick PMMA Plexiglass, DOT626 certified, available in clear, light or dark smoked; a Caponord windshield in 4 mm PMMA Plexiglass and DOT626 certified, available clear or light smoked; a sport screen in 4 mm PMMA Plexiglass and DOT626 certified, available matt black or dark smoked.

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Windshield options for ZX-10R/RR and Multistrada



Founded in 2009 ("by riders, for riders"), Pesaro, Italy based WRS hasn't allowed the pandemic to slow the company down - with new windshield designs seen here for the 2021 Kawasaki ZX-10R/RR available in clear or smoked (also offered for the Aprilia RSV4) and Sport or Touring style options for the 2020/2021 Ducati Multistrada V4/S/Sport. Driven in no small part by technical partnerships and sponsorships with major teams such as Pramac Racing (Ducati MotoGP), Team SIC 58 Squadra Corse (Moto3), and most recently the BMW Motorrad WSBK Official Team, the company has invested

heavily in cutting-edge technologies, creating a dedicated design team and a production department with a reputation for precision and quality.

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

"We are constantly working hard to create innovative products. Physical simulation software allows us to achieve high aerodynamic performance compared to the OE designs our products replace, but with a design harmony that enhances the style of the bike.

"Testing is extensive, out on the road in year-round real world riding conditions as well as in our software and on the track. Aerodynamics is about 'feel' as well as maths, and working this way allows us to offer aesthetically unique products with excellent aerodynamic protection and minimum turbulence values."

WRS windshields are made in high quality acrylic (Plexiglas PMMA), which is said to guarantee an excellent "transmittance" (ability to pass the light) and correct optical clarity. "They are safe and on impact can absorb the energy by breaking but not

Sport screen for the V4/S/SPORT 2020-2021



Touring screen for the V4/S/SPORT 2020-2021



shattering like glass and do not create dangerous splinters.

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

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New steering dampers mean improved handling

Italian suspension specialist Matris is noted for manufacturing some of the best "speed sensitive" steering dampers in the world - it has always been a core competency for the brand. Its speed sensitivity design reacts to sudden movements by automatically and progressively increasing the damping without restricting movement at slow speeds.

The short wheelbase and powerful engines of many modern sport bikes are, by their nature, inclined to "nervous" or "uncertain" responses to potholes and other sudden shocks, movements or hard braking - regardless of frame or suspension design.

These new steering dampers from Matris improve the control of the front axle and front end stability, giving better damping of all the slow oscillations and rapid changes that the bike setting cannot be tuned for.

The new SDR series (racing replica) and SDK series (street version) steering dampers reduce front wheel shake and provide improved safety at high speed. Matris steering dampers offer fully adjustable hydraulic braking with 13 or 16 calibrated holes for "active", dynamic and micrometric points of tuning - this is the Matris 'secret sauce' engineering solution that delivers a progressive "speed sensitive" hydraulic damping system.

There is a coaxial twin tube system with titanium external cylinder and aluminium alloy internal cylinder and a high-tensile alloy steel single piston

rod with hard chrome coating, lapped finished for, effectively, "zero" stiction. The SDR race replica series has an additional TIN (Titanium Nitride) surface treatment.

The external reservoir tank design gives vastly improved heat dissipation and control of fluid expansion and is pressurised with nitrogen gas for greater stability at high operating temperatures.

Matris has asked us to remind everyone that there are a lot of product imitations on the internet of all the best motorcycle suspension and performance products and brands - and to advise dealers to make sure they (and their customers) are buying genuine originals through a reputable channel.

We here at IDN are happy to associate ourselves with Matris' remarks - when it comes to safety, impossibly cheap prices are NOT the rider's friend. It is almost always true that something engineered to be cheap is engineered to fail!



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MIVV - Aprilia RS 660

Celebrating its 50th anniversary this year, Italian exhaust specialist MIVV (Metal Industria Val Vibrata) started manufacturing motorcycle exhausts in the early 1990s and the secrets to its success in this highly competitive market in the 30 years has been the focus on high standards of manufacturing and materials, research and design and race support. One of the most recent models to get the 'MIVV treatment' has been the '20-'21 Aprilia RS 660. The



X-M1

well received RSV4 devised lightweight twin has racing DNA and, in street bike terms, marks quite a departure for Aprilia, but has been getting excellent reviews and is selling well.

MIVV has a range of complete systems available including 'Delta Race' carbon and stainless steel options, the 'Mk 3' in carbon and the new X-M1. New for 2021 and available for the RS 660 as a carbon racing and as a Euro 5 compliant full steel street system, the X-M1 line is designed for high performance models and rounds off its extensive range of street legal naked and Supersport bike products.

MIVV says the X-M1 "enhances the commitment of our brand to achieving the perfect balance between materials, styling and performance".

The MIVV range was missing a short conical design of the kind currently being used on bikes competing in the top world championships (in MotoGP and, more specifically, in Moto2), and the X-M1 is designed to fill that void.

The X-M1 is additionally available for models such as the Yamaha MT-09 from 2013 and up; the Ducati



**INTERNATIONAL
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'Delta Race' carbon

Hypermotard 950 from 2019 and up; BMW F900R/XR from 2020 and up; BMW S 1000 R from 2017 and RR/2019 and up; plus assorted KTM Duke models.

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Multilayer back protector

The HPB04 central back armour is a new multilayer back protector by Hevik, made from 90% NBR and 10% EVA200.

It is compatible with jackets in Hevik's 2021 range (including the Light collection) and features a multilayer memory foam structure. Each layer can slide individually in all directions, distributing the shock and limiting the impact energy transmitted to the spine and back.

It features "breathability, lightness and flexibility" while maintaining optimum shock absorption. "A compact design,



combined with the choice of materials, makes the HPB04 particularly discreet once inserted in the jacket's back pocket, without compromising comfort and freedom of movement when riding". Ventilation is by the holes distributed over the entire surface, allowing air to circulate.

HPB04 has Level 2 CE CB certification according to EN 1621-2:2014 (central back protection), the highest level according to European standards. It is available in three sizes (S/M for ladies), with a length of between 44 and 52 cm and in black with bright fluorescent orange details.



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Ermax additions - CB650R

Founded in Marseille in 1978 by Roger Sabater, in his 43 years in business, Roger has grown his Ermax business from a 50 m2 workshop into a 6,000 m2 factory employing some 24 people. Sold in France by at least 1,450 dealers and distributed worldwide to more than 50 parts and accessory importers, Roger specialises in aluminium and plastic thermoformed parts for motorcycles and scooters and is noted to be 'quick to market' with designs and applications for most of the best selling models from the most popular manufacturers in Italy, Japan, Taiwan, Thailand, Spain, France and China. The high-tech Ermax design team and research department is well known for its understanding of material properties and riding ergonomics and that has resulted in a product range that combines quality, ergonomics and riding comfort with aerodynamics, durability and strength.

23 cm Hypersport screen in choice of eight colours



Since his start in business, Roger has seen race team support as an important credential and down the years Ermax designs have featured on world championship-winning bikes in disciplines such as MotoGP, Endurance SBK and others. In 2019 Ermax became an official supplier of KTM Redbull Tech3 MotoGP and Moto2, Moto3 CIP KTM and WSS Yamaha GMT 94. Last month we featured new windshield design option for the Honda X-ADV and ABS rear hugger designs for the X-ADV and for the Forza 750 (with model-specific aluminium chain guard). This month's selection of model range updates is for the 2021 CB650R.



Rear fender with an ABS wheel guard and a 3 mm thick black anodised aluminium chain guard; wheel trim available in raw, painted, satin black (Black Line) or carbon look.



Three-part EVO belly pan - protects the lower half of the engine.



Seat cover with two anodised aluminium top plates; available in raw, painted, satin black (Black Line) or carbon look.



Aluminium licence plate holder (SUP 13) with indicator holder - replaces the original arm without modification: SUP13T12.



15 cm aluminium sport nose screen

23 cm nose screen in raw, painted, satin black (Black Line) or carbon look



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OptiMate 6 and OptiMate Lithium refreshed



OptiMate 6 has been a stalwart in the TecMate line-up for more than a decade. The first 'connect and forget' smart '5 amp' charger for both motorcycle and automotive size batteries, its novel Ampmatic programme adjusts charge current according to the connected battery's size - smaller batteries get less, larger batteries get more.

It's also one of the most internationally co-branded chargers in the TecMate stable, with Aston Martin the most recent manufacturer to have embraced its user-friendly functionality and reliability.

The popular and multi-OEM recommended OptiMate Lithium 4s 5A is based on the same electronic platform, with its software calibrated to specifically save, charge and maintain Lithium Ferrous Phosphate batteries.

All good things electronic usually get better with the next iteration, and the new OptiMate 6 and OptiMate Lithium 4s 6A are no exception.

Martin Human CEO/CTO of TecMate explained that "the new OptiMate 6 delivers 20% more charging power (6A) but draws **57% less power from the AC grid**. Our engineers borrowed power saving technology - such as power factor correction and synchronous rectification - from large industry and got that power draw down to what most common



2A chargers need to deliver their charge." The new OptiMate 6 line-up includes the **Silver Series Ampmatic** - the smartest 'connect and forget' automatic charger for any lead-acid battery; and the **Gold Series Select model** - which includes a selectable higher charging voltage (14.7V) and a fixed power supply for battery support during diagnostics/troubleshooting on a vehicle **with engine not running**.

The OptiMate Lithium 4s 6A now boasts a pushbutton **BMS reset**, making it easier to reactivate advanced Lithium LFP batteries with integrated resettable deep discharge protection. The **TUNE** power supply mode provides diagnostic support to the battery at the push of a button.

"Our new OptiMate 6 and OptiMate Lithium 4s 6A offer the TecMate **triple 'green' advantage** to dealers and OEMs alike - more charging power, so they cost less to run, plus additional smart features that make servicing easier."



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'Gasoline' GT Trophy vintage look jacket

Based near Nice in southern France, the Sifam Group (founded in 1994 by Pierre Manuel) has a number of fast-growing own and independent brand apparel programmes for which it is the exclusive distributor. Having shown the 'Gasoline' S250 Café Racer style jet helmet in IDN earlier this year, Sifam

is also stocking 'Gasoline' brand apparel, and seen here, the brand new GT TROPHY jacket features a vintage style fit and high quality genuine leather and quilted inserts "for a timeless look".

"The removable thermal lining and practical details make it an ideal everyday riding and casual wear option - the jacket is CE EN17092 approved."

Sifam is one of the best known France based motorcycle parts, accessory, gear and apparel distributors, with a wide range of famous name and own brand products available from its 3,900 sq m headquarters warehouse.

Sales Manager Joao Ramos says the company is looking for new dealers in England, Germany and Benelux - enquiries can be sent to him by email (see below).



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Vertex - updated sprocket options

Developed in collaboration with leading factory MX and Enduro teams, Italian pistons specialist Vertex has updated its range of front and rear sprockets.

Three models are available, all fully CNC-machined to guarantee durability in steel, aluminium or its steel/aluminium 'Duo' line - all with an exclusive 'paddock kudos' Vertex design.

The 'Steel' line is made in C45 steel with induction-hardened teeth for higher resistance and less wear, with a lightweight core, black anti-oxide plating and mud groove lines around the diameter.

The 'Alu' line is made in coloured and silver EC-Ergal (7075-T6 heat-treated zinc/aluminium alloy) with self-cleaning



mud grooves between each tooth to prevent dirt build-up. A new design for the teeth improves chain engagement and extends chain life; they are available in various brand match colours.

The 'Duo' line is a bi-metal sprocket made

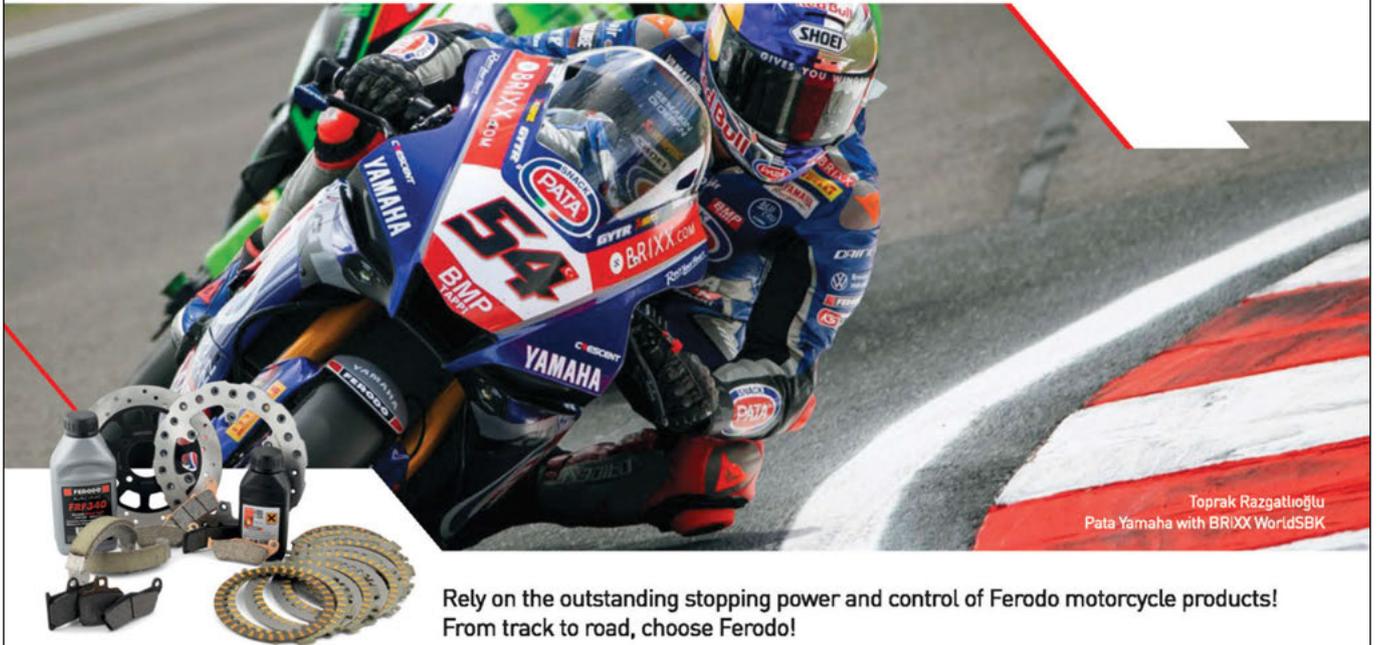
with C45 steel induction-hardened teeth and 7075-T6 alloy core developed to extend the sprocket and chain lifetime - also available in choice of colours.

For the front sprockets there are two models, both precision CNC-machined from 16CrNi4 special steel and available in black - the basic model K and the KC version are equipped with lightening holes that have been optimally designed to not compromise strength and reliability.

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Sport screen for Honda X-ADV

New from Barcelona based Puig, this Sport screen is designed to deliver "aesthetics as well as performance".

Seen here for the Honda X-ADV, "these screens match the lines of the bike and are available in a choice of colourways and



Seen here on the Honda X-ADV, Puig's TÜV-approved Sport screen is made in MMA and aerodynamically tuned for improved airflow management.

tints. Additionally, they provide aerodynamically tuned protection for the rider by offering a clear and optimal field of view for relatively short trips or urban riding.

"Slightly smaller than the original screen (10 mm lower), the compact dimensions provide the rider with remarkable protection and a feeling of comfort, as well as giving the bike a sporty aesthetic without diminishing the rider's field of vision.

"The lateral shapes act as deflectors that channel the airflow that enters from the sides, diverting it from the rider; its height is adjustable by means of the OEM mechanism. It is made of 4 mm thick high-end CN methacrylate (MMA) and measures 365 mm wide by 540 mm high.

"The edges are 4 mm rounded to comply with TÜV and screens are available in clear, smoked, dark smoked and black finishes. It ships with the necessary TÜV paperwork and is homologated by the German KBA".



Puig
Hi-Tech Parts

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'Rambler' soft bags

Seen here on the Triumph Speed Twin 1200, the Kappa 'Rambler' line of soft bags and accessories are said to enhance the look of this 70s style roadster ('19-'20 version).

The KR641 rear rack, made from steel tube with a glossy black finish, can be used as a luggage rack or as a support for the K636 MONOKEY plate, and is compatible with a top case. It can be combined with the RB101 duffel bag from the 'Rambler' line, made of polyester with PVC coating and removable 190D nylon inner lining with thermo-sealed seams to guarantee the bag is waterproof. It can be fastened by means of the four straps with clips and has a padded shoulder strap and a handle. There is also a front pocket with a water-resistant zip.

The KA201 smoked windscreen is compact in size and follows the shape of the round headlight and offers the rider discreet protection. The dimensions are 29.5 x 32.5 cm and the screen mounts to the Speed Twin 1200 by using the specific fitting kit. Another 'Rambler' fabric bag is the RB103 tank bag. It is made from the same materials, with the same guarantee of water resistance. It closes with the 'roll top' system and is fastened to the tank with four magnets (four straps are also included) and has a single padded shoulder strap attached with D-rings and snap-hooks.

To protect the cylinders and the engine, Kappa offers the KN6410 engine guard made of 25 mm diameter steel tube, painted black.



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Carbon parts for the RS 660

Italian premium parts and accessory designer and manufacturer Lightech is well known for its investment in top quality raw materials, its precision machining and finishing processes, and its stylish, some would even say technically avant-garde design values with top end aesthetic taste.

"Nothing is left to chance," says Export Sales Manager Sheila Zaccaron. "In every motorcycle part offered by Lightech, the study and research that lies behind the development of our products is meticulous. The details are our friend!

"Even the use of high-quality materials is a determining factor, and over the years the use of carbon fibre-based composite has become the preferred lightweight material to replace conventional metallic materials.

"Its specific weight is about 1.5 - 1.8 g/cm3: approximately a quarter of that is iron and just over half of that aluminium. Therefore, carbon fibre is appreciated for its lightness and, at the same time, for its remarkable strength, the two characteristics that make it a



Rear mudguard



Front mudguard



Swingarm protector



Tank cover

very valuable material for the motorcycle industry.

"The Lightech catalogue details a rich assortment of carbon products, some with gloss finish, others in matt, all creating multiple customisation options.

"Some components are more sought-after from an aesthetic point of view, with the aim of enhancing the lines of the bike - such as the tank cover - while others are also oriented towards the technical and ergonomic advantages

of their designs and the rider's safety needs - such as the frame and swingarm guards.

"That is the heart of the Lightech concept, the Lightech difference and advantage - aesthetics and technical quality. This is the concept that has driven the launch of the new range of lightweight, high-strength carbon fibre products for Aprilia's new RS 660 twin.

"The offer includes gloss carbon parts made in the autoclave - which guarantees the highest quality and mechanical standards. The choice is very wide, from the front and rear mudguards to the tank cover, from frame and swingarm protectors to the rear seat cover - and not to forget the clutch and alternator covers.

"All together, these parts give the RS 660 a unique, new character - one that sits well with the designers' original design concepts and lines."

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Merlin 'Expedition' wax cotton jacket

Creating "the perfect blend between heritage and adventure", Merlin's 'Expedition' jacket is constructed from 12 oz Halley Stevensons Scottish 'Silkwax' waxed cotton, backed by a removable Reissa Active waterproof membrane, bonded to a warm 125 g thermal lining.

"Ventilation points on the biceps, chest and rear expel hot air quickly and make the 'Expedition' a truly versatile jacket that can tackle warm weather rides too".

A five-piece suite of D30 armour sits at the elbows, shoulders and back (D30 LP1 - CE compliance to EN1621), while the jacket as a whole receives CE Level 'A' certification. It also includes the D30 Viper back protector as standard.

"On the 'Expedition' jacket, it's the little details that make the biggest differences. Cowhide leather patches to the elbows not only provide enhanced abrasion-resistance in a key impact area but add to the heritage styling - they are finished off with traditional quilting. There are leather trim features across the top of each pocket and YKK zips have been used to ensure the



highest quality. "Fitment adjustment points on the biceps and cuffs help achieve a more personalised fit, while a two-point adjustment belt on the neck is finished in a contrasting colour to complete the retro style". There are multiple front and internal storage pockets, Merlin branded snap studs and a 'Euro Hoop' jacket to jeans connector strap.

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Cable rings

Catering to the increasing desire to see electronic accessory and power cables actually 'look nice', German electronics specialist BAAS offers 5 m cable rings (KR1 0.5/KR2 0.75/KR5 1.5 mm²) in various colours, all made in Germany, sold using inventory and display-friendly 120 x 170 mm poly bags.

The 1.5 m set KS15 is a high-quality PE spiral ribbon made in Europe. It is made in black and is UV resistant for sheathing of 4-20 mm diameter cables. These cable rings are dual designed – for new cables prior to install, and as a retro fit for existing, tired looking or colour clashing cables.



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HP Corse GP-07 for Z900RS

Inspired by the legendary Z1 of the 1970s, the new 4-cylinder in-line 948 cc Kawasaki Z900RS has attracted the attention of the HP Corse R&D engineers and Steelform in Italy, and the result is the new GP-07 "sporty style" exhaust seen here. The GP-07 exhaust is the most compact of the HP Corse exhausts and, built in lightweight satin finish stainless steel, Steelform's internationally recognised expertise has produced a product whose sinuous and soft lines complement the lines of the Z900RS perfectly. All the handmade TIG welds are left exposed



to enhance the sporty look and clearly highlight the craftsmanship and skill of those who made it. Available for the Kawasaki Z900RS in a racing version only, it has a light satin steel silencer body and a round, completely open outlet. Equipped with a removable dB killer, it has the slip-on fitting for the original collectors and lightweight stainless steel end caps with laser-engraved logo.

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Yoshimura Onyx Edition for 2022 Suzuki Hayabusa



Onyx Edition - shown here with carbon fibre end caps.

Yoshimura has unveiled a new Onyx Edition exhaust for the 2022 Suzuki Hayabusa that "looks as exclusive as it sounds".

Onyx Edition is a Yoshimura proprietary plating process "with a beautiful dark mirror-like finish". It has been in development of this new finish process with an outside partner for over two years - "the



result is a long lasting, luxurious deep shine that has outstanding durability and exceptional UV and temperature resistance".

Maintenance is said to be easy - just wipe down with mild soap or standard (non-caustic) cleaner and a microfibre towel.

Two versions of R-77 Race Series Onyx Edition duals are available for the new Busa - with a carbon fibre or stainless end cap with the Onyx treatment. "Both are stunning," says Yoshimura R&D of America's 'Big E' Erick Bartoldus. "Of course, there are also the original go-to polished R-77s with carbon fibre end caps additionally available. All versions are attached to our exclusive works finish tailpipes."

The R-77 dual mufflers reduce as much as 11.2 lbs in weight compared to the stock factory exhaust (5.08 kg), with the horsepower and torque increased accordingly.

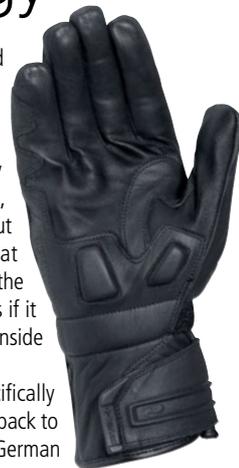
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Two custom-crafted aluminium, powder-coated heat shields are included with every set of R-77 dual slip-on mufflers.



Fresco II glove with TFL-Cool-System technology



Internationally recognised motorcycle gloves and apparel specialist Held has introduced what it describes as a "revolutionary technology capable of disrupting established, common sense assumptions about the rules of summer heat management - allowing even the darkest skin to reflect sunlight as if it were light in colour, keeping the inside of the glove cooler".

The first Held glove specifically dedicated to motorcyclists dates back to 1975, and since then the German company has never stopped carrying out research, always pushing the 'art of the possible' to take motorcycle glove technology that little bit further, which is in its DNA.

The Fresco II summer touring glove is unlined, has a back in soft cowhide, a palm in kangaroo leather (highly resistant to abrasion), a durable sweat-proof colour, but above all it uses the breakthrough TFL-Cool-System technology.

Counterintuitively, Held says that dark skin now no longer needs to automatically get warmer than light coloured skin under the heat of the sun. TFL-Cool-System technology is a system that, applied to dark skin, radiates the sun's rays just as if it were lighter coloured skin.

The surface temperature of the leather can be reduced by over 20 degrees C, with the wearer experiencing a reduction in the internal temperature that can go as low as -12 degrees C - improving heat resistance while maintaining its original appearance.

Additional features of the Fresco II include special stitching, removing pressure points inside the glove to improve sensitivity, crease-free, pre-curved palm, adjustable Velcro closures for wrist and inner sleeve and elastic inserts on the back, thumb and fingers.

The Fresco II is EN 13594:2015 certified (protective gloves for motorcyclists) and there is special Temperfoam for knuckle protection (knuckle shell tested with an impact test), Teramid to protect the thumb base, and reinforcements on the side of the hand, the ball of the thumb and on the palm of the glove. It is available in black in men's and women's sizes.

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Zieger protection for the Ténéré 700

Manufactured in Germany by IBEX, Zieger protection parts for the Yamaha Ténéré 700 "offer optimal protection against stone impact and collision".

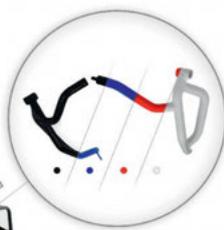
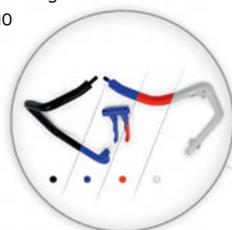
Their finish is as high quality as the materials and designs - with four powder-coated options to keep the parts looking great and protected from stones, mud and wet that the Ténéré is designed to cope with.

Precision, reversible, modification-free installation to the original mounting

points means no registration required as none of the

original fairing parts need to be changed. Additional Zieger accessories for the Ténéré 700 include top case racks, centre stand, chain guard, licence plate bracket and more.

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Venhill brake lines for 2021 MX bikes



British motorcycle controls specialist **Venhill Engineering** has added the latest generation of **motocross** machines to its extensive range of brake line upgrades - including the MY21 **Honda CRF450R**.

Developed for well-established race teams - including Jacky Martens' JM Honda Racing in MXGP



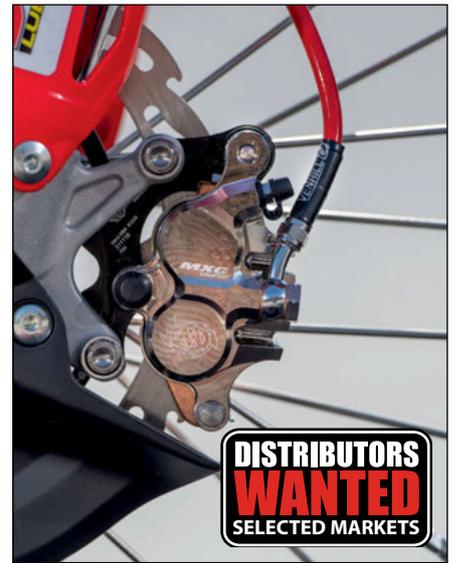
- Venhill offers front and rear brake lines, precision manufactured and hand-finished by experienced craftsmen at its own factory in the UK. They are offered in a range of colours.

Venhill **Powerhose Plus hoses** are made in the company's UK factory, using top specification materials. **Marine-grade stainless steel braid** is wrapped around the outside and the core is **Teflon**, for maximum performance and durability.

They also feature **swivel socket nuts** at both ends, which simply tighten on the fittings supplied for the motorcycle. This makes them much easier to fit than hoses with the fittings crimped to the end.

Every Powerhose Plus line is **tested to 1,500 psi** before it leaves the factory, and they are all **approved by TÜV** for sale in Germany and **DOT** for the USA.

Other popular 2021 models covered are the Kawasaki KX450, KTM 450 SX-F and Yamaha YZ450F.



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2021 CRF450RX replica plastics

Portuguese manufacturer **Polisport**, the internationally recognised 'Maker of Performance Plastics', has a new complete replica plastic parts kit for Honda's new CRF450RX.

Polisport's replica plastics are "developed according to the highest quality standards, matching the fit, colour and durability of the OEM plastics". All parts and kits will be available in OEM colour (seen here), white, black and Nardo grey.

The component options in these kits are "comprehensive" and include front and rear fender, radiator scoops, side panels, number plate and fork guards.



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Friction-reducing Supersprox-stealth sprockets

Supersprox has introduced a new range of chain friction-reducing Supersprox-stealth sprockets for BMW OZ applications.

Working with the BMW Motorrad World Superbike team (Shaun Muir Racing Ltd.), tests are being carried out to help reduce chain overheating problems and premature sprocket wear during the hot summer season.

Supersprox CEO DJ Maughfling says: "The existing 7075-T651 material that is used for racing sprockets has been on the limit of durability for several years, and teams racing at this level are looking for alternatives." Typical difficulties for the teams are identified as excessive and rapid wear of the teeth, deformation of the sprocket material from high torque and overheating of the chain that can be caused by the high levels of friction between the chain and sprocket.

Supersprox has been supplying steel/aluminium hybrid sprockets to teams in endurance road racing for several years, with progressive success. "There are several factors to consider with this type of application and we are very enthusiastic to support teams in World Championship racing, because it helps us to better understand how the sprockets

perform under extreme load. "We will be taking this knowledge to the sprockets we offer our clients for applications such as track day and amateur road racing."

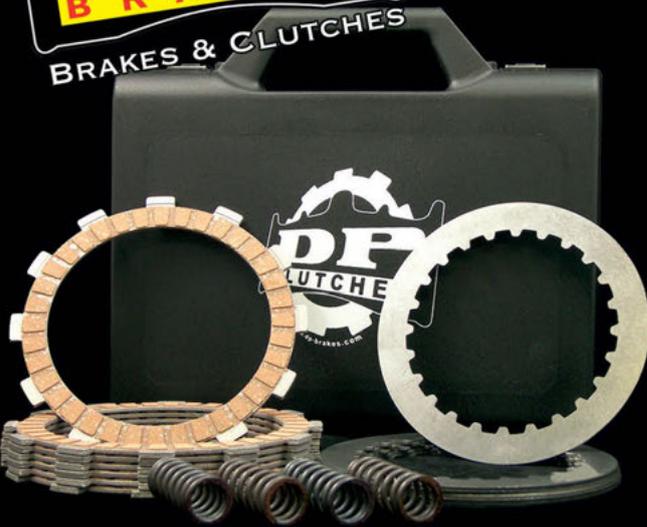
Supersprox replica sprockets for BMW applications are Supersprox number #7091, with the sprockets for amateur enthusiasts almost identical to the race team parts.



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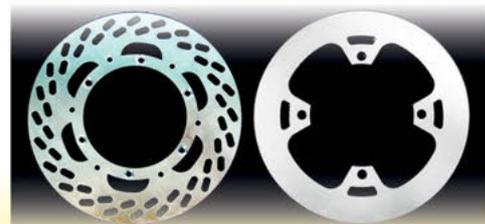


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PRO GUIDE

New generation BS smart chargers

**INTERNATIONAL
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With more than 10 years' experience in the battery industry, BS Battery has always offered battery chargers to its dealer network in order to help them and their customers to get activated, charge, maintain and recharge their batteries - BS and all brands.

After many years working closely with OEM manufacturers to develop OE batteries (lead acid, more recently, Lithium), BS Battery has gathered a lot of information from manufacturers' engineering teams concerning their battery performance and specification requirements.

That knowledge and experience can now be 'money in the bank' for BS Battery dealers with an upgraded BS charger line that "is ideal for OEM manufacturers and end users".

Designed with advanced microprocessors, BS says its new chargers are 100% automatic, with the new range comprising five models - BS10, BS15, BS30, BS60, BK20 - all with two selectable modes and nine steps of charge.

The all-new BS charger BS 10 now replaces the established BA 10 and becomes a 6V and 12V smart battery charger and maintainer rated at 1A with battery capacity up to 20Ah.

"Small, safe and easy to use, this charger is one of the most practical chargers that we ever made," says General Manager Benjamin Sebban. "It will always provide a good charge and be able to recover discharged batteries."

Also compatible with lead acid and lithium batteries, BS 30 and BK 20 are two new BS smart chargers that offer a high charging current with high battery capacity. "An exhaustive charging programme has been developed into these two battery chargers to enable them to charge and maintain all battery sizes.

"With a multi-axis hook, the BS 30 is a new 12V smart battery charger and maintainer, which can be hung anywhere. With a charging current of up to 3Ah, the BS 30 is also able to work with battery sizes up to 60Ah and up to 120Ah for maintenance." Mainly developed for warehouses and garages, the BK 20 is a new smart bank battery charger and maintainer, which offers three channels of charge.

Described as "the new 3 in 1 solution for professionals", the BK 20 becomes "an essential tool as it can charge and maintain three batteries with different voltages and chemistries simultaneously," says Benjamin. "The new BK 20 is designed to save time, and our distributors can fix it onto a BS display with assembly parts - meaning you can charge batteries easier."

The BS 15 and BS 60 have been kept in the BS range - compatible with all 12V lead acid batteries; both provide a reconditioning function.

"Safe and easy to use, a 6V/12V switch mode has also been integrated into several BS chargers - BS 10, BS 30 and BK 20. It enables selection of the battery voltage you need. All BS smart chargers are ideal to enhance the performance and lifetime for all powersport battery technologies."



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Updated Scorpion EXO-1400 Carbon Air

Scorpion Exo has updated its top of the range Gran Turismo (GT) helmet - the EXO-1400 Carbon Air. Also available in new OBSCURA and DRIK graphics, the Carbon Air "embraces the best features in terms of safety, comfort and luxury with a unique versatility and a decidedly racing look, for a truly superlative character".

The shell is in Ultra-TCT CARBON, in three different sizes, and is made by mixing the carbon fibre with a mix of fibres called Ultra-TCT (Thermodynamic Composite Technology) to bring the weight down to just 1,250 g and still guarantee "great resistance and better shock absorption".

The air intakes are profiled; the removable and washable interior features the Scorpion AirFit system, and in addition to the clear visor, the EXO-1400 Carbon Air is sold with a "dark smoke" visor included.

The new Ellip-Tec mechanism means the visor can be replaced easily, without the use of tools, and very powerful springs "guarantee a totally hermetic and more silent visor gasket seal. In the event of a fall, Ellip-Tec is resistant and able to keep the visor in place".



The Speedview retractable sun visor has anti-fog treatment on both sides and Pinlock 100% Max Vision ensures 100% anti-fog action - the anti-fog lens is positioned on the visor to ensure maximum visibility.

The removable and washable liner is in new antibacterial KwikWick III fabric, and the AirFit inflatable pad system ensures comfort and fit. There is a double-D closure ring, and it features eyewear-friendly internal KwikFit pads. The visor locking system is positioned in the centre of the locking/unlocking of the visor to further ensure a perfectly hermetic closure - the three-position visor can be closed, fully open or slightly open.

The profiled air intakes are quiet, while the new ventilation system guarantees great Venturi effect air recycling. Additional features include nasal deflector, quick cheek pads removal and a 5-year warranty.



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GUNSHOT muffer slip-on set for the Ducati 937



Full system for Aprilia RS/Tuono 660 models

QD Exhaust of Milan, Italy, has released this new Euro 5 street legal twin titanium GUNSHOT muffer slip-on set for the Ducati 937.

The kit is composed of a 1 in 2 stainless steel TIG welded 42 mm diameter link pipe and QD GUNSHOT series mufflers with thermo injected magnesium and removable dB killers. The kit is Euro 5 homologated and fits onto the stock catalyst converter.

The link pipe is equipped with fixing brackets that work with the stock heat shield and no mapping is needed if used with the dB killers. As all the QD Exhaust products, it is covered by its special 30 months extended warranty by activating the provided service card.

Also seen here, this new full system for Aprilia RS/Tuono 660 models (also Euro 5 homologated) is TIG welded and made from AISI 304 stainless steel. The 42 mm header pipes have two machined bushings where the O2 sensors are plugged. The 2 in 1 link pipe located under the engine connects the headers to the central catalyst housing - "this is how the system is able to achieve Euro 5 compliance".

"A Racing mid pipe is also available to increase the power for track use. The final link pipe is 52 mm diameter with a carbon fibre heat shield - designed and produced in our QD COMPOSIT R&D department. "The muffer is available in two different versions - Titanium Gunshot 'Dark Matter' and Titanium Tri Cone. The outer can of the muffer is in titanium, finished with a high temperature-resistant ceramic coating; the end cap is made in carbon fibre for additional weight reduction. The GP style grid hides the easily removed dB killer (with the grid still being used).

"Alternatively, our distinctive Magnum Series Tri Cone muffer can be mounted instead - it too has a removable dB killer and comes with a thermo-injected magnesium end cap and titanium body."

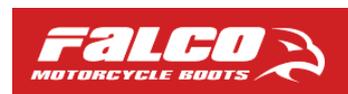
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Falco for summer



Italian motorcycle footwear specialist Gianni Falco has a selection of offerings for summer riding, including the 'Micro-Synth' and '3D Mesh' and D30 protection equipped 'Airforce' riding shoe and updated 'Oxegen 3 Air' race boot that combines feature such as an 'Air-Tech' inner lining and D30 ankle protection that were seen in IDN last month.

Seen here, the 'Maxx-Tech 2 Air' is an urban style riding sneaker with 'Micro-Synth' and '3D Mesh' upper. These materials work well in warmer climates and enhance the ventilation of the shoe whilst riding. The 'Air-Tech' inner lining delivers high standards of breathability and CE certified protection includes D30 backed ankle cups; comfort is assured by heel stabilisers and the sole is in dual compound high-grip rubber.



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MCS for BMW

When building any kind of retro conversion, including a BMW boxer bobber, less is more and basic is best. The virtue of a 2-valve bobber is well



known to the Germany based speedo specialist **MMB**, so it has produced this small 'mini speedo', which measures just 60 mm in diameter.

To not overpower or hide the 'old-time look', the turn signal, high beam, neutral and warning light are designed as inconspicuous LEDs. The speedo is M18 threaded for the speedo cable nut and comes with a k value of 0.7. Available in a chrome or black housing, with a white or black 200 km/h face.

Also seen here, from American accessory specialist **Kuryakyn**, these kickstand shoes for BMW models are ideal for parking on soft or uneven surfaces.

They enlarge the footprint of the side stand and do double duty as a tyre bead-breaking tool during roadside or trailside repairs. They are made from a CNC-machined 6061-T6 aluminium top with a black, silver or gold anodised finish and a laser-cut stainless steel bottom.

They are available for BMW '19-'20 R 1250 GS and R 1250 GS Adventure, '16-'18 R 1200 GS and '14-'18 R 1200 GS Adventure.



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Nitro MX goggles and gloves



Nitro has a new range of motocross goggles and gloves available now from distributors including Bickers in the UK. Both are available in five matching colourways - orange, high vis yellow, black, blue and as seen here, red. These high specification, CE approved Nitro NV-100 goggles are competition-ready and come with a removable nose guard, double-layered 14 mm face foam with microfibre lining and PC lens, with a spare clear lens included, ensuring maximum comfort. Also new for 2021, Nitro NG-MX-10 gloves consist of a lightweight design, "ensuring comfort and flexibility, improving control and feedback". High quality features include a soft palm, silicone finger grips for braking and a rubber-backed quality Velcro wrist strap.

BICKERS
Felixstowe, Suffolk, UK
Tel: +44 1394 604040
www.bickers-online.co.uk

SC-Project - 2021 Honda X-ADV 750

Italian exhaust manufacturer SC-Project has added a Euro5 compliant product for the 2021 Honda X-ADV 750. The SC1-S muffler is distributed exclusively to Honda dealers in Italy only - as a result of a relationship that the company has with Honda in



The Euro 5 compliant SC1-S muffler is distributed to authorised Honda dealers in Italy only.

select European markets, in this case with Honda Motor Italy.

Manufactured in titanium with an AISI 304 stainless steel link pipe, it has a dB killer and carbon end cap. Available to SC-Project distributors and dealers throughout Europe, the TIG welded Euro 5 compliant SC-1 R features a hydroformed exit pipe and rhomboidal asymmetric shape carbon fibre end cap. The lightweight outer body is available in both titanium and carbon versions. The high temperature sound-absorbing material and CNC-machined insert bushings make the SC-1 R both durable and lightweight.

In addition to the slip-on, the full kit includes an autoclaved carbon heat shield, AISI 305 stainless steel link pipe, heat-resistant adhesive springs and screws, 24-month SC-Project official warranty and homologation card.

Both the SC-1 S and SC-1 R are 1 kg lighter than Honda's stock muffler and said to deliver +1.2 hp and +1.2 Nm torque at 6,750 rpm.

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



The TIG welded Euro 5 compliant SC-1 R features a hydroformed exit pipe and rhomboidal asymmetric shape carbon fibre end cap. The lightweight outer body is available in both titanium and carbon versions.

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INTERNATIONAL DEALER NEWS

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Yamaha will participate in EICMA

As the motorcycle industry worldwide continues to watch the COVID situation in Italy (especially), hoping that nothing will derail this year's



EICMA (Milan, November 23 - 28), a slew of good news about preparations for the show includes confirmation by both Yamaha and MV Agusta that they are planning to exhibit.

Yamaha Motor Europe says it made this decision "thanks to the positive progression of the international and national vaccination programmes and the steady easing of the restrictive measures against COVID-19 in Europe, and Italy in particular. "The expectation is that by the end of November visiting large exhibitions will be possible again. Preventive safety measures to contain COVID-19 will still be implemented, in cooperation with the EICMA organisation, to secure a pleasant and safe visit to the show. In that respect, the size of the Yamaha stand will be enlarged in comparison to 2019 to allow visitors more personal space".

Eric de Seynes, President and CEO of Yamaha Motor Europe N.V., is quoted

as saying: "The decision to attend EICMA was not an easy one to make for obvious reasons. However, after having observed the trend related to the evolution of COVID-19 and being reassured by the EICMA organisation that we can provide a safe environment for all visitors, we believe it is the right decision to support the return of such an event. "With arguably the largest international reach, EICMA has great significance for our industry, being a unique moment and place where the motorcycle community can come together to feel the reaction from media and customers to the new products, keeping the connection with them alive and providing inspiration towards future trends. While we have yet to return to what most of us consider normality, this year's event provides the first opportunity for enthusiasts to come together and be connected again physically, rather than virtually." For MV Agusta, CEO Timur Sardarov



ESPOSIZIONE INTERNAZIONALE CICLO E MOTOCICLO

is quoted as saying: "For MV Agusta, the Milan show is a regular date that cannot be missed"

CEO Mariano Roman has also confirmed his intention to exhibit the Fantic and Motor Minarelli product lines: "The synergy that we will have meeting at the Milan show will be a message of very great value."

LeMans appoints Langley

Fred Fox founded LeMans in the basement of his house in 1967 and since then has dedicated his life to building LeMans into a leading global powersports distribution company with 1,100 + employees and eight warehouses. Indeed, Fred's drive and determination has done much to shape the parts and accessory aftermarket we have today, and his leadership and the team he has built have made major contributions to the businesses his company buys from and sells to. However, on reaching 85 years

of age, Fred has decided to slow down a little in the new role of Chairman Emeritus. Paul Langley has been named Chairman of LeMans.

"I have enjoyed a strong partnership with LeMans for the past twenty plus years and know that LeMans is one of the most successful and well managed companies in our industry," said Paul. "I am honoured to serve as Chairman, which is a privilege I must earn each day forward.

"There will be a steep learning curve, new problems to solve, and I look forward to working

with familiar and new faces in our electrifying industry. Having Fred close by affords me the benefit of tapping into his wisdom on a regular basis".

LeMans is the parent company of Parts Unlimited, Drag Specialties, Parts Canada and Parts Europe. Paul is no stranger to senior powersports industry management roles,



having successfully served in leadership roles with S&S Cycle, Vance & Hines and Dynojet.



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