

INTERNATIONAL DEALER NEWS

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OCT/NOV '21
ISSUE #163

STATZONE 6-7 

EICMA set for success with Italian market +32.07% YTD

As the international motorcycle industry continues to deal with the logistics, cost inflation and supply chain issues that are holding it back, 'Now More Than Ever' it is vital that every opportunity to 'Build Back Better' is exploited.

With EICMA now confirmed as the first of Europe's 'major' trade fairs to emerge from the impacts of the pandemic, it will be seen as an important metric with which the health of the industry will be calibrated - a lens through which the international market will view the months and years ahead.

As the show approaches, the good news is that with a small number of exceptions, most of the major motorcycle manufacturers will be represented on the show floor when EICMA opens to the Italian public on November 25th.

As this edition of International Dealer News went to press in early October, Honda, Yamaha, Suzuki, Piaggio (Vespa, Moto Guzzi, Aprilia etc.), Triumph, MV Agusta, Fantic Motor, Benelli and a slew of manufacturers and brands from outside Europe have

been confirmed as exhibitors. Those include Royal Enfield, Kymco and SYM, but confidentially IDN has learned that agreed contracts with at least five other important OEM exhibitors are simply awaiting signature and that anything up to 15 other notable internal combustion and electric vehicle brands are expected to confirm their attendance.



The caution among the OEM community is understandable and is mirrored among the parts and accessory, gear and apparel aftermarket exhibitor community in Italy, but especially those international exhibitors who would normally use EICMA as their annual sales and marketing 'loadstone'.

As a result of that caution the show will undoubtedly be smaller in

footprint than the last time it was staged in November 2019.

However, with five halls still in use and some six weeks to go at the time of writing, it does look like there will be a 'critical mass' of industry participation - in domestic Italian and international terms.

With demand for two-wheel urban mobility and leisure machines at its strongest since the 2007/2009 financial crisis, and the Italian motorcycle market in particular seeing demand explode, as one international vendor who is still exhibiting put it to IDN "there will still be plenty enough business opportunities to keep any visitor busy".

When the pandemic first collapsed motorcycle sales in March, April and May 2020, there was much talk about nothing ever being the same again. The BMW and KTM decisions that they would no longer be exhibiting at the corporate level sent shockwaves through the international exhibitor community at the time, but in the Italian context especially, those decisions now look flawed.

See a full Italian market stats report on page 7.

THE BRADLEY REPORT



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AP NEWS
ASIAN POWERSPORTS



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Comment When everything changes, nothing changes 4

Robin Bradley says that this year's EICMA may well be going to be smaller, but it will still be "perfectly formed" with plenty of business opportunities for everyone and most of the major motorcycle manufacturers represented.

NEWSROOM 6-34,64



DUELL BIKE-CENTER 12

Finland's finest is on the acquisition trail again, this time buying Tecno Globe in France.



MANDELLI 13

The Italian bicycle and motorcycle/powersports components and G&A distributor Mandelli S.r.l. has acquired the controlling shareholding in Milan based Scooter and Urban accessory, gear and apparel specialist Tucano Urbano.

ASIAN POWERSPORT NEWS



CIMA 26

The Chinese show was a platform for the launch of dozens of new models, ICE and Electric - further proof, if any were needed, that the motorcycle industry in China is morphing and maturing.



BRIXTON 27

The KSR designed retro brand is about to unveil a 1200 cc Roadster at EICMA - with a dealer network already in place in certain markets, KSR has a platform for impressive growth.

BRADLEY REPORT



PIAGGIO VS PEUGEOT 33

Italy wins in Paris and Milan to go 2-0 up Vs France.



ENERGICA 33

The Italian electric sports bike pioneer is to be taken over by Ideanomics - a NASDAQ listed Green Tech Urban Mobility investment portfolio.

PROGUIDE 36-60



When everything changes, nothing changes

When the pandemic first collapsed motorcycle sales in March, April and May 2020, there was much talk about nothing ever being the same again.

The BMW and KTM decisions to no longer exhibit at the major shows (in corporate terms) sent shockwaves through the international exhibitor community. Once it was clear that EICMA and other shows would not be staged in 2020, the widespread assumption was that the industry was witnessing a moment of seismic strategic change.

There were those who said that the end for 'conventional' trade fairs had already been approaching for all markets and that the pandemic was only going to hasten a trend that was already embedded. Then there were also those who drew the same parallel to the viability of the motorcycle market itself.

Then something else happened instead. Motorcycles (PTWs) suddenly became part of the solution rather than the problem, and guess what - 18 months on and the factories can't make or ship enough inventory fast enough (for a range of well-rehearsed reasons). Suddenly new model registrations were on the rise, vaccinations were starting to edge society towards being able to co-exist with Covid, and here we are now, planning to head to Milan in six weeks' time for the 78th iteration of a show that was first staged in 1914.

As discussed on page one of this edition of IDN, yes, the expo will have a smaller exhibitor footprint than years prior, and yes, the international 'industry' attendance (in particular) and support for the show will be 'softer' than in prior times, but don't conflate the fact that international travel remains a potentially hazardous undertaking at this time with meaning there is fundamentally something wrong with EICMA or other industry shows.

The Trade Fair concept is no more flawed now than it was 20 years ago. The visceral appeal of "feeling the metal" is no more flawed now than it was before it was suggested that clicks would entirely replace "door swings".

All progress can inform and then live in perfect harmony with tradition. Yes, change is constant, change is all around us (and we need it to be), but nobody ever managed to make all their appointments in two or three days at EICMA anyway, and there will still be way too many business opportunities than any sane person can embrace - even if the show is "just" five halls rather than eight (with enough open spaces to have always allowed it to be at least one hall smaller than it was anyway).

We underestimate the motorcycle and wider powersports industry at our peril, and we certainly are not about to read it and the institutions that it has spawned (such as EICMA) the last rights.

I was taken recently by the sharp focus thrown onto the strength of our industry by a new report from Oxford Economics that ACEM is pointing to on its website (www.acem.eu). It is a research project that updates our understanding of the scale of the industry we are a part of.

The research highlights the economic and mobility benefits of two-wheelers in Europe and shows that the motorcycle sector in the EU and the UK supports about 389,000 jobs - through different activities, including the manufacturing of vehicles, P&A, G&A, PPE and other motorcycle-related activities.

Based on a market analysis in 2019, the study also found that the motorcycle

sector contributed about €21.4bn of GDP across Europe and that every €1 of GDP created directly by motorcycle businesses supported a further €1.80 of GDP in other industries.

In terms of tax revenue, the motorcycle sector and related activities generated about €16.6bn, making motorcycling an important contributor to public finances, particularly in large markets like Germany, France, Italy, UK and Spain.

Europe-based motorcycle companies export goods worth about €2.1bn per year with key export markets including the US, Switzerland, Australia and Japan.

Furthermore, and get ready for this factoid, the study also examined the "additional benefits" offered by motorcycles to their users, and to the environment. A scenario analysis suggests that if 5% of those who commute by car across Europe (5.3 million commuters) switched to motorcycles, the aggregate time savings would be 21.2 million days per annum - worth €3.3bn to these users.

Motorcycles were also found to offer substantial cost savings due to lower fuel use and operating costs. On average, the cost of commuting by motorcycle (€545) was nearly one-third of what it would cost to use a car (€1,435) across a year.

Much of the findings came as no surprise and were simply updates on what have become "received wisdoms" over the past decade or more - but it is worth thinking about those "received wisdoms" again in the context of a 21st century which will change habits, assumptions and preconceptions.

For example, the research confirmed that motorcycles have a smaller environmental footprint than four-wheelers, fair enough. But did you realise that the average powered two-wheeler in the European vehicle fleet emits about 99 g CO2/km - less than half of the 210 g CO2/km emitted by the average car (petrol and diesel)?

Interestingly, motorcycles up to 250 cc were found to emit on average 62 g CO2/km. About 62% of Europe's two-wheelers fall into this category.

The study also examined the economic importance of motorcycle-related events, i.e. motorcycle sports, motorcycle trade fairs and events organised by OEMs.

In total, these activities contributed about €2.1bn to Europe's GDP and supported about 38,400 jobs and €1.2bn in tax payments. A large part of that impact happened in local communities that greatly benefitted from international tourists attending motorcycle-related events.

The study found that about five million spectators attended major motorcycle sporting events in 2019, with MotoGP attracting about 1.8 million spectators to its 12 European races in that season. Furthermore, about 2.5 million people attended motorcycle trade fairs and manufacturers' promotional events the same year.

Hello BMW and KTM - are you entirely comfortable that your 2020 decision to leave the aisles of EICMA, INTERMOT and other shows to your rivals was as smart as you thought?



Robin Bradley
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 **ATHENA**



Tariffs

In a joint release with trade associations for several other affected market sectors, ACEM has called on the EU and USA to "resolve remaining differences and forge a new transatlantic partnership". The appeal comes as EU and US leaders are about to launch a transatlantic Trade & Technology Council. "We want to stress the importance of resolving the Section 232 dispute once and for all, and of removing the tariffs which unfairly impact products and sectors unrelated to the source of the dispute". The source in question being the spat between Airbus and Boeing concerning claimed subsidies.



"Our organisations want to reiterate the critical importance of the transatlantic relationship for our sectors, the European economy and employment in Europe. We welcome the steps taken by both sides to seek to de-escalate the dispute in the last months - and particularly the EU's decision not to impose the second tranche of rebalancing measures. "We fully support the common goal to reach a fruitful solution and remove all remaining punitive tariffs by the end of November. The removal of all remaining rebalancing tariffs and the commitment not to impose new tariffs would provide a welcome boost.

"Many of our sectors rely on open trade flows with the US as part of their production processes in the EU. For others, affected US goods are an essential and integral part of their portfolios, allowing them to invest in EU production and distribution and create local jobs and growth in the EU in the process.

"We call on President von der Leyen, Vice President Dombrovskis and EU leaders to intensify their efforts towards a comprehensive and speedy resolution of this dispute, in order to support our members in their post-COVID recovery efforts and help boost investment in the EU.

"Securing the permanent removal of tariffs on unrelated sectors will also allow both sides to establish a positive transatlantic trade agenda and focus on common areas of interest, such as climate change, the digital agenda and WTO reform."

UK: motorcycle registrations +13.38%

According to the latest available data from the MCI, the motorcycle industry trade association in the UK, motorcycle registrations were -6.73% in September 2021 (12,483 units), having been -4.39% in August (7,987 units) and -11.74% in July (11,556 units).

However, thanks to a strong summer new motorcycle registrations are still up for the first nine months of 2021 in the UK at +13.38% (86,431 units YTD) - that is up on 2020 (76,234 units) and 2019 (83,906 units) and is the highest in the UK for the January to September period since 2016.

In total PTW terms, the UK market was +13.03% at 91,793 units YTD - also the best since 2016.

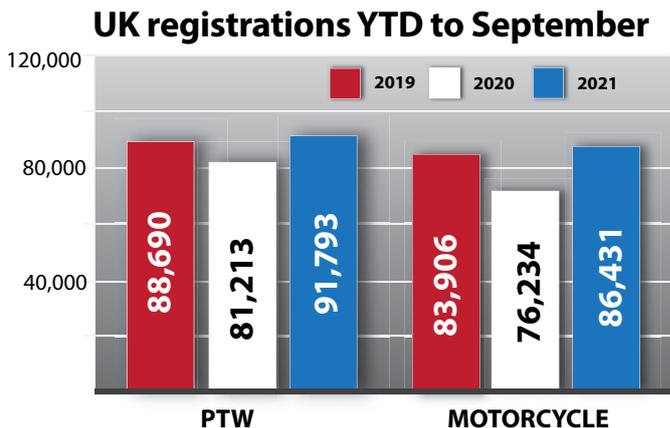
In motorcycle segment terms, Naked style bikes remain the most popular among UK riders, followed by ADV models. Scooters are the most popular PTWs overall. Honda was market share leader in the UK in September

(followed by BMW, Triumph, Yamaha, Lexmoto, Suzuki and Kawasaki), with the BMW R 1250 GS Adventure the best-selling single model in the <125 cc motorcycle segment.

The Honda PCX 125 was the best-selling Scooter, the Keeway Superlight was the best-selling Custom style model, with the Triumph Speed Twin

topping the Modern Classics sales list and the Honda CB 125 R sitting on top of the Naked Style bikes sector.

For the record - motorcycle registrations in the UK grew slightly in 2019, with 100,472 units sold (+0.72%), with 2020 put at a Covid and Euro 4/5 transition impacted 96,539 units.



Germany - motorcycle registrations -5.50%

Having been down for five of the first eight months of 2021 so far, the latest data from the IVM, the motorcycle industry trade association in Germany, shows new motorcycle registrations having been heavily down in Germany in August by -16.03% (10,667 units), after being down by -23.20% (13,317 units) in July. That compares to 12,704 units in August 2020 and 9,004 units in August 2019. For the YTD, registrations of new motorcycles are running at

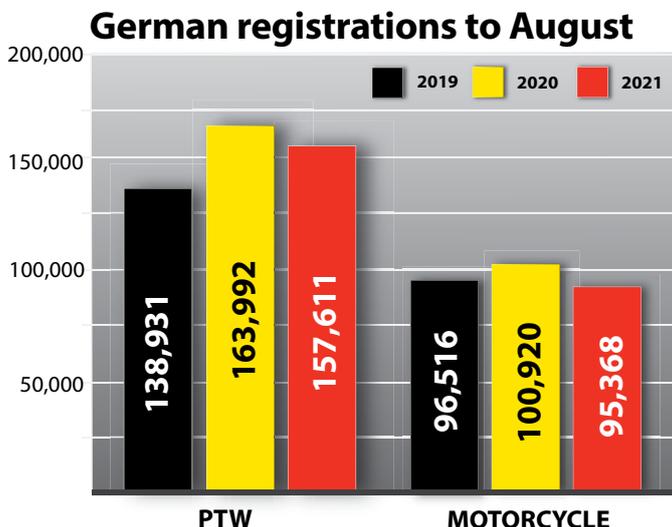
-5.50% at 95,368 units, which is down on the first eight months of 2020 (100,920 units) and 2019 (96,516 units).

In total PTW terms, the first eight months of 2021 saw 157,611 new unit registrations in total (-3.89% YTD). While that is some 5,000 units less than the same period of 2020, it is ahead of the same period of 2019 (138,931 units) and the second best for the first eight months in Germany since before the 2007/9 financial crisis. BMW remains motorcycle

market share leader with 23,120 units sold YTD for a 24.24% market share (with five models in the top twenty best sellers); followed by Honda, KTM, Kawasaki, Yamaha, Harley-Davidson, Ducati, Triumph, Suzuki and Husqvarna in 10th spot.

Unsurprisingly, the top selling model was BMW's R 1250 GS (8,150 units YTD), followed by the Kawasaki Z900 and Z650 in second and third, Yamaha MT-07 in fourth, now just ahead of Honda's CRF 1000L Africa Twin in fifth. The BMW F 900 R is down to 6th spot.

For the record - the 2019 full year saw the German motorcycle market grow by +4.38% compared to 2018 at 113,039 units, with 2020 posting a (theoretical) 132,126 units; however, that apparent 16.89% growth in a pandemic hit year was distorted in the final quarter by the rush to pre-register unsold Euro 4 bikes before the final, extended deadline for doing so on December 31. It is worth noting that all units registered since January 1, 2021 will have been Euro 5 compliant machines.



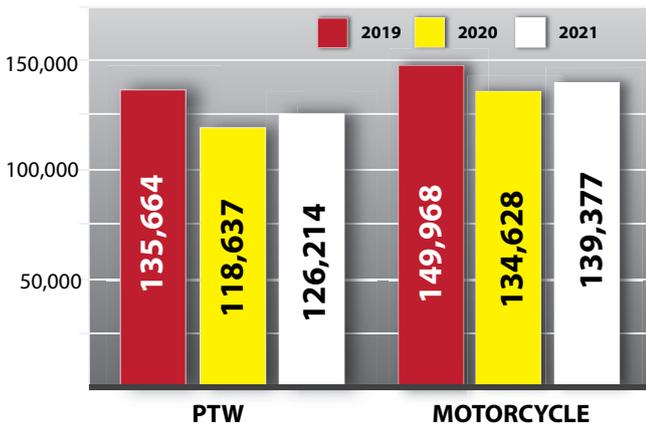
Spain: motorcycle registrations +6.39%

The latest data from ANESDOR, the motorcycle industry trade association in Spain, shows new motorcycle registrations declining in September for a fourth consecutive month (-2.60%/15,371 units). As the market in Spain laps sales increases in the year ago

months, 2021 has seen a softer summer in Spain with August down by -17.44% (11,364 units); July down by -26.41% (17,524 units) and June by -11.59% (18,622 units). For the first nine months of 2021, motorcycle registrations in Spain are running at +6.39% (126, 214

units). This compares to 118,637 units for the same period in 2020 and 135, 664 units for the first nine months of 2019 - that was the best market performance for the period in Spain since before the 2007-2009 financial crisis. At 139,377 units YTD, total PTW registrations for the nine-month period were +3.53%, which is also ahead of 2020 (134,628 units), but behind the same period for 2019 (149,968 units). Because of its strength in the scooter and >125 cc markets, Honda is market leader, followed by Yamaha, Piaggio (Vespa, Aprilia, Moto Guzzi etc.), Taiwan's Kymco and SYM, followed by BMW, Kawasaki, KTM, Zontes and Keeway. For the record - full year new motorcycle registrations in Spain were 175,585 units in 2019 (+11.07% over 2018) and (theoretically) -11.50% in 2020 at 155,391 units.

Spanish registrations to September



Italy - motorcycle registrations +32.07%

According to the latest data from ANCMA (the motorcycle industry trade association in Italy, and the owner of EICMA), the Italian motorcycle market was up by +2.31% at 8,911 units in September, having been down by -8.44% in August (6,096 units), -5.95% in July (14,209 units) and -1.63% in June (16,610 units).

For the year to date, the Italian motorcycle market is still well ahead of the same period in 2020 (and 2019) at +32.07% for the first nine months (103,783 units) and has had its best first nine months since before 2011. In total PTW terms, the Italian market was +27.98% for the first nine months with 235,771 new units registered (compared to 184,227 in 2020 and 198,364 in 2019). That is also the best first nine months for total PTW registrations in Italy since before 2011.

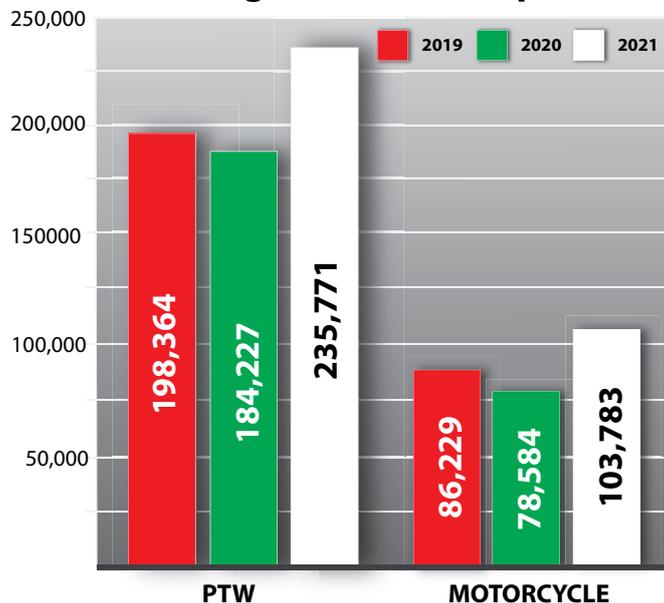
It is worth noting that all the motorcycles and scooters registered in Italy (and elsewhere in EU member states) since January 1st, 2021 will have needed to be Euro 5 compliant models.

The best-selling motorcycle in Italy YTD

remains the Benelli TRK 502/X with 5,818 units registered in the period January to September, followed by the BMW R 1250 GS (3,586 units), the Yamaha Tracer 9 (2,712 units) and the Honda Africa Twin (2,564).

For the record - though the final stage of the Euro 4/5 transition distorted the figures, new motorcycle registrations were 94,108 units for the full year in 2020, having been 98,883 units in 2019 (+6.26% compared to 2018).

Italian registrations to September



NEWS BRIEFS

Royal Enfield (RE) has opened a CKD (Complete Knock Down kit) assembly plant in Colombia - the third biggest motorcycle market in Latin America - in partnership with its local distributor, Colombiana de Comercio (Corbeta Group). The facility in Envigado, Antioquia, marks RE's second plant outside of India. RE set up retail operations in Colombia in July 2014, with a first store in Bogotá. It now has 15 exclusive stores in Colombia and 57 exclusive stores with 40 other retail touchpoints in Latin America overall. Initially the plant will assemble the Royal Enfield Himalayan.

Brembo reported H1 2021 revenues at €1,360.8m, up 43.1% compared to 2020 and up 2.8% compared to the first six months of 2019. EBITDA was €270.2m (margin: 19.9%), EBIT was €165.8m (margin: 12.2%). Net investments in a quarter in which Brembo marked its 60th anniversary and announced the acquisition of Spanish brakes manufacturer J.Juan (having bought Danish brakes component manufacturer SBS in Q1) amounted to €99.9m. Net financial debt of €496.9m was down €100.6m compared to the period to 30 June, 2020.

Data released by the MIC in USA shows that motorcycle thefts surged by 30 percent in 2020 (13,000 more thefts than in 2019), reaching 53,111, the highest level in five years. The largest number were stolen in California (9,483), Texas (4,448) and Florida (4,223), with most in August (6,214) and July (5,855); February saw the least (2,701). The top 10 brands account for 80% of all thefts with Honda the most stolen (11,030), followed by Yamaha (8,261) and Kawasaki (6,340). Of all thefts, less than half (42%/22,403) were recovered.

The MIC reports Q2 new-model motorcycle sales among leading brands were +15.2% in USA. Compared to the year-ago period, YTD sales of on-highway models were +25.2%; dual sport models +16.7%; scooters +8.3%. Only off-highway sales dipped slightly through Q2, by -3.2%.

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

NEWS BRIEFS

MV Agusta Roma is the brand's new official flag store dealership in the Italian capital. A collaboration between Timur Sardarov, CEO of MV Agusta Motor S.p.A., and entrepreneur brothers Maurizio and Stefano Celon, it is "based on a dynamic and refined concept, part of a larger, trending complex" and hosts the new MV Agusta Roma Café.

Energica has opened a fourth Monobrand store in Taiwan. The move follows the establishment of dedicated Energica showrooms in USA, Italy and Germany. Energica motorcycles are now available in the new 80 sqm showroom in Taiwan, opened by local importer Russ Tiger.

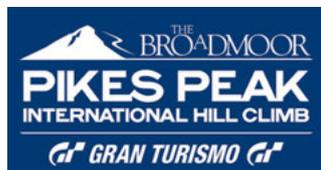
Italy won the 2021 Motocross of Nations, at Mantova, Italy, in September, ahead of the Netherlands in second and Great Britain in third. Started in 1947 and now in its 74th year (last held in 2019), a combative nine-time MX World Champion Antonio Cairoli led the Italian team to top honours, with Mattia Guadagnini (MX2) and Alessandro Lupino (Open class). There have been six different MXoN team champions between 2003 and 2021, with the USA being the most successful winning team taking seven victories.

Following his impressive performances as a rookie in the 2021 FIM WSBK Championship series, 24-year-old Italian Andrea Locatelli has extended his contract with Yamaha Motor Europe until the end of 2023.

Pikes Peak Cancels Motorcycle Programme Permanently

Having only recently announced 26 June 2022 as a planned date for the 100th running of the Pikes Peak International Hill Climb, the Board of the Directors of the PPIHC has made the decision to discontinue motorcycle competition as part of the annual 'Race to the Clouds'.

"Motorcycle competition has been part of the history of the race off-and-on since 1916 and has been both thrilling and tragic for competitors and fans alike," explained Fred Veitch, Interim Chairman of the Board. "After two years of research, deliberation, thoughtful consideration and advice from colleagues in the motorsports



industry, this has been a difficult decision, but we believe it is the right decision and one that is in the best interest of the organisation at this time."

The PPIHC is the second oldest race in America. The invitation-only event is held annually on Pikes Peak - 'America's Mountain' - near Colorado Springs, Colorado, USA. The famous 12.42-mile course consists of 156 turns, boasts an elevation gain of 4,725 feet, and reaches a finish line at 14,115 feet above sea level. The PPIHC's automobile categories feature a wide variety of vehicles representing multiple forms of motorsport, everything from production-based Time Attack challengers to purpose-built Open Wheel racers and state-of-the-art unlimited vehicles take on 'America's Mountain'



Carlin Dunne was a matter of yards away from recapturing his record time for the PPIHC when he was killed in 2019 on the final turn (at around 14,000 feet) in what we now know will have been the last ever running of the 'Race to the Clouds' to have involved a motorcycle programme.

pursuing victory.

Ever since the programme to pave the road up the mountain (it was completed around 2011), the event started to change in character, with an ever greater diversity of motorcycles and powersports vehicles taking part - including Quads and electric motorcycles - and speeds and times getting ever faster.

Tragedy struck in 2015 and 2016, with two consecutive year motorcycle fatalities. In the last race before the pandemic forced cancellation in 2020 and 2021, in 2019, Ducati rider, four-time winner and former outright lap record holder Carlin Dunne was killed on the final turn en route to a new sub-10 minute record.

Following his death, an initial decision to suspend motorcycle involvement for 2020 was taken by the Board of Directors, pending consideration of the long-term viability of the event in general and the ongoing involvement of motorcycles in particular.

In a statement at the time, Tom Osborne, Chairman, stated: "Motorcycles have been a part of the PPIHC for the past 29 years, and their history on 'America's Mountain' dates

back to the inaugural running in 1916.

That said, the motorcycle programme hasn't been an annual event. They have run 41 of the 97 years we've been racing on Pikes Peak. It's just time to take a hard look at every aspect of the race, including the motorcycle programme, and determine whether or not the event may change."

Now we know that the 100th and subsequent running of the PPIHC will be without motorcycles, Australian rider Rennie Scaysbrook's 2019 winning time, in a new record of 9:44.963 on his Aprilia 1100 cc Tuono V4, will remain the record in perpetuity.

Lucy Glöckner, Rookie of The Year in 2018 and the only woman to enter the motorcycle programme in 2019, was the second fastest overall riding a BMW S1000R - she was the first woman to break the 10-minute mark and will remain the fastest woman ever to compete on Pikes Peak.

Carlin Dunne will remain the fastest ever rider to complete the course on an electric motorcycle, having set a time of 10:00.694 in the Pikes Peak Challenge on a Lightning electric Superbike in 2013.



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NEWS BRIEFS

Energica has signed Lenovo as an industrial partner and will use Lenovo's "smarter technologies to design components, simulations and FEM calculations". In association with Lenovo, Energica says it will explore the "possibilities of launching the Academy for training and developing skills and technologies and assist young talents to acquire and consolidate technical skills to equip them for the future development of an Italian Electric Motor Valley".

Mitas has been selected as an original equipment supplier for the new 2021 Piaggio Beverly 400 range with its TOURING FORCE-SC tyres. "We are very pleased to be selected as an original equipment supplier for the new Piaggio Beverly 400. The partnership represents a further strengthening of our relationship with Piaggio and our efforts to provide products for efficient urban mobility," says Gustavo Pinto Teixeira, Vice President Two Wheels and Specialty Tyres.

The Malaysian MotoGP (Sepang) has been cancelled and replaced by a second GP for 2021 at the Misano World Circuit in Italy on October 24. At present, the 2021 Championship is slated to finish 14 November at Valencia, Spain, but the organiser is still retaining the option of adding in another race after that. The U.S. MotoGP will now be the only remaining 2021 race to be staged outside Europe, at Austin, Tx., October 3rd.

Moto-Master - new building plans expanded

Motorcycle brakes and MX drive parts specialist Moto-Master has been working on plans for new headquarters for some time. The latest news is of growth-driven expansion even before the original plans were underway.

Located close to the Eersel MX track at the Kempisch Industrial Park near Eindhoven, Netherlands, General Manager Rolf Verhagen told IDN that "we have added an extra floor to the 6.000 m² building and the plan is to have the new facility fully operational by May 2022.

"Raw materials storage, production (CNC milling and turning) as well as product assembly, packaging, warehousing and expedition will all be located there, together with over 600 sq m of office area and separate R&D space.

"Over the past decade, Moto-Master brake systems have become a leading brand in off-road, with Moto-Master FLAME being the most successful



brake disc in today's MXGP. Moto-Master also has gained a lot of popularity on the road market, especially in recent years with the popularity of our road discs being fuelled by the success of our T-Floater racing discs in the European racing scene.

"Supersmoto racing brake kits are in high demand with free riders all over the world," said Rolf, "while our Moto-Master brake pads, MX

sprockets, brake calipers, brake lines and chains have further accelerated growth."

The well-known Dutch brand's product offering spans the entire off-road, MX, street (including BMW models and heavy cruisers such as Harleys), enduro, Trail, Supersmoto, ADV and ATV/QUAD sectors, including one of the largest inventories of brake discs in the world.

www.moto-master.com

Parts Europe 2022 helmet and apparel catalogue

Germany based distributor Parts Europe has added a 2022 helmet and apparel catalogue to its already huge range of dealer and rider catalogues. The European end of the massive Wisconsin, USA based LeMans Corporation (Parts Unlimited, Thor, ICON, Moose, Drag Specialties etc.), this was one catalogue that was missing from its European portfolio of "desk benders" and this new

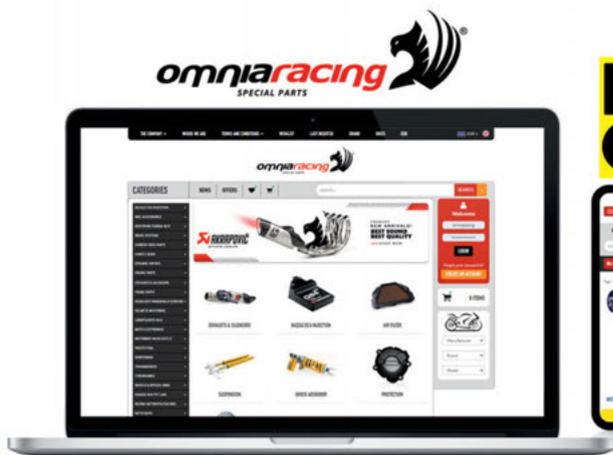
edition was published in September. Described as "the ideal rider resource for quality riding gear for all powersports segments", the company says that "enthusiasts will find a huge selection of the latest helmets, eyewear, riding gear, accessories, apparel and rider protection from the top brands in the powersports industry". The catalogue has over 750



pages of rider equipment for all segments - from street to off-road, scooter to touring and urban to ADV riding.

www.partseurope.eu

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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Letter from Italy - See you at EICMA!

"The recovery after the summer break does not reveal any great news regarding a stabilisation of raw material costs.

"Prices are still rising, and the supply chain is still unable to cope with the growing demands for raw materials. Shortages and delays continue to hold us back and add to costs.

"Our job, in the components and accessory sector, is to find ways of translating all the consumer enthusiasm and spending we see in most markets, including our own, into growing GDP indices for each country in order to reinforce consumer confidence and repair the contraction of the past months, months in which COVID has blocked industries and people.

"What is certain is that our work continues to be stressful, forcing us to charge around between the requests from consumers and the difficulties created by uncertain delivery schedules.

"Here at Newfren we always have a positive spirit and look forward to tomorrow with enthusiasm. We have always been a 'happy' company with supportive management and excellent relationships with our distributors and partners, so we are a great deal luckier than some.

"It is with this positivity and enthusiasm that we have decided to confirm our presence at the EICMA International Motor Exhibition (the 78th edition of the world's oldest



by Elisabetta Quadrini

motorcycle trade fair), which will be staged in Milan from 23rd to 28th November.

"Despite the negativity and some absences, it will still be a major event with plenty of exhibitors and visitors and it will be a fantastic opportunity to reboot commercial activities, leave the past behind us and look to a positive future.

"The speed with which countries are vaccinating populations convinces us that it will be easy for many people to reach Italy and finally enjoy a face-to-face meeting. Newfren is therefore preparing to build a stand that can welcome visitors in absolute safety.

"Like many, we will be in a different hall to the usual, and Newfren can be found in Hall 24 at Booth E55. Following its success last year, it is very likely that we will be staging a new edition of our IDEA international Digital Event on the same days as EICMA, which will give dealers who cannot make it to the show an opportunity to still arrange meetings with us."

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Duell Bike-Center adds Tecno Globe, France

Having recently announced the acquisition of IGM in the Netherlands, Finnish distributor Duell Bike-Center Group, has taken another step in its expansion plan with the takeover of Tecno Globe SARL, a major French B2B vendor of high-tech products for two-wheelers.

The move into the French market signals Duell's intention to become a player in Southern European markets as well as Northern and Central Europe.

Founded in 1995, Tecno Globe has a strong reputation with customers and suppliers and delivers to a network of over 4,000 dealers in France. Its main business is in high-tech electronic products such as alarm systems, GPS-supported navigational and tracking systems for motorcycles and bicycles. Tecno Globe offers more than 25 brands, including blue chip product lines such as Cardo, TomTom, Garmin and Bryton. The company has also developed own brands such as CTR, Racedream and Ubikha and says it is the French market leader for mobile phone accessories with brands like TIGRA, RAM Mounts and the promising new French brand Shapeheart. Tecno Globe also supplies an electronic airbag systems from the premium brand Allshot.

During the past five years, Tecno Globe increased its turnover by +108%, reaching €21.4m for its financial year to December 1st, 2020. Tecno Globe will continue to operate independently, under its own name, but under the umbrella of the Duell Bike-Center Group.

Tecno Globe founder and former owner, Fabrice Chrétien, will be involved as an advisor for future business strategy and CEO Dennis Becker will continue to run the



From left to right: Fabrice Chrétien, founder and former owner of Tecno Globe, Jarkko Ämmälä, CEO of Duell, and Dennis Becker, CEO of Tecno Globe.



Duell Bike-Center CEO Jarkko Ämmälä: "We prioritise healthy, long-term growth over quick, short-term only success. We are looking to build up local logistics centres that guarantee dealers close-to-market support and fast delivery times. In addition to founding regional subsidiaries, the takeover of existing trading companies is also part of the Duell business model. Our main shareholder, the Finnish financial investor Sponsor Capital, provides the necessary financial power for the mammoth Central and Southern European expansion project we are committed to over the next years to come."

business on a daily basis. Duell says that one of Becker's next major goals will be the smooth transition of Tecno Globe into the European-wide Duell

Bike-Center Group. All 39 Tecno Globe employees are to be retained. Jarkko Ämmälä, CEO of the Duell Bike-Center Group, explained the plans



behind the takeover of French Tecno Globe: "France is one of the key markets in Europe, and with Tecno Globe we have been able to gain a well known distributor who has built a strong name for itself over the past 25 years through forward looking strategic vision and hard work.

"This business philosophy fits perfectly with our company. Tecno Globe will continue to supply the French trade independently and without changes, and I am convinced that both companies will profit from the very strong synergies in the short term and the power of joined forces in the longer term.

"Many products, as well as the entire bicycle category, are also of interest for Duell outside of France. We will also research which products from the Duell range are suitable for distribution in France and will offer Tecno Globe dealers exclusive access to Duell's strong line-up of house brands."

Duell offers its trading partners access to a comprehensive portfolio "with all the necessary product groups that are necessary for the maintenance and upgrading of motorcycles as well as garments, helmets and the full range of protective equipment. Highlights of the Duell product portfolio include the formerly Swedish owned Halvarssons and Lindstrands brands and products from Dutch distributor IGM Trading and the associated German Grand Canyon GmbH business.

www.duell.eu

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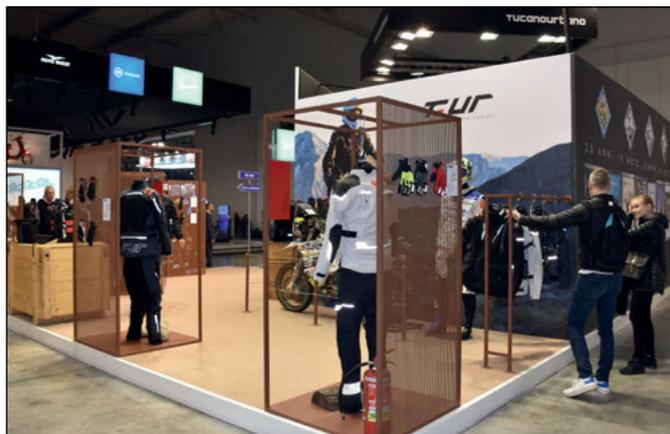
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Mandelli acquires Tucano Urbano



Seen here at EICMA in November 2019, Tucano Urbano celebrated its 20th anniversary last year with updates to its new 'T.ur' CE certified gear and apparel brand.

Italian bicycle and motorcycle/ powersports components and G&A distributor Mandelli S.r.l. has acquired the controlling shareholding in Milan based Scooter and Urban accessory, gear and apparel specialist Tucano Urbano.

This is at least the second time that Tucano Urbano has changed hands since it was founded in Milan in the late 1990s, this time being bought from Italian private equity investor and majority shareholder Consilium SGR. Mandelli has additionally acquired the stake owned by other minority shareholders and at this stage it is thought that it will leave the company at its present base at Peschiera Borromeo in Milan - at least for the time being.

Tucano Urbano has an expected turnover exceeding €15m in 2021 and sells to over 1,000 dealers in Italy, France, Spain and the UK.

Marco Biollo will be the new Chairman of the Board of Directors, while Mr. Diego Sgorbati, at Tucano Urbano since 2016, will stay on as CEO.

"Mandelli and Tucano Urbano are both very successful businesses and complement each other in their respective specialties," say Biollo and Sgorbati. "The synergies between the companies will allow a solid path for growth to be built and further for consolidation in each of both businesses' respective markets."

The Group, of which Mandelli S.r.l. is part, was founded in 1945 in the



Marco Biollo, CEO of Mandelli and new Chairman of Tucano Urbano

Monza area north of Milan and is active in the motorcycle and broader powersports markets (ATVs) as well as being a major 'player' in Italy's bicycle sector.

Mandelli manufactures bicycles and bicycle accessories under the "Brera" brand of clothing and accessories for motorcyclists, as well as distributing an impressive third-party brand line-up that includes the likes of Oxford Products, Dell'Orto, Regina chain, Airsal and Shad (Spain), Domino, Brenta brake pads by Frenotecnica, Ipone oils, Jasil (Portugal), Centauro, and more.

Mandelli employs around 250 people and is expected to make €60m in sales this year at a 12% Ebitda margin.

www.tucanourbano.com
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You can now enjoy 'Freedom' in Europe!

Headquartered near Los Angeles, Freedom Performance is one of the fastest growing aftermarket exhaust manufacturers in the United States, where it is best known for its range of designs and applications for cruisers such as those made by Harley-Davidson.

However, what is less well known, in the USA and here in Europe, is that the company also offers a wide range of stylish, high quality, durable designs and applications for metric motorcycles, especially Touring and cruiser style models.

Freedom offers full systems with heat

shields and slip-on silencers with a selection of precision CNC-machined end caps (check out the new-for-2021 solid or contrast style end caps in gold ceramic finish) in a range of classic and contemporary styles - everything from its quintessentially American fishtails and 'Patriots' to true duals and 'swoopy' sharp-curve radius style fitments.

The company's metric range includes three-step headers and covers for selected Moto Guzzi, Yamaha, Suzuki, Kawasaki (Vulcan), Triumph, Honda (including Gold Wing) models, plus, as seen here, for BMW - including for the new R 18.

And why are we telling you all this? Because the good news is that Freedom Performance is now looking for importers, distributors and dealers here in Europe.

Freedom Performance founder and CEO Martin Artega told IDN: "Our road legal performance exhausts for Harley-Davidson applications have already been selling successfully in Europe for years. The Freedom Performance brand is one of the fastest growing aftermarket exhaust brands for cruisers in the USA and it made sense to start offering European



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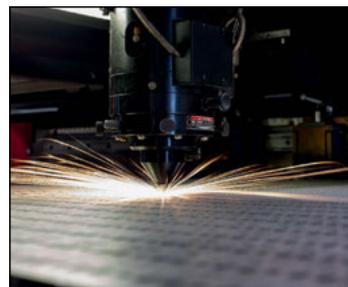


Kawasaki Vulcan

'metric' sector importers the opportunity to offer our great American styles and quality to their dealers too."

The company's exhausts are readily tuned for sound and emissions certification requirements here in Europe according to Martin: "Just add a cat and they are good-to-go!"

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NEWS BRIEFS

Impact Zero - Reduce, Reuse, Recycle!



The Grand Rapids, MI based comeback of the Buell brand has announced that the legendary Buell Hammerhead 1190RX is going into production with reservations being taken online from November 1. Bill Melvin, CEO of Buell Motorcycle Co., said: "We have former executives from Buell, General Motors, Lotus Engineering, Toyota and Bombardier Recreational Products ensuring we are manufacturing and developing the highest quality products. It will have a Grand Rapids, Michigan- built and proven 185 horsepower high-performance 72-degree V-twin engine with 13.4:1 compression, sporting EFI with four injectors and exerting 101.6 ft/lbs of torque. Buell's unique chassis and braking system is the key to its success on the racetrack and on the road. The Hammerhead has a specialised aluminium 'Fuel in Frame' design which provides strength, lower centre of gravity and added balance, with a single-track perimeter front braking system that reduces the unsprung weight. The overall weight will be 419 lbs to allow the rider unsurpassed performance and feel during turns at just 419 lbs/190 kg; www.BuellMotorcycle.com

Mitas will be increasing prices across its line for motorcycle, scooter and other tyres and for its complete range of tubes and mousers. The company says its second increase in 2021 is due to the significantly higher prices of raw materials and logistics services across the industry. The increases from 5% to 10% will take effect starting October 1, 2021.

Reuters reports that the Indonesian Energy Ministry has launched a pilot project to convert motorcycles that run on combustion engines into electric-powered vehicles, part of a national drive to make transport more environmentally friendly. The project has successfully converted ten such motorbikes and is aiming to convert 90 more by November. The government has set a target of having 13 million electric motorbikes - including converted ones - and 2.2 million electric cars on the roads by 2030. It has also pledged to stop all sales of vehicles powered by combustion engines by 2050. Indonesia had more than 15 million cars and 112 million motorcycles on its roads as of 2019.

Milan based exhaust manufacturer GPR Italia is establishing itself as a leader in the race to achieve 'Net Zero' impact with its '3R' rule ...

GPR Italia Srl has been a leading exhaust manufacturer for over 50 years, but joint CEO Mauro Orlandi is not a man who stands still.

In a sector once widely regarded by regulators as a major contributor to pollution, a sector that is part of the problem and not part of the solution, Mauro has embraced the cause of sustainability and is quickly establishing leadership among the aftermarket exhaust industry for the creativity and innovation of his ideas and plans.

Mauro has included the adaptation of design, management and production methods to guarantee the sustainability of its products into the GPR Italia Mission Statement. "In fact, we had already started on this path with the overhaul of the plant to begin the 2021 season already meeting the requirements of the circular economy," Mauro says.

"Better known as the '3R' rule - reduce, reuse, recycle - our aim is to obtain the first ISO 14021 environmental certification by the end of 2021.

"We have carried out this ambitious project right in the midst of the darkest period for Italy, with the pandemic and the consequent lockdowns. It was not easy to carry out the work during such a difficult period, but the reasons for doing so keep increasing, and thanks to our collaborators, the management and the partners involved, we have achieved the goal.

"The launch of the new catalogue, highlighting our plans and the progress already made, will be on an important date for GPR - November 18th, the 90th birthday of our founder and President, Giuseppe Orlandi.

"With the first part of the project, to focus on the revision and renovation of the plant and equipment itself, already completed, the second part will see us



Gianluigi (left) and Mauro Orlandi - joint CEOs of GPR - Mauro sells them, Gianluigi makes them!

focus on the creation of a new generation of exhausts that will eventually replace all the present catalogue offerings within a few years."

In 2020, GPR implemented a range of basic changes. These included the purchase of electricity that is certified as produced from renewable sources

which Mauro says that they have been able to eliminate the purchase of about 28,000 plastic bottles of water and carbonated drinks (which have been abolished) each year - plus the elimination of all plastic cups, spoons from coffee and beverage dispensers, which has allowed GPR to eliminate the purchase and use of approximately 45,000 cups and 45,000 plastic spoons per year.

"These may appear to all be small, incremental steps, but making small decisions is how we can all, together, make big changes," says Mauro. "We have also gone over to the exclusive use of recycled paper for about 950,000 pages of mandatory documents and eliminated our paper price list with an average saving of about 60,000 sheets of paper a year and a high reduction of the environmental impact of printing toner.

"The reduction of the size of our paper catalogue, both in terms of page count and number of pieces distributed, has given us another saving of around

ISO 14021 environmental certification by the end of 2021'

only; the establishment of a contract with ReteClima for the offsetting of emissions from our websites and servers; the purchase of natural gas for heating from companies that adopt emissions compensation and a change to hybrid vehicles by the management. Additional measures included the elimination of water bottles from distributors with the creation of an internal GPR "source", thanks to

Continues on page 18 >>>



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

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NEWS BRIEFS

Yamaha Motor's flagship PW-X3 Drive Unit for eBikes (PedELeCs) is described as its "smallest, lightest and most powerful drive unit" and as being a "class-leading model from the industry's eBike pioneer". Yamaha claims it invented the world's first Electrically Power Assisted Cycle (EPAC) nearly 30 years ago and that it is "recognised as one of the world's leading innovators in eBike technology".

After its "near death experience" following the withdrawal of primary sponsor Petronas, the Sepang Racing Team has become RNF MotoGP Racing and will continue participating in MotoGP until at least 2026. Former CEO of Sepang International Circuit and Team Principal Razlan Razali remains as Team Principal.

Boston based Piaggio Fast Forward (PFF - founded in 2015) has revealed an innovative sensor technology that is expected to debut on Piaggio two-wheelers in 2022, with PFF robots launching in late 2021. "PFF's hardware-software modules offer uncompromising safety by providing robust monitoring in all environmental and lighting conditions. Featuring Vayyar Imaging Radar-on-Chip technology, it is the industry's first ever 4D imaging radar-based motorcycle safety platform. The complete sensor package is developed, built and supplied by PFF for mass production in Piaggio Group motorcycles' Advanced Rider Assistance Systems (ARAS). ARAS applications are on the front line of the battle to prevent collisions and protect motorcycle riders. ARAS technology meets the rigorous technological requirements of traditional driver assist functions, addressing additional motorcycle-specific challenges such as size constraints and seamless vehicle manoeuvrability at high-tilt angles".



<<< **Continued from page 16**

180,000 sheets of paper a year and another very high reduction in the environmental impact of the colour toner we use.

"Introduction of modern CNC production systems has allowed us to reduce our energy consumption,



'50% recycled materials, 30% longer life cycle, 95% recyclable'

eliminate the use of oil and improve our attention to the details of operation that add up to improved employee safety.

"In 2021 we have started on the really vital part of the project. The R&D department compiled the data on all of the raw materials we use in the production of GPR exhausts in such a way that we have been able to make precise projections for all components,



understanding their environmental footprint, and analysing each of them so we can better understand their durability and recyclability.

"Materials commonly used for the motorcycle sector that have an extremely onerous energy consumption and negative environmental impact (such as carbon

and coloured aluminium) have been eliminated from our processes or reduced to minimal use. We have not only developed new parts that have a lower negative environmental impact, but have also developed new packaging, without plastic and polystyrene, that is 100 percent made with recycled and recyclable cardboard, or invested in cotton bags. "Our machine park has been expanded again, with the inclusion of new systems that significantly reduce the consumption of water and energy (air cooling), as well as a new generation laser cutting machine that allows sheet metal cutting WITHOUT the use of gas - compressed air only. "The goal was to create a range of items that come at least 50% from recycled materials, extend the average life of the product by at least 30% and make the final product recyclable for 95% of its weight - all while maintaining a price that is still competitive - requiring only a small premium over standard production and sales techniques. Indeed, eventually all global industry should be able to make and sell its products at lower prices than standard techniques. "Though our objectives were initially judged to be almost impossible, as a project, the development department actually managed to improve on the desired outcomes, doubling the life of the product and hitting the other objectives in full - selecting electrically

coloured stainless steel and titanium as the perfect materials for the new range.

"This important work has been complemented by the creation of the first GPR PARK - a wooded area of over 10,000 sq m in the province of Milan, to compensate for the emissions produced during our production and other internal processes, for the impacts of the subsequent recycling of the waste and for the end-of-life disposal of the product.

"Moving forward, GPR will plan to compensate not only its own production, but probably the emissions and waste created by the entire production process of the

'creation of the first GPR forest'

complete vehicles that are equipped with GPR exhausts.

"From this long experimental research, our '3R' IMPACT ZERO family of exhausts will be launched and seen at EICMA, with new families Furore, Dual, Gpe Evo, Sonic and M3 series exhausts, intended for about 300 motorcycle models. A production and sale of about 3,000 units is envisaged in 2023 and, doubling in subsequent years, the whole new range will boast the ISO 14021 certification."

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



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QJMotor electric hints at Benelli future

By Ben Purvis

Benelli has been rather quiet over the last couple of years, despite motoring to the top of Italy's motorcycle sales charts with the TRK502. However, the company's Chinese sister brand - QJMotor - gives an insight into the direction that Benelli might take and has recently revealed the QJ7000D electric sports bike.

QJMotor, like Benelli, is a subsidiary of Qianjiang, and in turn part of the vast Geely Group that also owns big names like Volvo and Lotus, and is Harley-Davidson's partner in China. So far, QJMotor's range of bikes - aimed at the growing Chinese market for high-end machines - have been heavily based on Benelli designs, but with the QJ7000D, the technology transfer could go in the other direction.

The name, dull though it is, is an informative one. Chinese electric bikes are numbered by their rated output in watt, so the QJ7000D is officially a 7 kW offering. That might not seem like much - 7 kW is just 9.4 bhp - but

electric motors are usually capable of more than their rated outputs, and QJMotor says the QJ7000D actually puts out 10 kW (13.4 bhp), to put it right into the 125 cc arena.

With the electric bike market largely split into two categories - ultra-expensive machines that try to rival petrol bikes for performance at one end, super cheap, low-performance scooters at the other - the QJ7000D doesn't have many obvious rivals as a 125-class sports bike, and it separates itself more by opting for unusual tech for an electric bike.

Check out the levers and foot controls and you'll see there's a conventional clutch, gear-shifter and foot-operated back brake as opposed to the twist-and-go operation that most electric bikes adopt. Gears and a clutch are usually redundant on electric bikes, with a couple of exceptions including the now-dead **Brammo** models and **Kymco's** planned RevONE, but they add a level of control that's appealing



to riders who want to interact more with their machines.

Although the QJ7000D's shape is relatively conventional, its battery-powered design means it's very different under the skin. The 'tank' is actually just a cover over a helmet-sized storage area in the front, with the batteries and electronics sitting further down behind the fairing sides.

Initial performance claims include a 65 mph top speed and a 62-mile range, which doesn't sound like much, but could be alleviated if the QJ7000D is capable of fast-charging or has a battery-swap capability - two elements

that haven't yet been revealed. The battery itself is a 72V, 60Ah pack, and although QJMotor has yet to reveal production plans for the bike, it's clearly not far from being a viable proposition as a showroom model.

Whether Benelli will adopt the bike, or a variation of it, for the European market remains to be seen, but with **Husqvarna** entering the 125 cc-class electric market with the upcoming E-Pilen, and several other European companies also showing an increasing interest in the same idea, it would be an instant shortcut for the Italian brand.

BMW CE 02 and AMBY

By Ben Purvis

A decade on from showing the C-Evolution electric scooter, BMW is ramping up its battery-powered two-wheeled activity - showing two new concepts, both of which have a strong chance of reaching production.

Having launched the CE 04 scooter earlier this year, BMW has shown the Concept CE 02 - a smaller, lower performance electric offering that sits somewhere between a scooter and a minibike, aiming to appeal to young urban riders.

Mechanically, the bike is powered by an 11kW (15 hp) electric motor, making it

a learner-legal machine, with BMW claiming a top speed of 56 mph (90 km/h) and a matching range of 56 miles (90 km). It's clearly targeting low-speed use as a city commuter, and in that role its light 120 kg weight and small dimensions should make it a viable proposition.

The photos show that it's very much a handmade one-off at the moment. Not least because it's currently powered by a bank of off-the-shelf lead-acid batteries, which would have to be replaced with a lithium-ion pack to meet BMW's performance and range claims.



BMW's second urban electric bike concept is the Vision AMBY, a bike that straddles the space between electrically assisted bicycle and a moped. Shown in two forms - one with pedals and looking more like a bicycle, the other as a pure electric vehicle - the AMBY's trick is that it can be altered to suit various licence categories or uses. In full-power form, the AMBY is good for a top speed of 60 km/h (37 mph), but it can also be restricted to 45 km/h (28 mph) or 25 km/h (15.5 mph) to suit the licence status of the rider. What's more, the company suggests it can use geolocation to work out where it's being ridden, automatically restricting

the speed to suit. For instance, in its lowest-speed form, the AMBY would be classed as a pedelec in many European countries, and in some of Europe's less heavily regulated markets it could probably be ridden without a licence, insurance or registration.

The bike includes a rear-facing display that shows its rated top speed at any time, allowing police to judge whether the rider is complying with rules regarding licence and clothing for the category it's operating in. BMW has also revealed a pedal-assisted version of the bike using similar technology but in a more conventional bicycle package.

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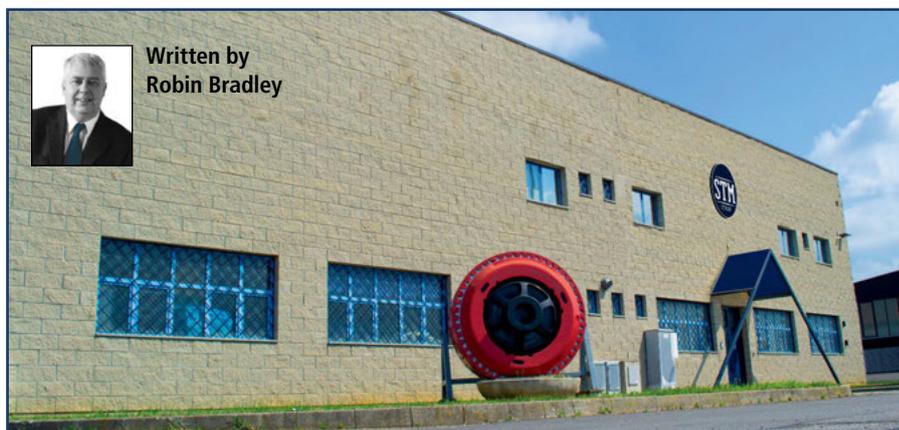
Though not a recent technology, and once considered the preserve of dry clutches and big twins, slipper clutches (also known as a back-torque limiter) are now ubiquitous in high performance wet clutch applications, largely thanks to Turin based STM...

Coincidentally, leading Italian performance clutch specialist STM originally started out in business at just around the same time that the ill-fated NR500 was being parked in a dark corner of shame at Honda - having failed to prove that four-stroke motorcycles could mix it and win against the then dominant two strokes when it made its 1979 race debut.

In fact, the NR500 featured many firsts and advanced, even experimental features - such as oval pistons, a monocoque frame, inverted telescopic forks, carbon brakes, rising rate rear suspension linkages and, which is where the STM story eventually comes into this story - a slipper clutch. STM started out as a manufacturer of components for robotics and measuring instruments, and while that gave the company an excellent foundation as a



Written by
Robin Bradley



Valerio Gaffuri, CEO



Dry conversion kit for Ducati Hypermotard 950

high-quality precision manufacturer, it didn't migrate towards the two-wheel industry until the 1990s, starting first of all with the production of special high-strength, lightweight components for bicycles. Very soon after that a prototype of the company's future anti-slip clutch was developed, and with two Superbike world titles achieved after it made a debut on Ducati's race bikes, STM's pathway to future

success was mapped out. The concept of the slipper clutch is quite straightforward. A slipper clutch (also known as a back-torque limiter) has an integrated freewheel mechanism to control and reduce the effects of engine braking under deceleration. It also reduces wear and tear on the engine and transmission, thereby improving its durability. A slipper clutch



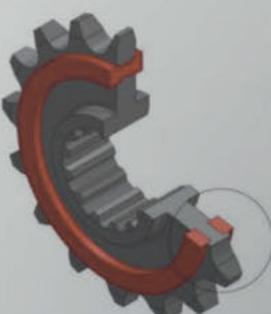
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prevents the rear wheel from locking up, eliminating "hopping" and improving the performance and handling - especially under deceleration and cornering.

The main purpose of a slipper clutch is to prevent engine over-revving and rear wheel hop (or chatter), especially under hard braking. It does so by partially slipping until an engine's speed matches with the vehicle's speed.

A straightforward concept it may be, but designing and manufacturing products to achieve that goal is anything but straightforward. The three most important characteristics needed in the design, materials and production processes are quality, quality and quality.

The slipper clutch consists of two bases, one with dog clutches and ramps with ball bearings, a splined hub and clutch plates. In normal operation, the dog clutches mate, driving the transmission. When a back torque comes from the transmission, the splined hub slides up the bearing ramps, disconnecting from the clutch plates and allowing a limited "slip" between input and output.

It will partially disengage or "slip" when the rear wheel tries to drive the engine faster than it would run under its own power. The engine braking forces in conventional clutches will normally be transmitted back along the drive chain, causing the rear wheel to hop, chatter or lose traction. This is especially noted on larger displacement four-stroke engines, which have greater engine braking than the company's two-stroke or smaller displacement counterparts.

Slipper clutches eliminate this extra loading on the rear suspension - giving riders a more predictable ride and minimising the risk of over-revving the engine during downshifts. Slipper clutches can also prevent a catastrophic rear wheel lock-up in the case of engine seizure. Generally, the amount of force needed to disengage the clutch is adjustable to suit the application.



By transferring the technology developed, and the experience gained on the track of slipper clutch designs for mass-produced models, the era of anti-friction clutches began and STM was very quickly accepted as an innovator and leader of a nascent but important niche market.

While Honda's ill-fated NR500 (the New Racer 500 - or, as many nicknamed it at the time, the "Never Ready" 500) failed to realise Honda founder Soichiro Honda's dreams of marking the company's return to racing by "sticking it" to the two-strokes, much of the then advanced technology deployed on the NR500 has passed into the mainstream.

In the case of the slipper clutch, its moment came in 2003 when STM took the critical step of applying its anti-skid technology to oil-immersed clutches for the first time and BOOM! That would see the slipper clutch concept take its place alongside many of the other advanced ideas seen on the experimental NR500.

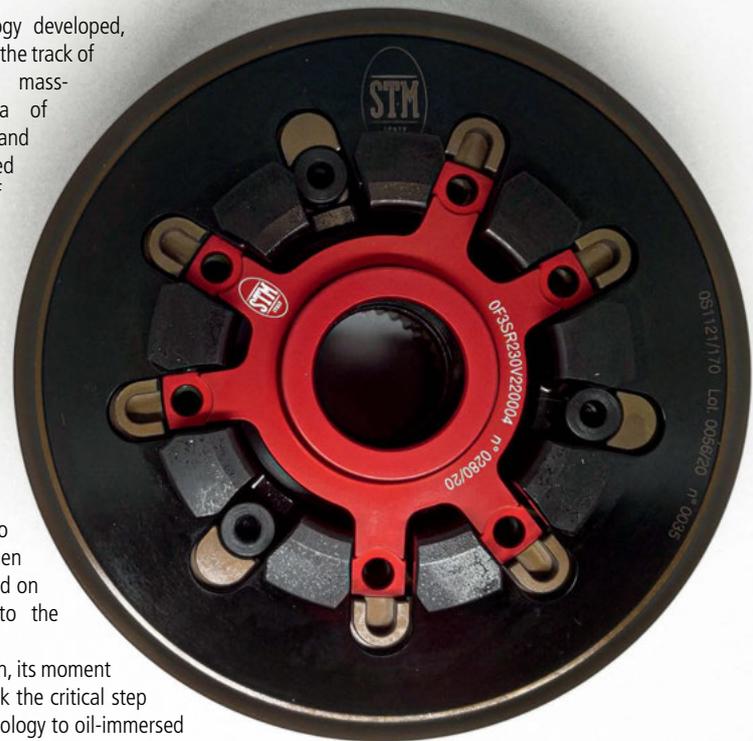
Embracing the apparently unlikely environment of the wet clutch with anti-slip technology greatly extended STM's market opportunity, and collaboration with the Honda, Suzuki, Yamaha, Kawasaki and BMW teams has resulted in the development of cutting-edge products that combine component durability and reliability with precision and performance.

In that same year, 2003, STM also made its slipper clutch debut in the world of Motocross and Supermotard - receiving instant acclaim and immediately contributing to many victories.

In 2017, STM Italy achieved UNI EN ISO 9001:2015 standard compliance - providing its OEM, distributor, dealer and race shop customers and riders with the confidence of knowing that its products are backed by the ultimate Quality Management System certification.

Materials excellence is central to the reliability and performance that STM achieves, using Ergal (zinc-aluminium alloy), low silicon content Anticorodal alloys with outstanding mechanical properties, electrical conductivity and corrosion resistance, stainless steel and titanium; all machining is on in-house CNC mills.

In a world of profound technological transformation, the STM vision will remain at the forefront of anti-friction technology development, anticipating and shaping the future with innovative solutions and market-leading manufacturing quality for MotoGP,



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Team HRC riders Alvaro Bautista and Leon Haslam

WSBK, Motocross and Supermotard racers. The company says it will also now start to leverage its competencies and reputation as it expands its aftermarket performance parts and components programmes through continuous improvement, one step at a time. KAIZEN.

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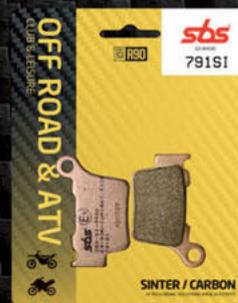
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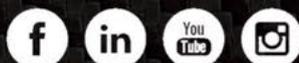
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Chinese companies shine at CIMA

By Ben Purvis

For years the bike industry has wondered whether China's vast manufacturing muscle will ever rise up like Japan's did half a century ago and become a major part of the international scene. If this year's CIMA show is anything to go by, then that moment is closer than it's ever been.

As well as the other impressive looking Chinese bikes you'll find on these pages, the CIMA event was the platform for dozens of new model launches, often for bikes that might not appear outside the Chinese market, but which indicate their makers are getting far closer to being able to compete head-to-head with the established brands we're used to dealing with.

Notable highlights include the **DaVinci DC Classic**, a high-end electric bike that joins the DC100 in the low-volume brand's line-up. Just 50 of the DC Classic models are due to be made, by hand, and it's probably the most expensive motorcycle ever to emerge from China with a price of \$90,000 (€77,800). Mechanically, it's the same as the \$27,000 (€23,300) DC100, which features a 135 hp electric motor, 17.7 kWh Li-ion battery and a range of around 400 km (249 miles) after just 30 minutes of fast charging, but its specs



QJMotor revealed a range of new 550 cc twins



include **Öhlins** suspension, a carbon fibre chassis, **Brembo** GP4 brakes and a calfskin saddle, while virtually every metal part is CNC-machined aluminium. At a more realistic end of the market, **QJMotor** - Benelli's Chinese sister company - revealed a range of new 550 cc twins, derived from the existing 500 cc models, including a new retro-inspired scrambler based on the chassis of the Benelli Leoncino 500. No doubt the 550 cc engine will eventually make its way to the Benelli models in Europe, including the Leoncino TRK502 and 502 Cruiser.

QJMotor also used the show as a platform to officially launch the long-expected 300 cc V-twin bobber that it has been developing for some time. Looking every inch like a scaled-down Harley-Davidson 883 Sportster, the water-cooled DOHC V-twin engine is a new development for the company.

Once again, the fact that QJMotor's range is largely made up of restyled Benelli models surely suggests that Benelli will also be able to take advantage of the new motor for its own range if required. Sticking with Benelli-related news, the CIMA event was a platform for the unveiling of the Lynk&Co 601 - a tie-in between **Benelli** and Chinese car maker **Lynk&Co**. Both companies are under the overall umbrella of the massive Geely Group, which owns Benelli parent company Qianjiang and a host of car brands including Volvo and Lotus and is Harley-Davidson's partner in China.

Lynk&Co is another of its brands, now hitting the market in Europe, and makes cars on Volvo platforms using an innovative subscription model for customers, and direct marketing rather than conventional sales and dealers. For a fixed monthly fee, its customers get a car, insurance, servicing and tax, plus the ability to recoup money, or even profit, by renting their cars out to non-car-owning Link&Co 'members' on an hourly or daily basis. The Lynk&Co 601 is simply a rebranded Benelli TNT600 four-cylinder roadster, intended to be sold in China alongside the company's cars.

Benda reveals two new V4s

by Ben Purvis

A year ago, the Benda name was largely unknown and even in China the firm's range encompassed only a handful of quite ordinary small-capacity cruisers. Now the firm is starting to look like one of China's most interesting companies and it's building on that by revealing not one but two new V4 motorcycle engines.

Benda already got into the four-cylinder market for the first time earlier this year, launching the LFC700 power cruiser and the LFS700 roadster, both with their own 680 cc inline four-cylinder engine - but the new V4s come as a surprise.

The larger version, dubbed BD476 (four-cylinder, 76mm bore), measures 1,198 cc in capacity, combining the 76 mm bore with a 66 mm stroke - figures that match Yamaha's old 1,200 cc V-Max. The engine isn't simply a V-Max copy though, despite sharing similar

dimensions and 70-degree V-angle; the castings all appear to be newly developed specifically for Benda.

Performance-wise, Benda says it's good for 152 bhp at 9,500 rpm and 89 lb/ft at 7,500 rpm. These numbers don't put it in the superbike league yet, but still promise to make this China's most powerful homegrown motorcycle engine yet.

A smaller 'BD453' version of the motor, looking identical externally but with a much smaller 53.5 mm bore and 55.2 mm stroke (for unusually under-square dimensions and a mere 496 cc capacity), has also been revealed, with performance claims of 56 hp at 10,000 rpm and 33 lb/ft at 8,000 rpm. Interestingly, although Benda hasn't shown such a motor, if it was to combine the smaller version's shorter stroke with the larger engine's bore, it would have



a higher revving 1,000 cc engine on its books, too.

With capacity already overloaded with getting the LFC700 and LFS700 production lines up to speed, Benda says the V4 won't go into mass production until 2022 - when the company will unveil the first motorcycles to use the engines.

KSR designed Brixton 1200

By Ben Purvis

Brixton is expected to officially unveil its European designed, Chinese made new 1200 cc retro roadster at EICMA later this year (for a 2022 launch), but the finished production bike was previewed at the CIMA show in China.

Originally seen as a concept in 2019, with no technical details or confirmation of its capacity, the Brixton 1200 has been shown in



China under the Gaokin brand name. That's the company that builds Brixton bikes including the Crossfire 500, although the design work is done in Europe at the home of Brixton's brand owner, KSR, in Austria.

In China, the bike will be sold as the Gaokin 1200GK, with that brand's badge on the tank, although the name 'Brixton' is clearly cast into the parallel twin engine's covers.

That twin, one of the largest-capacity bike engines ever made in China, is claimed to make 61kw (81.8 bhp) at 6,550 rpm and 108 Nm (79.7 lb/ft) of torque at 3,100 rpm. For comparison, Triumph's Bonneville T120 manages 58.8 kW (78.9 bhp) at 6,550 rpm and 105 Nm (77.4 lb/ft) at 3,500 rpm. The engines are hard to separate in terms of

performance, and although Brixton hasn't revealed the internal dimensions of its design, the similarities in peak power and torque revs suggests the bore, stroke and compression will be very similar to the Bonneville. The similarities continue in the bike's hidden catalytic converters and exhaust collector box, sited under the engine. Brushed steel sleeves over the exhaust header pipes, running straight to the twin silencers, draw the eye away from real exhaust routing, and the use of matt black paint does a good job of making the radiator unobtrusive.

Bosch ABS, Pirelli tubeless tyres, Nissin brakes, Marelli fuel injection and modern tech including multiple riding modes and a subtle, circular TFT screen mounted in a retro-looking dial mean owners won't have to make do with retro amenities to go with the bike's old school styling.

The suspension - with conventional forks and twin shocks - comes from Kayaba, which also supplies the Bonneville T120 suspension and, externally, the components appear to be virtually identical. The bike is due to reach production in early 2022. Whether Chinese manufacturing is a recipe for a lower price tag than that of the Thai-made Bonneville remains to be seen, but undercutting the British brand's iconic machine will be vital if the Brixton 1200 is to claim a slice of the retro market.

Zongshen Cyclone RX850

By Ben Purvis

We're still waiting for Norton to get its Atlas into production using the company's latest parallel twin engine, but already Zongshen in China has unveiled a second-generation version of the motor with a capacity hike to 850 cc.

Originally derived from the front pair of cylinders of the Norton 1,200 cc V4 superbike engine, the Norton twin is due to arrive in the Atlas as a 84 hp 650 cc unit, with 84 hp on tap. However, Zongshen did a deal to licence-build the engine several years ago and has now put its own derivative into production. It was originally shown last year in the Zongshen Cyclone RX6 adventure bike in detuned 650 cc form, making 70 hp and 46 lb/ft of torque, and already Zongshen has developed an enlarged 850 cc version and revealed it in the

new RX850.

Looking identical to the RX6, the only real change is the engine. Peak power rises to 97 hp at 8,500 rpm, while torque is increased to 59 lb/ft at 7,000 rpm, making the RX850 look much more like an alternative to the likes of BMW's F850GS.

Even if the bike doesn't reach European markets, the fact that the Norton engine can be expanded to 850 cc is interesting, if the British company takes a leaf out of Zongshen's book and uses the larger-capacity design. Combined with the higher state of tune that the Norton 650 uses to give it a 20% power advantage over the similarly sized Zongshen version of the engine, the 850 cc unit might be able to hit as much as 115 hp if Norton was to adopt the same capacity.



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Jedi 750 stuns in China

By Ben Purvis

Even in China, Jedi isn't a well-known bike brand, but the company proved the star of the recent CIMA show with a trio of 750 cc machines that look every inch like they've come from a more established company.

That, in part, is because Jedi has followed a tried and tested route in China to fund and develop its technology. The company has, until recently, focussed on supplying 'official' motorcycles to China's police and military, which is a vast and profitable market in the country. Now Jedi is breaking into the civilian market, and at CIMA it showed two production

models and a radical concept bike that hints at its future direction.

The Jedi GTR750 sports tourer is the company's mainstay, and a bike that's been shown several times before, albeit with an angle towards the state use. It features the company's own parallel twin, water-cooled DOHC engine, measuring 730.4 cc and good for around 75 bhp. The engine is made by Jedi itself, but clearly shares its general design and layout with the CFMoto 650 and 700 cc parallel twin motors, themselves owning much of their inspiration to Kawasaki's 650 cc twin.



GTR750

The power output might be relatively modest, but the GTR sets itself aside from the norm by featuring a cast alloy frame that's been designed with the help of **Suter** in Switzerland, along with **Brembo** brakes and **Bosch** ABS. It's all kit that aligns more with European or Japanese norms than those you might expect from China. While the GTR has been seen before - the company unveiled a new derivative at CIMA in the form of the JFR750, a naked roadster based on the same mechanical parts. It's been revealed in several styles, with wire wheels or alloys and with either a retro-style circular headlight or a rectangular lamp in a small nose fairing. The engine, frame, suspension and brakes are all from the GTR750, but the bike is retuned for fractionally less power - around 68 bhp - and it's lighter, with a wet kerb weight of 220 kg rather than the GTR's 234 kg. According to Jedi, the JFR750 was styled in **Italy**, which perhaps points at plans to appeal to an international market in the future. However, the real show-stopper for Jedi was the company's **Vision K750**

concept, a full-on sports bike built around the same engine as the other models. The company has been quiet about its precise specifications, but it appears to have a new frame, and certainly features a different swingarm to its sister models.

At the moment the bike is clearly still in 'concept' state, with intriguing styling elements including a multi-faceted LED headlight flanked by aero wind deflectors that stand proud of the main bodywork. The headlight's multi-part design is mirrored in the taillamp design, with each light made of dozens of crystal-shaped elements, inset in duct-like cowls in the back of the single seat unit.

Up front, the mudguard has an unusual design that largely encases the forks, but underneath all the exotic elements the bike's main components are all realistic, production-viable parts, including the suspension and the same Brembo brakes that appear on the other Jedi models. While the K750 won't reach dealers looking quite like this, it might well lead to a production model with a very similar look.



JFR750

CFMoto 300SR-R and 300CL-X coming soon

By Ben Purvis

The latest line of CFMoto lightweight models shows that the days of Chinese bikes as low quality or derivative are over - the company is about to launch at least two more machines that will further boost the image of the Chinese motorcycle manufacturing industry. In China, the company has type-approved a pair of new 250 cc models - both expected to be sold in slightly larger 292 cc

form in Europe - derived from the latest 300SR sports bike. The first is the SR-R, following the established format of adding an 'R' to show it's gained a sportier edge. At first glance, the SR-R looks much like the existing 300SR that went on sale in Europe earlier this year. However, look more closely and you will see the addition of a single-sided swingarm, with an appropriately redesigned rear wheel for it, plus MotoGP-style winglets on either side of the nose.

In China, the SR-R uses a 249 cc version of CFMoto's single, but in Europe the machine is sure to get the same 292 cc derivative that's used in the existing 300SR and 300NK models. That means we can expect 28.7 hp at 8,750 rpm and 18.7 lb/ft of torque at 7,250 rpm. Not figures that are likely to really test the aerodynamic effectiveness of

those winglets, but competitive for the bike's class.

Although power isn't likely to rise, the SR-R is notably lighter than the SR it is based on, with a weight that drops from 165 kg to 157 kg when measured like-for-like against the Chinese-market version of the SR.

The second model is the 250CL-X - likely to become a '300CL-X' with the 292 cc engine when it reaches Europe - that uses the same chassis and engine as the SR, but underneath retro-inspired styling that's borrowed from the newly-launched CFMoto 700CL-X.

An oversized circular headlight, rimmed with a ring of LED running lights and split by a horizontal bar, is taken straight from the larger 700CL-X, and sits below a simple, circular TFT dashboard. The bodywork is all-new, with a simple tail and relatively flat seat. The tank



300SR-R

clearly mimics the 700CL-X, with a contrasting colour for the inset side sections.

Despite using an existing frame, borrowed from the 300SR and 300NK naked bike, the CL-X promises a different riding position with lower pegs and taller, wider bars, and according to the Chinese type-approvals, it's impressively light at just 155 kg, including fuel.



300CL-X

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Suzuki shipments and profits up

Good news and bad news for Suzuki in the results announced for the first quarter of its 2021/2022 financial year (April, May and June of 2021) with good management boosting profits but unit sales in developed markets still soft.

Motorcycle shipments to its distributors and dealers in Europe were flat compared to the same period in 2020 at just 10,000 units and remain down on the 15,000 units shipped in the equivalent 2019 period.

North American shipments are -47.6% down on the 2020 period, also at 10,000 units, having been 12,000 in the 2019 financial year first quarter. At 16,000 units, its domestic Japanese shipments were +28.3% compared to the 2020 quarter and up on the 14,000 in 2019.

Led by the Philippines (+79.4%), India (+74.9%) and China (+23.2%), shipments in Asia were +41.6% overall at 283,000 units (up on 2020 but still down on 2019), with



The popularity of the high value Hayabusa has helped drive profit margin improvements for Suzuki.

total global unit shipments at 363,000 (including 4,000 ATVs), which was +32.3% compared to the same quarter in 2020 - behind the 456,000 units shipped in the same period in 2019.

At 57.5bn yen, revenue from motorcycle sales for the period was +64.5%, up on the same period in 2020 (a 7.7% margin) and modestly below the 65.6bn yen seen in the 2019 period (which had produced a 3.4% operating profit margin), giving Suzuki a +7.4% improvement in operating profit over the same quarter in 2020 and a 2.1bn yen improvement over the 2.3bn yen profit made from motorcycle activities in the first quarter of its 2019/2020 financial year.

GSX-S1000GT

Recent years have seen a relative lack of new metal from Suzuki, but the company has become increasingly adept at reskinning its existing models to make valuable additions to the range.

Saving on the R&D costs that an all-new machine would involve also means the company's latest models can be attractively priced, even when compared to older bikes in rivals' ranges. Never has the strategy been better implemented than in this year's revamped GSX-S1000 and now the new GSX-S1000GT that's joined it in the line-up.

Replacing the tired-looking GSX-S1000F, the GSX-S1000GT's transformation is an impressive one.

Not only is the bodywork completely revamped, replacing bulbous curves with crisp edges, but the technology has been brought into the 2020s. Under the new look, the frame and engine are lifted straight from the old



GSX-S1000F, but that's not a bad thing. That 998 cc four-cylinder traces its heritage back to the GSX-R1000K5 - a high-point in superbike history - and the alloy beam frame isn't exactly outdated tech. With 150 hp at 11,000 rpm and 78 lb/ft at 9,250 rpm, the GSX-S1000GT's figures match its predecessor, but it still outguns its clearest rival, Kawasaki's Ninja 1000SX.



KTM, PIERER, Bajaj and a bunch of funky stuff

KTM, Husqvarna and GasGas parent company PIERER Mobility AG says it has now implemented its complicated strategy to simplify its byzantine investment structure relationship with Indian conglomerate and 'Partner in Orange-ness', Bajaj Auto.

In a summary issued by PIERER Mobility, the strategy sees Bajaj bring its 46.5% stake in KTMAG to the listed PIERER Mobility AG parent company; the PIERER Mobility AG Management Board resolves capital increase of €895m to compensate Bajaj for the stake it is relinquishing, resulting in the PIERER Mobility AG stake in the KTM AG operating subsidiary rising to 98.2% from 51.7%.

Bajaj Auto Ltd. (India) and its subsidiary Bajaj Auto International Holdings BV (Netherlands, "BAIHBV") and the PIERER Group signed the relevant contracts on September 29th, 2021, transferring the shares in KTM AG held by Bajaj (46.5% from a total of around 48%) to PTW Holding AG - itself the majority shareholder of PIERER Mobility AG, and owned by the PIERER Group. In return, BAIHBV was granted a 49.9% stake in PTW Holding AG.

In a second step, the 46.5% KTM share package now held by PTW



Earth calling Austria - if anybody at the Big Orange Mother Ship actually understands this news, could they contact us to explain it please?

Holding AG will be brought into PIERER Mobility AG as part of a capital increase in kind against the granting of new shares. The Management Board of PIERER Mobility AG decided to carry out a capital increase in kind in the amount of €895m, which corresponds to 49.9% of the existing share capital, from the authorised capital.

The 11,257,861 new shares are issued at a price higher than the current market price of €79.50 per share. The capital increase of PIERER Mobility AG takes place exclusively against contribution in kind of the KTM shares by PTW Holding AG and with the exclusion of subscription rights of the other shareholders. Subject to the approval of the Supervisory Board, the

capital increase will be carried out in the second half of October.

After completing this transaction, PIERER Mobility AG's stake in the operational KTMAG will increase from currently around 51.7% to around 98.2%. The PIERER Group will continue to retain sole control over PIERER Mobility AG.

In writing this item, Robin Bradley - owner of International Dealer News and a PIERER Mobility (or is it KTM) shareholder - says he didn't even understand the press release, never mind the process or outcome of what has actually happened. He has a polite request for anyone outside of the boardroom at Mattighofen, Austria, who actually understands this, could they let him know if his stake is now worth more or less than when he bought it!

KTM paints Greece orange

The 2021 KTM European Adventure Rally (the fourth edition - September 22-25) saw some 150 enthusiasts and KTM staff from over 20 countries pushing their personal limits over 700 km of "epic trails in the mountains of

central Greece.

"The event welcomed self-navigating adventure riding alongside guided group riders and the route took them on all kinds of terrain, from gravel roads to enduro-style trails - allowing attendees to live a pure 'Ready to Race' experience."

The event basecamp was at the beachside town of Nafpaktos and guiding the groups were KTM R&D Street Test Manager and four-time Baja 1000 winner Quinn Cody, together with six-time Enduro World Champion Giovanni Sala and other KTM ambassadors and staff from the Orange Mother Ship in Austria.





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FROM THE TRACK TO THE ROAD

Honda's ambitious wish list

Honda continues its inexorable march into a brave new future with a slew of corporate initiatives including, our favourite, a plan to go into the airborne mobility business!

While solidifying its existing businesses as the foundation of the company, and leveraging core competencies, Honda says it is "thoroughly committed to contributing to the realisation of a society with zero environmental impact and zero traffic collisions and also to new initiatives that enable Honda to take on challenges in new areas".

"In addition to research on advanced environmental and safety technologies, **Honda R&D Co., Ltd.**, which takes a lead role in Honda's technology research and development, is pursuing outside-the-box research on technologies that will bring about new value for people by expanding the potential of mobility into the 3rd dimension, then the 4th dimension - which defies the constraints of time and space, and

ultimately into outer space.

"These new initiatives include an electric vertical take-off and landing aircraft (**eVTOL**), an avatar robot with the goal of expanding the range of human ability, and a new challenge in the field of outer space.

"Honda eVTOL aircraft: will make mobility in the skies more accessible for people and leverage our electrification technologies for its gas turbine hybrid power unit. Adoption of the hybrid power unit enables the extension of range, which will enable Honda eVTOL to provide inter-city (city-to-city) transportation, where the market size is expected to grow in the future. Honda will create a new 'mobility ecosystem' featuring Honda eVTOL at its core, connected with mobility products on the ground".

Second, "Honda will develop an avatar robot with the goal to expand the range of human ability virtually without the constraints of time and place/space. The Honda Avatar Robot will be equipped with a multi-fingered hand, an application of Honda robotics

technologies, and Honda's original AI-supported remote control function. With a view to putting the Honda Avatar Robot into practical use in the 2030s, Honda is pursuing



Keiji Ohtsu, President and Representative Director of Honda R&D Co., Ltd.

development with a goal to conduct technology demonstration testing by March 2024.

"Honda has been continuously working on robotics research, including the research and development of its bi-pedal robot **ASIMO**. As a part of next-generation Honda robotics, Honda is pursuing development for the practical applications of Honda's original avatar robot to expand the range of human ability - an avatar robot can act as a second self of the user, that the user can perform tasks and experience things without being there in person, including the realistic sense of handling objects remotely."

Third, Honda says it will "take on the challenges in the field of space technology, including building a circulative renewable energy system on the lunar surface by leveraging Honda fuel cell technologies and high differential pressure water electrolysis technologies, applying Honda's multi-fingered robotic hand, AI-supported remote control function, and highly-responsive torque control technologies to remotely-controlled robots which will perform tasks on the lunar surface.

"The proposal by young Honda engineers is to research and develop a small, reusable rocket by applying Honda's core technologies such as combustion, fluid, control and guidance technologies. Honda views the field of space technologies as a place to take on new challenges.

Keiji Ohtsu, President and Representative Director of Honda R&D Co., Ltd., is quoted as saying: "All of the initiatives we have announced are for the challenges Honda takes on in new areas, but the underlying passion of Honda to use our technology to make people's lives more enjoyable remains unchanged.

"Ever since the company's founding, the wellspring of Honda's challenges has always been the people at Honda who generate original technologies and ideas. Through the creation of new mobility, Honda will continue striving to change the value people place on mobility and make positive changes to our society."



The Honda eVTOL concept for a new city-to-city mobility ecosystem.

Kawasaki unit sales up

For the three months ended June 30, 2021 (the first quarter of its 2021/2022 financial year), Kawasaki reported wholesale unit sales for its Motorcycle & Engine business division as being up by +31.25% in Europe at 21,000 units (compared to 16,000 for the Covid impacted 2020 period).

Unit sales to all 'developed markets' were +89.66% for the period at 55,000 units in total, compared to 29,000 units for the same period in 2020. All of Kawasaki's developed markets were up for the quarter. Sales in the United States were up by over 230% at 20,000 units, compared to just 6,000 for the same period in 2020.

Emerging market unit sales were up by +144% at 61,000 units, with the Philippines its largest such market (+121% at 31,000 units for the period). Developed market net sales revenue was 46.6bn yen compared to

24.7bn yen for the year-ago period (a +88.66% improvement).

Unit sales translated to net sales revenue of 113.5bn yen for the quarter (+54.5% over the 58.9bn yen recorded for the corresponding period in 2020, for an operating profit of 14.8bn yen (a substantial improvement over the -5.9bn yen loss incurred for the year-ago period).

New company and major investments

Kawasaki parent company KHI has announced a new company within the KHI Group, investment in products and upscaled global manufacturing abilities.

Hiroshi Ito, President of the Motorcycle & Engine Company at Kawasaki Heavy Industries, says the headline news is of a US\$265m (€224m) investment to increase production capacity for the

USA and rest of world markets over the next five years.

"This will include expansion of the existing factory in Nebraska and the creation of a new manufacturing facility in Mexico, which will create thousands of more jobs in the US and Mexico.

"Kawasaki is also increasing investments in new product development, especially in the growing MULE, ATV and JetSki markets, as well as innovative new

street motorcycles, our new electric, hybrid and hydrogen power source projects and off-road motorcycles".

Kawasaki had already announced that it will change its organisation significantly "in order to enable agile action in the rapidly changing world". At the beginning of October 2021, Kawasaki's worldwide powersports - covering motorcycles, JetSki personal watercraft and recreational vehicles and its general purpose engine businesses - will become an independent company to be known as 'Kawasaki Motors, Ltd' with Mr. Ito as its first President and CEO.



Tech investor buys majority stake in Energica

Ideanomics, a New York based, NASDAQ listed private equity investor has followed up its acquisition of around 20% of the shares in Italian electric sports bike manufacturer Energica by increasing its stake to a controlling 70% interest.

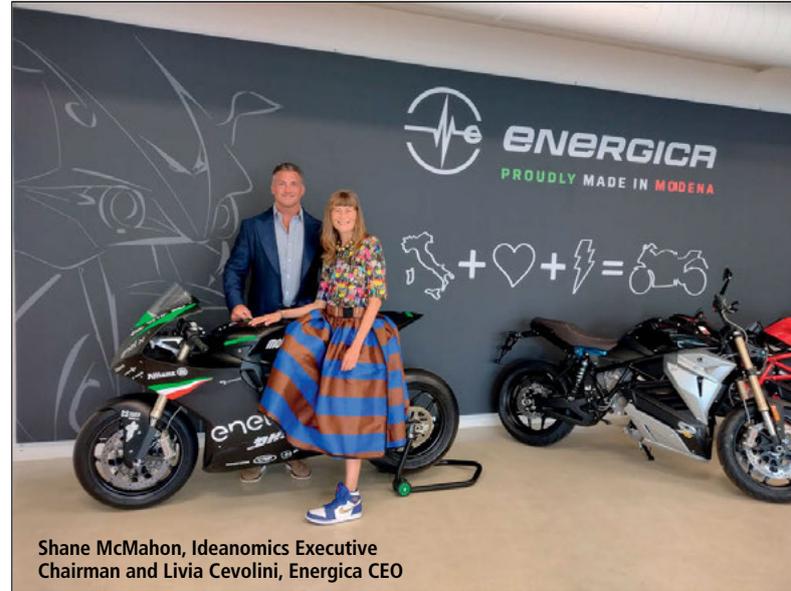
Ideanomics is a global company that "specialises in facilitating the adoption of commercial electric vehicles" and that supports "next generation financial services and fintech products on a sales-to-financing-to-charging (S2F2C) basis in high-growth potential markets".

Energica and Ideanomics are proud to announce an agreement to launch a voluntary conditional tender offer for ordinary shares and Warrant issued by

Energica. As a result, Energica will be delisted from trading on AIM Italy.

"IDEX is increasing its commitment to Energica to further support its growth trajectory while maintaining the Italian footprint and expertise. As Ideanomics continues to expand its global mark in the electric vehicle (EV) industry, especially in the high-growth two-wheeler market, Energica's demonstrated technical, battery and industrial expertise will be vital. A plan was announced on September 20th to more than double Energica dealers in the United States by the end of 2021, targeting markets that have demonstrated a propensity for early electric vehicle adoption.

"The goal of this expanded partnership



Shane McMahon, Ideanomics Executive Chairman and Livia Cevoloni, Energica CEO



The Energica EVA EsseEsse9 series shares the technology and sophistication of both the EGO and the EVA Ribelle, but is more suitable for casual riding without the demanding hyper-performance of the other two models. The EVA EsseEsse's classic bench seat and relaxed riding position make it the ideal bike for two-up riding and the preferred choice for long-distance electric touring.

is to strengthen the Italian company's position as a global leader in the world of high-performing electric motorcycles, while maintaining the strong Italian heritage that has always distinguished the company. This will be achieved by putting Ideanomics' global footprint, financial resources and growing EV vehicle and infrastructure capabilities together with Energica's highly demonstrated technical and industrial skills.

"The result is an exciting new chapter for Energica and its team, which will be filled with new resources looking towards continuing and building on their success around the world for this amazing product that was conceived, designed and built in Italy." Energica's global sales growth in recent years has been dramatic in percentage terms and its involvement as the 'Spec' electric motorcycle

provider for the FIM Enel MotoE World Cup - a contract with rights holder Dorna that was recently extended to at least the end of the 2022 season.

With its investments in Energica, Ideanomics continues to expand its global footprint in the electric vehicle (EV) industry, especially in the high-growth two-wheeler market, complementing Ideanomics' Treeletrik business, headquartered in Malaysia and serving the ASEAN market.

The global high-performance electric motorcycle market is expected to grow at a CAGR of over 35% from 2019-2024. The announcement came after the company organised its first "Energica Week". Billed as a "seven-day celebration of our electric future", the e-Fest concluded at the Misano World Circuit Marco Simoncelli, for the final 2021 season race of the FIM Enel MotoE World Cup.

Piaggio Vs Peugeot

Piaggio has won the first round in a legal dispute with Mahindra Two Wheelers owned Peugeot Motorcycles. The Paris and Milan courts have found in Piaggio's favour in a European patent infringement case.

In a parallel to Piaggio's successful attempts in the past to have the unique nature of the Vespa design IP protected, this action against Peugeot concerns alleged infringement of its MP3 Scooter design rights.

Specifically, the courts have upheld Piaggio's claim that the Peugeot Metropolis

counterfeited a European patent relating to the technology of the Piaggio MP3 three-wheeled scooter - the control of the system that allows a three-wheeled vehicle to lean sideways like a traditional motorcycle.

In France, Peugeot has been ordered to pay compensation for damages quantified at €1,500,000, plus further fines for violation and legal costs and banned from the production, promotion, marketing, import, export, use and/or possession of any three-wheeled scooter that uses the control system

patented by the Piaggio Group on French territory (including the Peugeot Metropolis), under penalty of a fine for each vehicle said to be subject to counterfeiting.

The Court of Milan prohibited Peugeot Motorcycles from importing, exporting, marketing and advertising (also via the internet) the Peugeot Metropolis in Italy, establishing a penalty of €6,000 for each vehicle sold. Peugeot Motorcycles must withdraw all counterfeit vehicles from the market in Italy within 90 days, under penalty of an additional



Piaggio has won patent protection actions for the control system of its sideways leaning tech on the MP3 against Peugeot's use of a claimed counterfeit system on its Metropolis.

€10,000 for each day of delay in carrying out the order.

Triumph Moto2 contract - three more years

Triumph Motorcycles will continue to provide its "record-breaking 765 cc triple powerplants" as the exclusive engine supplier to the FIM Moto2 World Championship for another three seasons (2022-2024).

Since the start of the 2019 season, Triumph has provided all of the teams with race-tuned 765 cc triples, each of which is based on the "class-leading Street Triple RS engine with developments that allow it to breathe more freely, rev harder and deliver a peak power output of more than 140 PS for an increase of over +17% on the production engine.

"This 765 cc triple brought a much-welcomed boost in power to the category, transforming the performance and level of competition. Following Dorna's intent to bring the Moto2 series closer to MotoGP, the increase in power and torque, combined with a more advanced

electronics package, has provided a more relevant training and development ground, whilst enhancing the overall racing in its own right".

In the last two years, Moto2 graduates such as Alex Marquez, Brad Binder and Jorge Martin have gone on to take podiums and victories in their first seasons in the premier MotoGP class. "These incredible results go to prove how Moto2 has become the natural



springboard for MotoGP that Dorna envisaged".

Records have also been falling - as well as 14 different race winners since 2019, there have been lap records set at 34 events, including records which have been broken and re-broken year-on-year, and the first ever 300+ km/h top speed for a Moto2 machine. The record stands at 301.8 km/h at Phillip Island, Australia.

Tiger Sport 660

By Ben Purvis

The market for affordable adventure sports middleweights is heating up and Triumph has unveiled a unique entry to the fray in the form of the Tiger Sport 660.

Coming as a follow-up to the Trident 660, and the second model to carry the company's smallest three-cylinder engine, the Tiger Sport 660 squares up



against the ever-popular Kawasaki Versys 650 and Yamaha's Tracer 7 as a road-oriented sports tourer with an adventure bike riding position. Hitting dealers in February next year, the bike offers a different take to its parallel twin rivals with Triumph's signature three-cylinder engine giving it a clear performance edge.

With 81 PS (80 bhp) at 10,250 rpm, bolstered by 47 lb/ft of torque at 6250 with at least 90 percent of that twist on hand all the way from 3,600 rpm to 9,750 rpm, the Tiger Sport 660 outguns its closest rival, the Tracer 7, by around 7.5 bhp. Triumph will also be offering an A2 licence kit to restrict the bike to 47 hp, a job that's easily reversed once owners get their full licence.



As part of its "Road to 2121: the next 100 years of Moto Guzzi" strategic plan, the historic Moto Guzzi factory on the Lake Como shoreline at Mandello del Lario, Lombardy, is to get significant investment as Piaggio starts to shape the brand for its next 100 years.

Designed by world-renowned American architect and designer Greg Lynn, the entire area of the site will be

Moto Guzzi - "Road to 2121"

reimagined in a "futuristic project, unique in style and genre. An environment with open spaces accessible to the public, it will be a community gathering centre, based on culture, design and manufacturing, with a strongly green credential, a constant attention to environmental sustainability and the efficient use of resources.

"The new buildings will be built with the use of existing cubic spaces, with a choice of materials marked by a strong focus on efficient management of energy resources, with photovoltaic systems and eco-sustainable materials.

"It will be a point of reference not only

for Moto Guzzi fans, but also for the world of young people and international tourism who want to get closer to the heritage and unique nature of its bikes. The expansion of production capacity, in line with the ongoing increase in market demand, will go hand in hand with a completely new concept for the Mandello plant.

"In addition to the new manufacturing facility, the project includes new meeting spaces, intended for internal and external events, as well as a hotel and restaurant to complete the kind of hospitality offer that international visitors expect".

The work will start in 2021 and is expected to be completed in the first

half of 2025. To mark the occasion, Moto Guzzi unveiled its new V100 Mandello - "with its fantastic lines, cutting-edge engines and the most modern technologies to take the Moto Guzzi brand into the next century". The new model will be officially launched at EICMA.



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TROFEO ceramic brake pads

Italian specialist Ognibene has announced the addition of high performance ceramic compound racing applications to its line-up of TROFEO brand brake pads.

"These brake pads are indeed ideal for racing thanks to their compound, as it ensures a modulable brake even at high temperatures.

"The breaking power of these pads is really high as the mix of the materials used for the compound offers great resistance to wear. They deliver improved performance all the way from low temperatures right up to over 500 degrees centigrade". Ognibene reports that when used with a TK racing brake disc, it recorded a cooling friction coefficient of 0.56 and 0.70 heat coefficient. Described as a "versatile new ceramic compound for road applications as well as on the race track", TROFEO ceramic brake pads are available to the ever growing range of Hypersport models being offered.

New packaging helps dealers to emphasise the high quality of Ognibene's TROFEO brake pad ranges.

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Side guards for 2021 Ténéré 700

Maywood, Illinois based National Cycle - one of the oldest established motorcycle accessory manufacturers in the United States - has a new line of Extreme Adventure Gear that is said to provide "the best in rugged, superbly designed accessories for Adventure bike owners, whether riding far off



the beaten path or just commuting and touring the tarmac".

The company's Adventure side guards for the new Yamaha Ténéré 700 are made from durable e-coated and powder-coated one-inch steel tubing and can "stand up to the most extreme abuse. These Adventure side guards attach to the bike's motor mounts, making them as strong as they can possibly be.

"Designed for off-road protection, they also offer options for mounting supplemental lighting, Adventure luggage or a video camera, plus, they look really great".

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Driven by function

These new, patented swingarm spools by Luxembourg based manufacturer Gilles Tooling are a triumph of form and function - a case study of the attention to design details and machining



precision that has made the company a leading paddock 'go-to' worldwide.

An entirely new generation of smart designs by Gilles, these rolling spools (for easy lifting) are made from durable, solid Pom (Delrin Polyoxymethylene) with 19 mm diameter and feature patented 1-click installation.

Available in a range of OE match colourways and can be coordinated with a number of additional Gilles accessory products such as oil filler plugs, ACMA head control nuts, front and rear brake fluid reservoirs and axle protectors.

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New low-priced anti-hopping clutch for Ducati models

Based near Hanover, Germany, Italian motorcycle parts and accessory specialist Stein-Dinse has been on a mission. A mission to search for a good and inexpensive anti-hopping clutch for Ducati motorbikes - and the company says that the search is now over! "From now on we are offering an anti-hopping clutch for all Ducatis with dry clutch from 1992 to 2012 under the brand name 'duc or die'.

"Made of high-quality 7075 aluminium, the six-spring anti-hopping clutch is available in three different coloured anodised pressure plates - black, gold, red - and is adjustable in three positions. The clutch can be easily adjusted to suit individual requirements using the three sets of clutch spring plates supplied."

The 'duc or die' anti-hopping clutch is available in three different versions/sets. A "smallest" expansion stage that includes the clutch core, pressure plate, springs, as well as all screws and nuts needed for assembly (the existing clutch basket can still be used). The next option up includes a matching black clutch basket, and at the top of the range the complete package includes the anti-hopping clutch and the



black clutch basket, plus a clutch facing set from the renowned manufacturer Adige.

"We at Stein-Dinse have worked hard to be able to offer this great new clutch at a particularly fair price, so that as many of our dealers as possible can make the sale to their riders to allow them to benefit from the extra safety for their road and race track riding."



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Beat the new acid regulations with NITRO & SHIDO

DC-AFAM, which distributes NITRO lead-acid batteries and SHIDO lithium batteries, has responded to the change in European regulations, meaning that sulphuric acid can no longer be sold to end users, with a series of solutions - batteries that are immediately ready for use, meaning that dealers no longer have any additional battery acid handling. The company's SHIDO LiFePO4 battery is said to offer

a 60% higher start capacity combined with over 2,000 charging cycles. The battery is 65% lighter than lead-acid batteries and offers a six-minute charging capability. "The fit is perfect with a 1 on 1 drop-in replacement and users can count on a very low self-discharge," says Belgium based DC-AFAM. "Environmental advantages include no harmful pollutants, corrosive acids or toxic heavy metals." For dealers and customers who want to keep using the more classic style of battery, NITRO lead-acid batteries "remain an excellent choice as a replacement unit. They offer great value for money and fit a complete range.

"Large stocks are available, and NITRO takes pride in a high level of quality control. These batteries are conventional AGM batteries with an acid pack for professional use and also factory activation SLA batteries. These SLA batteries are therefore 100 % maintenance-free, spill-proof, leak-proof and ready to use. NITRO has a unique charging procedure to



make sure every SLA battery that goes out of the warehouse is properly charged."



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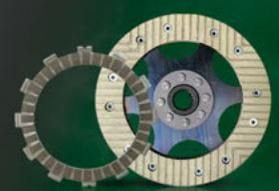
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High-tech by Lightech

Italian parts and accessory specialist Lightech has designed a new line of accessories for the popular Kawasaki ZX-10R Supersport.

As ever, Lightech's flagship rearset is a major upgrade for rider ergonomics, with its track system allowing a range of adjustments and thereby contributing to improving the rider's performance. It is offered in two models, one for standard shifting (FTRKA011) and one for the reverse shifting (FTRKA012) application - both versions can be customised "with a wide range of dedicated spare parts and accessories, all made with high quality materials".

"Always with the aim of improving the rider's performance, our chain adjuster (TEKA002) with its graduated metric scale for very precise adjustment is available in black, red and green and is equipped with model-specific forks (FTEKA007SIL) in silver."

Other classic Lightech designs are also available for the ZX-10R, such as levers (KLEV108), handlebar balancers (KTM407), frame protections (STEKA210), covers (ECPKA001 for pick up cover and ECPKA002 for alternator cover) and more.

The Lightech licence plate holder (KTARKA127) for the ZX-10R is made in a highly resistant and very light composite material - it can be customised with the latest generation patented Lightech direction indicators.

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'Myra'
phone
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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. Seen here, the versatile 'Myra' phone mount gives riders the flexibility to mount mobile phones in a convenient and visible location on the motorcycle.

Simple to use and install with the provided adhesive universal interface attached directly onto a phone case, by a simple twist to lock it on the mechanism. With the phone securely mounted, riders can use their navigation apps to guide them to their location with ease while always staying connected.

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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Lithium batteries - *OptiMATE* prevention is better than cure



Lithium (LiFePO4/LFP) batteries deliver great starting power and are a fraction of the weight of lead-acid batteries. Best of all, they do not need continuous battery maintenance like lead-acid batteries ... but wait ... *that needs a little more explanation.*

Martin Human, CTO/CEO of TecMate, says: "Once a lithium battery has been fully charged after delivery, and then stored in a shop or warehouse, it won't need recharging possibly for a year or more. However, when in the motorcycle, a lithium battery will discharge faster than the lead-acid battery it replaced - simply because it has less Amp-hour (Ah) capacity to support the parasitic draw of always-on circuitry.

"Furthermore, if it is allowed to deep discharge, then that lithium battery also has a higher possibility of suffering permanent damage. The best solution? Maintain it like a lead-acid, or at minimum recharge, frequently.

"When to charge is the question, but one that is easily answered *on the vehicle* with the OptiMATE O-127 smart battery lead that comes with a built-in battery monitor. The three state of charge LEDs will warn when it is time to recharge - a blinking red means 'now'!

"The SAE charge port accepts charge from any OptiMATE lithium charger appropriate for lithium batteries. It also has an overcharge warning light to alert the rider that the charging system may be delivering a voltage that's too high for lithium. Overcharging above 14.6V is the kryptonite of lithium batteries.

"And for the rider out on their adventure, it's always better to charge than jumpstart, especially if that battery's voltage is so low that the ignition/dash lights barely turn on. Lithium batteries don't like high current when they are vulnerable, but it won't take

long to get the smaller battery (typical true Ah rating ranges from 3 to 6Ah) up to start level as another advantage of lithium is that it can deliver almost its max cranking amps from as low as 10% charge.

"OptiMATE DC to DC (TM500) is the perfect 2 amp 'jump charger' that draws power from another vehicle's 12V battery. It will wake up the BMS if necessary or deliver the right charge to that flat lithium battery.

"For the service technician or technically minded rider an easy service option is the OptiMATE TEST cranking power and alternator that checks the battery's performance on the vehicle. This easy-to-use hand tester records the lowest cranking voltage (ideally 8V or higher) when starting up, and then the charging voltage when the engine is running. The safe charging voltage range is 14V to 14.5V, higher than that spells real trouble for lithium LFP."

OptiMATE has different smart charging options for lithium LFP batteries, from the easy-to-use OptiMATE 1 DUO battery maintainer, to the more powerful OptiMATE 2 DUO and the advanced OptiMATE lithium range of chargers that are recommended by multiple motorcycle OEMs.



DUO means charge and maintenance of both 12V lead-acid (STD or AGM) or 12.8V LFP lithium batteries. The DUO programme adjusts according to battery type, but all the rider has to do is connect it to the battery. The OptiMATE 1 DUO is ideal for long-term storage maintenance, with the OptiMATE 2 DUO the more powerful option, delivering 2A of charge current.

There are also multi-station options available, the OptiMATE 2 DUO x 2 and the OptiMATE 2 DUO x 4, great for battery preparation in-store and for riders with multiple vehicles.

"When it comes to advanced care that includes saving a battery from 0.5V, or resetting the battery management system (BMS), and then performing a diagnostic health test on the battery to make sure it has been recovered safely, an OptiMATE Lithium 4s battery charger is the best choice. The rider's charger is the OptiMATE Lithium 4s 0.8A, with the 'pro' choice the OptiMATE 4s 5A, or the ultimate choice is the OptiMATE 4s 10A with TUNE mode - a stable battery support for diagnostic troubleshooting or service.

"We have the knowledge and the tools that will guarantee a lithium LFP battery will perform as expected, but more importantly, to not have that battery's life cut short prematurely due to poor or long-term storage or vehicle usage practices."

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After switching all plastic to the 100% recyclable Lube Cube, we have now saved over 1,000,000kg.

We are now trialling a 1L engine oil pouch concept across our UK Dealer network. The pouch uses up to **80% less plastic than conventional plastic packaging** and significantly reduces waste.

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DEPENDENT ADV



CANYON
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Canyon by GIVI is a line of completely waterproof bags for touring and off-road excursions. Particularly suitable for light vehicles such as Enduro and Supermoto, it has the objective to meet the needs of the world of off-road touring, thanks to the technical characteristics aimed at the use especially enduro. Ideal for long and demanding adventure tours, Canyon bags resist to heavy rain and extreme conditions.



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www.givimoto.com

Versatile new battery multi-charging station for dealers

BS Battery has responded to the increasing demand for SLA (Sealed Lead Acid) and lithium battery technologies in the motorcycle, scooter and wider powersports markets by developing a new 'pro-grade' battery charging station for its dealers.

The all-new BK 20 charger and its accessories is "an essential tool for BS dealers as they can fix one to two BK 20 chargers onto a BS display, meaning that professionals will be able to store, activate, charge, maintain and recharge all batteries before installing, shipping or selling".

Dedicated for both SLA and lithium batteries and designed with an advanced microprocessor, the all-new BK 20 is a 6V and 12V automatic smart battery charger and maintainer rated at 2A with battery capacity up to 40Ah - enabling it to charge and



maintain three batteries with different voltages and technologies simultaneously. It includes an exhaustive charging programme with two selectable modes and nine charging steps.

The reconditioning function is also a valuable and versatile additional feature for shop use as "dead" lead-acid batteries or low voltage lithium batteries can be reactivated or restored. Described as "effective and powerful", the BK 20 is designed to "ensure optimal charging performances for all powersport battery technologies, with a 6V/12V switch mode," according to founder and CEO Benjamin Sebban.

"The all-new BK 20 is also one of the most powerful and highest-performing BS chargers - enabling dealers to charge and maintain all battery sizes. The BK 20 and its component parts make life easier for our dealers as it saves loading time of batteries and charges different battery types. This big improvement is ideal for our network and offers a new, modern and efficient way to charge and maintain batteries safely."



BS BATTERY SAS
Paris, FRANCE
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sales@bs-battery.com
www.bs-battery.com



'Tucson' jeans

Available for men and women, 'Tucson' jeans from Hevik "offer the perfect combination of casual style and technical garment". The jeans are said to provide a high level of comfort, both while riding and walking, thanks to the high-waisted straight fit and the fabric comprising 2% Elastan, 98% cotton.



Features include five pockets, contrasting stitching and the traditional blue stonewashed colouring, which gives the jeans a slightly faded and worn look. The 'Tucson' jeans are equipped with removable, certified internal protectors on the knees, adjustable in height and removable by means of a strap, and have the option to add protectors on the hips. 'Tucson' jeans are certified according to the European norm EN17092:2020 Class A+.

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The HRT (High Resistant Thermoplastic) outer shell has 2 different sizes to ensure a perfect fit, and an over-refined ventilation system provides the best comfort.

The double P/J certification, retractable Sun Visor, Bluetooth-Ready, micrometric retention system, Pinlock and Stop Wind make it the perfect choice to drive you everywhere with class.

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VStream ADV Windscreens for Adventure and Sport Touring models



Based near Chicago, Illinois, National Cycle is one of the longest established motorcycle industry accessory vendors in the United States and has a global reputation for windshield manufacturing and quality excellence.

Dutch distributor Motorcycle Storehouse now has National Cycle's VStream internationally popular windscreens in stock for leading ADV models.

Gaining their name from the unique design in which the inverted 'V' profile pushes the wind vortex out and away from the rider's head, VStream windshields reduce the wind noise and turbulence, resulting in a safer, quieter, more comfortable ride.

Manufactured in-house from polycarbonate for outstanding optics, strength and durability, polycarbonate is tested by National Cycle to have 23x greater impact resistance than acrylic (so-called 'Plastic Glass') screens and its proprietary Quantum

hard coat provides superior scratch resistance that is proven to be 30x better than acrylic replacement screens.

VStream windscreens are available in dark tint, light tint and clear options for a range of Honda, Yamaha, Kawasaki, KTM and Ducati models.

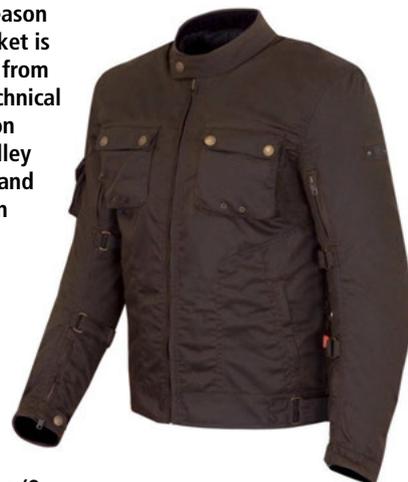
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Merlin AW '21 range

Following our piece in the last issue about its 'Expedition' wax cotton jacket, we have news from British apparel specialist Merlin about its autumn/winter 2021 collection. Highlights of the comprehensive new 'Explorer' range include the D30 protection equipped 'Nomad' jacket.

The multi-season 'Nomad' jacket is constructed from Cotec - a technical waxed cotton made by Halley Stevensons and developed in partnership with Merlin. Cotec is lighter in weight and more breathable than traditional waxed cotton (8 oz vs the traditional 12 oz), making it a good choice for warmer as well as northern European climates.



A seven-piece D30 armour set is pre-fitted to the shoulders, elbows, back and chest; a zip-out Reissa waterproof membrane is attached to a 125 g thermal liner. Zipped vents on the chest can be opened and the weatherproof liner removed for full, all-weather wearability.

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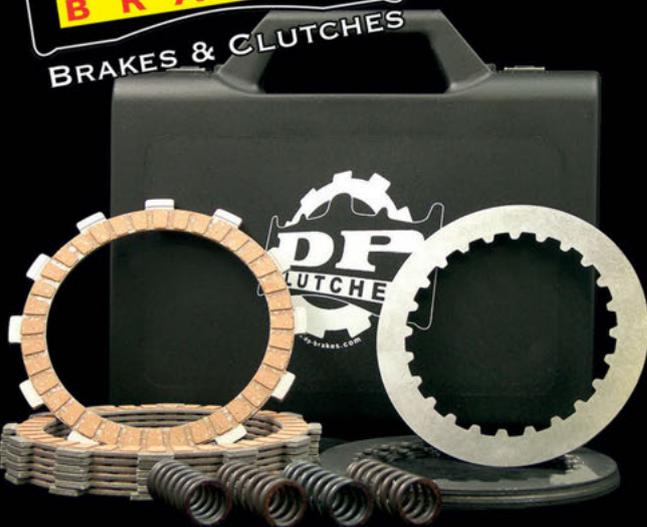


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"It's like central heating, for bikers"



Do you see opportunities for heated motorcycle clothing in your market?

The UK's best-selling range of heated motorcycle clothing, Keis Apparel, is seeking partners in new territories.

Keis Apparel is able to provide attractive margins and a custom support package, on their very popular range of unisex heated vests, heated jackets, and women's heated gilets, designed to maintain core body temperature. Select some of their popular heated motorcycle gloves, all certified to the latest European PPE directive EN13594:2015.

And consider their heated trousers, boot insoles, or heated socks, for the ultimate in your customer's lower body warmth.

Keis Apparel makes use of the very latest heat-generation technology, and their heating panels enjoy a lifetime warranty.

Contact the team at info@keisapparel.co.uk or visit: www.keisapparel.com



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PRO GUIDE

POD - new K4 AC9 limited edition knee brace

Australian specialist POD Active has collaborated with team rider Adam Cianciarulo for a new take on its tried and tested monochromatic K4 2.0 knee brace.

The new K4 AC9 LE boasts "vibrant pops of colour and dynamic graphical treatment inspired by AC's love of the Californian pop punk scene, while still featuring the unprecedented strength and performance of the original K4 2.0 brace.

"Covered with flecks of vivid colour and playful, quirky graphics, the K4 AC9 LE brace draws inspiration from the pop punk music scene of the late 90s and early 2000s". That scene had a strong crossover with the board sports and moto lifestyles, and the artwork pays homage to the graphical direction of album artwork, tour posters and merchandise from the time.

"We are always looking to try new things and evolve our product offering. We loved AC's ideas of drawing from the culture that inspired him and bringing his own unique style to the brace," says POD Active Marketing Manager Byron Marsh.

"This is just the first of a few new looks we have planned for the range, and hopefully we can roll out some more collaborations with our athletes and even artists in the future.

"Adam Cianciarulo is an American professional Motocross racer, and arguably one of the most exciting young AMA Supercross & Motocross riders in history. With a fiery and tenacious nature, the partnership between Cianciarulo and POD Active was born from a unified passion for human movement."

POD Active is an innovative Australian product development company specialising in joint protection for elite athletes and active people. "Our mission is to reduce the risk and severity of ligament injuries in sport and recreation without restricting movement or compromising



performance and comfort. "Our patented products integrate seamlessly with modern sports equipment, effortlessly enable natural motion and actively minimise the risk of injury. We call this technology 'Protection On Demand' - POD knee braces combine extreme function and performance with the confidence derived from a medically certified device."

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Ermax for Vespa Primavera and GTS models

'Sportivo' windshields for Primavera



Offering "significantly improved" air flow protection compared to the standard screens, Ermax 45 cm 'Sportivo' windshields for Vespa Primavera and GTS models (with round headlight cut out) are available in a wide selection of colour match and custom colourways and designer silk screens.

Also available as a 40 cm 'Mini Sportivo', they are delivered ready to fit and made in 3 mm poured and thermoformed PMMA (also known as acrylic glass) with a finishing seal around the headlight; smaller 30 cm 'Piccolo' nose screens are also available.

'Piccolo'



and accessory importers worldwide. Ermax specialises in aluminium and plastic thermoformed parts for motorcycles and scooters and is noted to be 'quick to market' with designs and applications for many 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.

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'Mini Sportivo'



Roger Sabater founded Ermax in 1978, and its screens are manufactured in-house at the company's 6,000 m2 factory in southern France. Ermax has grown steadily ever since and now sells through more than 1,450 dealers in France alone and more than 50 parts



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Optional: black and
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Chrome Edition and with
adjustable length WMT12
and longer length WMT72

WNE

Rear Twin Shocks

Rebound

Spring preload

Available with full covers



PRO GUIDE

2-stroke 'Race Evolution' off-road pistons



Italian performance pistons specialist Vertex has developed a special line of racing pistons for 2-stroke off-road motorcycles called 'Race Evolution'.

Born out of its collaboration with many of Europe's leading motocross and enduro teams in the various championships - including the world championships - Vertex says that these pistons "stand out from those of the other product lines due to their reduced top land, a dedicated 0.8 mm ring, a special MoS2 coating (Molybdenum disulphide) and feature specific pockets to facilitate cylinder/piston smoothness and a new, dedicated racing profile.

"These features make these high-performance Vertex pistons very successful and, at the same time, reliable in race use". They are available for all KTM and Husqvarna models up to the latest updates and, new for 2021, also for all the new



GasGas and Yamaha YZ 85 models, which have been added to the 125 cc market.

VERTEX PISTONS/VP ITALY S.R.L.

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www.vertexpistons.com



Motoz - deep tread Tractionator Dual Venture



Noted Australian off-road tyre specialist Motoz has announced a new Tractionator Tyre - The Dual Venture - described as the most versatile front tyre in the company's line-up. The tread is said to be unique - "built to uphold the reputation of the innovative Tractionator Adventure tyre range, the new Dual Venture uses and improves on the same DNA that has made the range so internationally well received.

"Deeper tread than most adventure tyres, with a distance-proven compound specifically formulated to cater for a wide variety of conditions, these new Tractionators are now offered with a reversible non-directional tread pattern, so when the lugs do begin to wear, simply flip the tyre for a new tyre feel and extended mileage and durability.

"Designed by off-road riders for off-road riders and for serious off-road traction, all Motoz tyres are technically better than many other adventure tyre brands - built stronger to help hammer out the miles. "It is aggressive enough for an off-road tyre to handle any adventure you choose and smooth enough for any long-distance street tour. Its DNA is part desert race tyre and part long-distance adventure touring tyre. We rate our tyres as having 70% dirt and 30% street usage characteristics for great off-road performance and on-road manners.

"Motoz tyres have been designed to handle the toughest terrain in Australia, USA, Baja and across the globe, providing superior off-road traction and long mileage with a self-cleaning and self-sharpening tread pattern that gives excellent predictability and power delivery and dependable grip in all weather conditions.

"The superior block and profile design construction means a larger footprint and optimised hybrid natural/synthetic compound produces dependable grip in all weather extremes - providing superior off-road traction and high speed cornering. The increased tread depth also means better traction in mud and snow".

The available DOT sizes are 90/90-21 tube type (seen here); 90/90B21 tubeless; 110/80B19 tubeless and 120/70B19 tubeless.

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Upgraded off-road cartridge kit options



Always a major investor in the R&D benefits of involvement with many of the leading race teams, internationally recognised Italian suspension specialist Andreani Group has leveraged participation in the Motorally Italian Championship in the last two years to

offer its technical support to all the involved riders.

As a result of the experience gained, Andreani has been able to announce upgrades to its already popular off-road cartridge kit programmes.

To improve the performance of all twin-cylinder motorcycles (KTM, Honda and Yamaha), the Andreani R&D department has increased its fitment list to include applications for the whole KTM Adventure R range, Honda Africa Twin ADV and Yamaha Ténéré 700.

Features of the new Andreani Rally Cartridge range include double piston in compression, 20 mm diameter piston, hydraulic end-of-stroke, new anodised top cap, increased excursion and full adjustment.

These updated cartridges are extremely easy to install as do not require disassembly of the fork bottom during installations. They



come complete with springs matched for rider weight and riding style.

ANDREANI GROUP INTERNATIONAL

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www.andreanigroup.com



SC-Project SC1-R for RS and Tuono 660s

Italian performance exhaust specialist SC-Project has harnessed the performance and race-winning prowess of the Aprilia RS and Tuono 660s with a Euro 5 homologated SC1-R silencer to slip on to its OE replacement full systems.

The full system is equipped with a solid design pre-chamber, in keeping with the unique Aprilia OE system. "Thanks to the catalyst inserted in the pre-chamber, the system can achieve improved and optimised performance and stay in compliance with the European regulations for street use".

Available with the SC1-R silencer in titanium with

carbon fibre end cap, the product has been made "with the same accuracy and technical features as the racing system, including T.I.G. welding performed in a controlled environment and bushings that have been precision CNC-machined from solid to guarantee perfect couplings".

The headers and pre-chamber are made of AISI 304 stainless steel, and it was designed for use of the original lambda probes.

The kit is finished with model-specific carbon fibre protection and a single-seat bracket in black anodised aluminium.



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'Canyon-Base' universal saddle base for modular bags

The GRT721 Canyon-Base from GIVI is a universal saddle base for modular bags, which can accommodate several bags from the Canyon line at the same time and allows a rider to customise the



configuration of the bike's luggage up to 60 litres when fully loaded.

Designed for the modular fixing of bags of different types and sizes, "this light, robust and discreet base

allows for the safe and stable attachment of various side and top loads. This system allows you to customise the configuration of your luggage according to your needs and the duration of the trip". Made of high tenacity and resistant materials, including polyester 1680D/PU, TPU and Hypalon, the GRT721 base is structurally shaped as an arched band. The central part for the upper load is equipped with resistant adjustable straps with a cam buckle closure to ensure tension tightness and consequently the stability of the bags. The side load is carried by the two Hypalon side flaps, which are also equipped with adjustable straps to securely fasten the luggage. The base is compatible with some of the models from the extensive and versatile Canyon line, which include the 20-litre GRT714B roller bag, the compact 8-litre GRT722 cargo bag, the 18-litre T520 Dry Bag and the 5-litre GRT717B tool bag.

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



Sustainable SILKOLENE

Leading UK based motorcycle lubricant manufacturer SILKOLENE continues to break new ground in the development of sustainable packaging.

After switching all plastic 4 litre and 20 litre packaging to the 100% recyclable Lube Cube, the company says it has now saved over 1,000,000 kg of plastic since the launch of the concept in 2012. Following on from this success, SILKOLENE is now trialling a 1 litre engine oil pouch which uses up to



80% less plastic than conventional plastic packaging and significantly reduces waste.

SILKOLENE has been trialling these pouches across its local dealer network in the UK to gain valuable feedback from end users.

Joost Van Genderen, Head of SILKOLENE, said: "We are thrilled to be ramping up our sustainability journey by developing the 1 litre pouch. The introduction of the 4 litre and 20 litre Lube Cubes have been extremely well received by both our trade customers and end users - based on what we have found out so far we are confident that this 1 litre pouch will prove just as popular." The 1 litre pouch is now available for SILKOLENE SUPER 4 10W-40.

FUCHS SILKOLENE
Hanley, UK
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www.silkolene.com



LV-10 Carbon Fiber *LeoVince*

Developed directly from its Moto 2 and Moto 3 race experience, LeoVince's LV-10 Carbon Fiber completes its LV-10 range and maintains the compact and lightweight design that has driven the popularity of the Italian brand's stylish LV-10 range. The pre-preg, double-layer carbon sleeve and full-carbon bracket enhance its lightness and aesthetics - shouting performance and ensuring performance. The stainless steel end cap with sandblasted finish, combined with the rear stainless steel mesh, give the silencer a race-ready look, boosted by the unmistakable LeoVince sound.

Unique in the range, the LV-10 is enhanced with an aluminium plate, embossed with the LV logo - a feature previously reserved for exclusive use in its race products to emphasise the strong association



between the LV-10 Carbon Fiber and the racetrack. It has a matt finish and is TIG welded throughout.

LEOVINCE
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www.leovince.com

Colour-matched S 1000 XR and F 900 XR screens

UK bodywork specialist Pyramid Plastics is best known for its huge range of plastic parts for a wide range of models, including its internationally recognised 'Extenda Fenda' programme.

However, the company is also a distributor of selected high quality product lines from other manufacturers in Europe and has just added new Puig screens to its range - this time for the BMW S 1000 XR and F 900 XR. Pyramid colour-match the new Puig screens and now offers a whole host of OEM spec equivalent colour-matched parts ready to fit straight away, totally transforming the bike. Pyramid's BMW Sports Screens are now available in HP sports colours and Racing

Red for the S 1000 XR, while the F 900 XR gets Galvanic Gold and Racing Red. These specific screens are designed and manufactured near Barcelona by Puig and ship with a comprehensive fitting kit and



additional literature.

As a Puig distributor, Pyramid also offers its dealers the full CustomAcces range, also made in Spain by Puig manufacturer Motoplast, and is the UK distributor for the French made Ermax screens range and GB Racing range of motorcycle protectors, seat cowls, huggers, levers, belly pans, mirrors, crash protection, infill panels and more.



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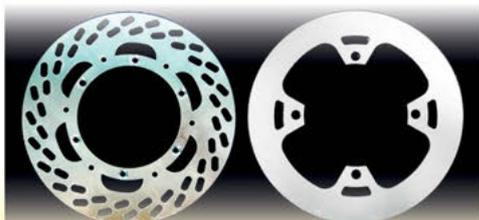


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PRO GUIDE

FXR - 2022 Moto Podium Collection

Techno Motor Vehgel (TMV in the Netherlands) has announced the new 'Podium Collection' of MX gear for the 2022 season from Canadian specialist FXR.

TMV Managing Director Herman Zijerveld told IDN that "engineered, tested and purpose-built by racers, our new 'Podium Collection' from FXR is for racers, and for those that push the limits and strive to get to the top of the box."

"The Podium Collection gets down to business with serious high-end features, fit and durability, but no other gearset parties this hard. Vice, Tropic, Magma and Acid combos bring serious heat to the starting gate."

FXR has also announced an all-new collaboration with Rockstar Energy Drink.



"Built for riders that bring the hustle, and for those with the need to feed their full-throttle-addiction, the Gladiator series is ready to do battle in any colosseum. The Podium Collection blends premium durable materials together with breathable Omni-Stretch inserts for pro-level performance at a mid-level price point."

Made from a hybrid vented material that is utilised in a performance fit pattern, the Podium jersey will flex and move without restriction thanks to the incorporated Omni-Stretch technology in the side body inserts to improve mobility while improving ventilation.

"FXR's Podium pant is engineered for durability with full-grain leather insteps and durable 600D materials, combined with Omni-Stretch thigh panels that flex and move with the rider. Hook & loop front and hip adjusters secure the waist closure and provide a positive feeling under hard acceleration or seat bouncing scenarios."



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Euro 4 power for R 1150 GS

Italian performance exhaust specialist HP Corse has the BMW R 1150 GS in its sights - with model-specific versions of its popular 4-TRACK R slip-on silencers available in titanium, black steel or light satin steel.

Bench and street tested, "the 4-TRACK R guarantees reliability and gives the BMW R 1150 GS slimmer rear lines to improve its aesthetics and improved hp - especially at low and mid-range revs.

The 4-TRACK R is homologated, has the slip-on fitting, a laser-engraved logo and is equipped with dB killer. All three silencer body material choices are lighter than the original GS exhaust as fitted at the BMW factory, "whatever the choice of material, the 4-TRACK R brings contemporary style with its octagonal shape, hydroformed end cap and sinuous lines".



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Keis micro carbon fibre powered heated apparel



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Designed in the UK, and exclusive to Motohaus, Keis is the best-selling heated clothing range in the UK. Available worldwide from its UK headquarters, the advanced Keis heated apparel programme has been growing steadily in popularity in the past two decades. Keis told International Dealer News that it now has the manufacturing capacity to be able to expand availability with the appointment of additional distributors in selected European and worldwide markets. Widely regarded as one of the most durable, reliable and ergonomic heated apparel programmes yet



provide lightweight, flexible far infrared warmth that is extremely comfortable and reliable. The heating panels are so durable and effective that they are backed by a Keis Apparel lifetime warranty.

The Keis line-up is comprehensive - huge! The 2021-2022 seasonal range contains four different styles of heated motorcycle gloves (all EU PPE certified), heated leisure gloves and heated glove liners, three heated jackets, several heated vest and bodywarmer (gilet) designs, heated trousers and heated boot insoles and socks.

All the garments operate via a 12V power source, so they can be powered from either a supplied motorcycle battery power lead or an optional portable Keis battery pack.

devised, the heating technology that powers the Keis line works like far infrared. The warmth penetrates the wearer's body in a managed and progressive way - more like being in a warm room rather than standing in front of a fire.

Keis garments contain heat generation panels made from very fine, yet incredibly strong micro carbon fibre. These are strategically positioned within the garments to

KEIS APPAREL (Europe)
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www.keisapparel.com



The Matris high-end fork concept

Italian suspension specialist Matris is internationally recognised as a "high-end" manufacturer and designer of quality suspension components, and sitting tight at the "high end" of the Matris product range, the popular F43SP fork is its most innovative and advanced product.

With damping by the company's top-of-the-line "Speed Sensitive System" F25SP nitrogen pressurised cartridge with its internal volumetric compensation tank and fully floating valve, the F43SP is housed within Matris' own designed and in-house manufactured premium fork body "to set a new market standard".



"Not having an external volumetric compensation tank means the dimensions and weights of the front axle are reduced," says Matris co-owner Alberto Turcato.

"This improves performance, handling, feeling and response in sporting use - especially in the corners and under braking.

"Simply designed and ergonomic in its use, the damping asymmetrical adjuster tunes the units of compression and rebound, and together with preload are integrated in the upper fork cap for simple and practical operation."

The outer tube is made from high quality Alu alloy and available in 50/54 mm, 50/55 mm, 51/56 mm diameters and with a 43 mm diameter chromed steel inner tube as standard.

To provide optimal performance and durability, an optional TIN (Titanium-Nitride) Gold and anti-friction lapping surface treatment is also available. Dealers can choose between 100 and 108 mm radial caliper mount options.

The foot is machined from solid Alu alloy with a simple design to optimise maximum strength and lightness at the same time. Linear springs in Si-Cr alloy steel are available in different rates, based on the bike model and rider weight provided.

The cartridge cylinder is also made from Alu alloy, with a lapped finish for, effectively, "zero" friction and assembled with 25 mm diameter compression and rebound valves with flow dynamics specially designed for total hydraulic damping control.



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'Shock' full-face off-road helmet



KV49 'Shock' from Kappa is a full-face motocross helmet in thermoplastic material with multicoloured graphics and no visor, said to be suitable for novices



who want to ride motocross, enduro and motard bikes. There are four different versions in bright colours, with "sophisticated patterns and a skilful painting of the shell" that highlights shiny and matt elements. It has a fully removable inner padding with a camouflage print.

The helmet has a detachable and adjustable visor, double D-ring fastening, a ventilation system and a standard nose guard. The weight is 1,370 g +/- 50 g and colourways are matt orange/black, matt grey/black/red, matt grey/black/yellow and glossy white/black/red.

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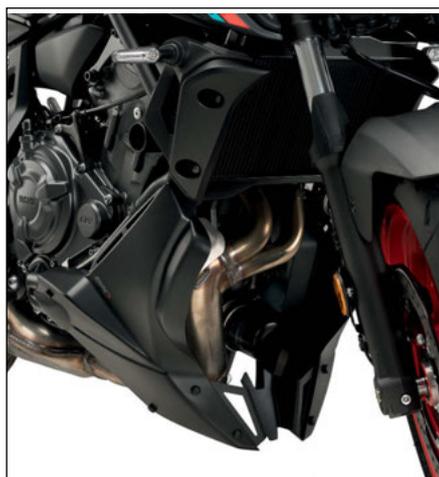


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New Gen screens for MT-09

Spanish parts and accessory specialist Puig continues to develop its windscreen options with these two new generation non-round headlight fitments for Yamaha's popular naked style MT-09. Manufactured in 3 mm PMMA (acrylic) "to guarantee the best protection against possible impacts and wind protection in all weather conditions", the designs are said to deliver improved stability and aerodynamics - Puig includes the aerodynamic study of the piece made during the design process with every shipment.



Puig engine spoilers - 505 mm wide by 378 mm high. Composed of two ABS side pieces and a metallic central element with geometric lines and openings through which the air is channelled for engine cooling.



NG Sport - 325 mm high, 260 mm wide, with an additional height of 115 mm starting from the odometer. The design is tested to increase the aerodynamic capacity of the MT-09 by 25%, diverting air away from the body and shoulders.

Available for the MT-09 in Touring or Sport versions, installation is said to be "simple and intuitive", and they are available in a wide choice of colourways; the edges are 4 mm rounded for additional safety and ergonomics.

Also seen here for the MT-07, these Puig engine spoilers are composed of two ABS side pieces and a metallic central piece with geometric lines, with openings through which the air passes and is channelled to cool the engine. They are highly resistant to impacts and UV rays, they are light and durable - the plastic parts have a built-in surface



NG Touring - 445 mm high, 315 mm wide, with an additional height of 220 mm starting from the odometer. The design is tested to increase the aerodynamic capacity of the MT-09 by 45%, diverting air away from the body and shoulders.

treatment that improves resistance against chemical agents and avoids the need to paint the engine spoiler. The metal supports are made of 2 mm metal, with anti-corrosion treatment.

Designed to give the bike a sportier character, most models come with a sticker kit to customise them and are available in two finishes - black or carbon look.



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Small but perfectly formed

The new DB EX-03 speedometer from KOSO is a high quality, compact, lightweight, multifunctional precision instrument that packs a serious punch - serving as a speed indicator, odometer, (operating) hour meter, clock, stopwatch and voltmeter. The calibrations show trip and maintenance mileages and record values such as maximum speed, maximum voltage and

average speed. Equipped with indicator lights for engine oil, low fuel level, water temperature, high beam, indicators and engine light, the 70 g light DB EX-03 speedometer impresses across the board with a size of only 120 mm x 38.8 mm x 34.2 mm - so much from something so small!



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Power-Gun power gain for Monster 937

The internationally popular Power-Gun slip-on by Milan based QD Exhaust, made in sandblasted stainless steel with billet Ergal (zinc-aluminium alloy) end with special ceramic-based coating, is now additionally available for Ducati's Monster 937. Details include the grid on the outlets and the exhaust ports that enhance the "racing spirit of the Power-Gun design". Euro 5 homologated and (uniquely) covered by a 30-month warranty, the kit includes all the necessary

hardware and a carbon fibre heat shield. These slip-ons weigh 2.0 kg and deliver a +2 hp power gain over the stock Ducati exhaust used on the Monster 937.

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NEWS BRIEFS

BMW appears set to build on the success of its September 2021 Pure&Crafted event in Berlin by adding its BMW Motorrad Days formula to a hybrid three-day combo BMW fest in Berlin in 2022. July 1st will be a one-day Pure&Crafted event, followed by two days of 'Motorrad Tage' on July 2nd & 3rd, 2022.

Organisers of the UK Motorcycle Trade Expo (British Dealer News) have confirmed the decision to postpone the show that was due to be held near Coventry in the English Midlands in October 2021. Expo director Andy Mayo said: "The risk involved still outweighs the investment required to stage Expo in the successful format exhibitors and visitors have come to expect. It's the second year in a row we have had to postpone, but with so much interest being shown by exhibitors, Expo 2022 is set to be a bumper show."

Young people all over Germany can now get their class AM moped driving licence at the age of 15 following a national driving licence regulation by the Federal Government in Germany. Many states had already adopted the protocol (only Berlin, Hamburg and Bremen had been hold-outs). The better theoretical and practical training of young riders in this age group has proven to benefit road safety according to Dekra. For eastern German states, the nationwide regulation now means a return to the legal situation that existed before reunification.

Swappable Batteries Motorcycle Consortium in Europe

By Ben Purvis

Having signed a letter of intent to work together earlier in the year, Honda, Yamaha, Piaggio and KTM have now officially signed up to create the Swappable Batteries Motorcycle Consortium (SBMC) in Europe, with the aim of standardising the battery packs used by future electric motorcycles and scooters.

The SBMC in Europe comes on the heels of a similar consortium between the four Japanese manufacturers, which has now established a 48V standard for electric bike batteries in Japan and Asia. Although future electric bikes don't have to use the standardised battery, those that do will be able to swap their battery packs with others - creating a viable market for filling stations or other shops to stock and recharge the packs.

Once such infrastructure is in place, it eliminates the prospect of long recharge times and the range anxiety that comes with electric bikes, as

refilling them becomes a simple, fast and clean job of switching the spent battery packs for readily available fresh ones. It's arguably easier and quicker than filling a fuel tank.

Swappable batteries and a solid infrastructure ease the pressure on manufacturers to create longer-range electric bikes, allowing them to make smaller, lighter and cheaper machines with shorter ranges in the knowledge that customers won't be left stranded. The idea also opens the door to riders effectively leasing their batteries rather than buying them, potentially reducing the up-front cost of electric motorcycles.

Both KTM and Piaggio already have electric motorcycle projects well underway. The Italian company sells the Vespa Elettrica and recently launched the Piaggio 1 electric scooter, while KTM is on the verge of launching the Duke-based E-Pilen under its Husqvarna subsidiary brand, as well as a matching scooter, using a

platform developed with its partners Bajaj in India. Notably, both companies, like Honda and Yamaha, have already settled on the idea of using 48V battery packs - and multiple packs when more performance and range is needed - with swappable technology, so standardising the batteries makes a lot of sense.

The SBMC is specifically setting out to develop, make and promote a standardised battery specification in Europe, meeting regulations and standards here, and then to expand to a global level. Whether the specifications will be shared with the Japanese standard remains to be seen, but it would be a logical step, as it would effectively bring Suzuki and Kawasaki into line as well. The SBMC's founding members are also actively encouraging other interested stakeholders, whether they're motorcycle manufacturers or battery companies, to join the cooperation, so the group may yet grow.

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