

INTERNATIONAL DEALER NEWS

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FEB/MAR '22

ISSUE #165

THE BRADLEY REPORT
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Finland based Duell acquires Dutch MX specialist distributor TMV

Duell Oyj, the fast-growing Finland based distributor and brand owner, has continued its acquisition programme with the addition of Techno Motor Veghel BV (TMV) to its international network.

A well-known Dutch importer and distributor of motocross and off-road products, TMV was founded in 1976 and is based in the so-called motocross hub of the Netherlands, Veghel, where it is surrounded by numerous well-known motocross tracks and motorcycle industry vendors.

As a leading distributor of powersports products in the Nordic aftermarket, Duell has leveraged its strength in northern Europe to embark on an ambitious expansion plan in recent years.

In 2019, Duell bought the previously Swedish owned Halvarssons and Lindstrands apparel brands. After deciding to establish its own UK Duell subsidiary, it added Netherlands based IGM Trading and Grand Canyon GmbH

in 2021, followed by acquiring the French Tecno Globe accessory business.

Duell's growth was dramatic even before the recent additions to its network - in 2020 the company reported sales growth from €25m in

Growth market at the end of the year and reports that "Duell's first quarter as a listed company got off to a good start as the company reported strong revenue growth".

Jarkko Ämmälä, CEO of Duell Oyj, commented on the TMV acquisition, saying: "We are very pleased with the acquisition we have just completed, which will again strengthen our position in Europe, this time especially in the motocross market."

"TMV is a very strong and well-known player in motocross, so the transaction is very important for us. We are actively seeking growth in the European market and are now one step closer to achieving our goal. All TMV employees are moving to Duell, and we are delighted to have more top talent joining us. Together, we will accelerate the growth of our company in the Benelux region and elsewhere in Europe."

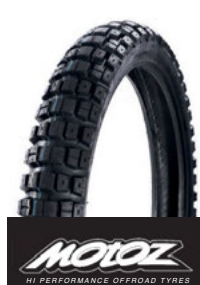
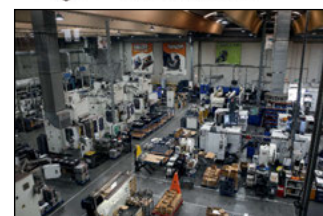
For TMV, previously a sister company of off-road foam air filter specialist



TMV CEO Herman Zijerveld (left) with Jarkko Ämmälä, CEO of Duell Oyj (center), and Klaas Biermann (right), the owner of TMV.

2013 to €60m in 2020. Last year saw another significant step in Duell's history as the company was listed on the Helsinki Nasdaq First North

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TECHNICAL TOUCH 31-33

From Jan Berthels' start as the suspension 'go to' for Stefan Everts and Kevin Schwantz to one of Europe's most admired suspension businesses in 40 years.



SUPERSPROX 6-7

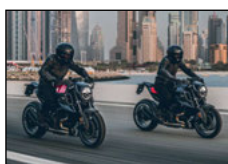
'DJ' Maughfling on the uncertainty and danger of trying to 'Keep Calm and Carry On' in a War Zone.



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The Barcelona based manufacturer is celebrating 70 years in the brakes industry this year.

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The top-end Merc tuner and luxury brand KTM collaboration sold out in 2 minutes.

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Is the Qianjiang subsidiary emerging as China's most ambitious brand?

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PRODUCT EXTRAS



How Did It Come To This?

There are various info-bytes and news references to the unfolding catastrophe in Ukraine throughout this edition of **International Dealer News** - not least the 'Letter from Ukraine' from 'DJ'

Maughfling of Ukraine based Supersprox.

His company's primary manufacturing facility is based some 150 km west of Kyiv and while, at the time of writing, he and his team were still trying to keep the lights on and the machines turning, as he himself had said to me a few days after the invasion started - "there's no telling where, how or when this will end."

Down the years, we here at IDN (and our sister magazine AMD) have been lucky enough to meet many dozens, indeed hundreds of people from behind the former Iron Curtain and get to appreciate their friendship, creativity and craftsmanship.

Witnessing the emergence of the innate design and engineering genius that had been locked away for so long was a thing of joy. I will always regard providing a platform through which it could be seen on a world stage at the AMD World Championship of Custom Bike Building as a journey, one that started in the 1990s, and as one of my career achievement highlights.

That journey felt that it had finally arrived at its destination when we saw Dima Golubchikov of Zillers Garage in Moscow crowned as the AMD World Champion Custom Bike Builder at INTERMOT in October 2018. The unique voting system meant that it was the votes of his fellow custom bike engineers that elected Dima as their World Champion, based purely on his design, engineering and craftsmanship achievement.

Given that there was no INTERMOT in 2020, it just so happens that Dima Golubchikov is still the AMD World Champion Custom Bike Builder, and with the events that we are starting to see unfold now, and a new Iron Curtain descending over Europe, it is highly likely that he will continue to remain so for some time to come.

That he is a maker of remarkable motorcycles, there is no doubt. But he is not alone. To name-check just two others - the work that Yuri Shif (of Belarus) has shown down the years has been nothing short of remarkable, and we always figured he was a likely candidate to emerge as Eastern Europe's first AMD World Champion.

But we are also thinking at this time about Yaroslav Lutitsky of Iron Custom Motors and his wife Alexandra. Wonderful people who have competed in the 'AMD' on multiple occasions - winning the Café Racer class in 2016 and always doing well with all their bikes. Yaroslav and Alexandra live in Kharkiv.

A big fat call-out too for the excellent Dmitry Khitrov - a well-travelled gentle giant of a man and one of the nicest (and most energetic) of people you could ever wish to meet. As the organiser of custom bike shows in Moscow, and the group trips that Russian custom bike builders have been making to the 'AMD' at INTERMOT, he has been the spiritual leader of the custom motorcycle industry in Russia - its inspiration, its pathway to opportunity and its Godfather (in a good way!). We all hope that he will be able to be so again one day.

I don't care what these people's politics are. The whole point about freedom and democracy, about so-called liberal values, is that people are entitled to believe whatever they like - until it starts to compromise other people's ability to enjoy the

same privileges. I am sure that these are folk who will be as aghast at current developments as all the rest of us in the 'West' are.

In that regard, I'm going to leave the final words on this subject to someone who clearly is aghast at what is happening.

When Timur Sardarov - CEO and owner of MV Agusta in Italy - and his family's ComSar Invest (an investment fund subsidiary of the Sardarov family's Black Ocean Group) finally stepped in and ultimately stabilised MV Agusta in 2016/2017 after the trauma of the Harley-Davidson, V 2.0 Castiglioni and Mercedes years, any initial fears about 'Oligarch Creep' in the motorcycle industry were quickly dismissed. It soon became apparent that Timur was, and remains, a determined and above all passionate brand advocate who has been unstinting in his efforts to find and build a sustainable and future-proof pathway for that most storied of brands.

It hasn't hurt his mission that along the way he also just happens to have been able to oversee bringing some really excellent motorcycles to market too.



Award-winning Kharkiv 'AMD' World Championship of Custom Bike Building regulars Yaroslav and Alexandra Lutitsky (Iron Custom Motors).

In remarks in a letter to employees that was subsequently authorised for public release, and additional widely reported remarks posted to his Instagram account, he has made his feelings very clear.

"I have never felt so bad in my life, feeling absolutely disgusted, ashamed and betrayed by this horrific, stupid and cruel act of war. I believe Russians have never been so betrayed by any regime in our long, difficult and proud history! This act does not represent us!"

No equivocation there and kudos to Timur for telling it how it is - despite what are likely to be the politically sensitive waters that he and his family may well find themselves having to navigate at this time.

Just as we all started to think that it might be safe to 'get back in the water' (following the disruption of the pandemic), now we are faced with what has the potential to develop into a complete meltdown of global trade.

In a message to those who thought it fashionable to protest against perceived evils of globalisation in the past 20 years, I have one simple message - be careful what you wish for.

Trade has always dictated the true course of freedom and opportunity, and as most of the motorcycle industry majors and hundreds, indeed thousands of other leading global brands head for the exit door where their Russian operations are concerned, let's hope that trade will be allowed to do so again - before the damage is irrevocable. In the late 1980s, it was an emerging consumer demand for MTV, Levis and western 'shiny things' that eventually defeated the Soviet Union. Let's hope that conspicuous consumption and the taste for freedom and opportunity that the Russian people have had for the past 30 years can reassert itself and defeat Putin's imperialism before more radical measures are taken.

Slava Ukraini



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NEWS BRIEFS

The MIC reports that new motorcycle and scooter sales among the leading brands included in its data capture were up for the full year 2021, with sales of all on-road motorcycles (including scooters, on-highway and dual) up by +14.2%. This is a second consecutive of growth, with sales now +21.8% across all categories (scooters, on-highway, dual and off-highway) since 2019. Scooter sales are up 19.6% over 2020 and 31.4% over 2019. On-highway motorcycle sales are up 12.9% over 2020. Dual sport models were up 18.6% over what was considered a monster year of sales in 2020, which saw a 46.2% increase in sales over 2019. Interest in off-highway motorcycles continues to be strong with a two-year increase of 42.9%.

According to UK motorcycle industry association MCIA, November 2021 saw Super Soco become the first ever 100% electric brand to feature in the UK's top ten best-selling PTWs - outselling far more established manufacturers such as Suzuki, Ducati, Aprilia and H-D. Super Soco also remained the UK's best-selling electric powered two-wheeler (e-PTW) brand YTD, with its market share rising to 29.57%. Its CPx maxi-scooter was holding steady as the top-selling electric model, accounting for 20% of e-PTW sales for the YTD and 33% of e-PTW sales for November.

Provisional figures from Piaggio for its 2021 financial year to 31st December put consolidated net sales at approx. €1.668m (+27% from €1.313.7m in 2020) with a net financial position of approx. €380m (+€43m from €423.6m in 2020). Capital expenditure is said to have been +10% at €154m in 2021. CEO Roberto Colaninno: "The preliminary figures show that we are gradually moving out of the deterioration that developed during the pandemic. A healthy upsurge in sales can be seen on all markets and this suggests a positive trend in turnover." A number of problems with material supplies and inflation rates continue, but we are ready to meet this situation."

Citing a January 2022 Interbrand report, Piaggio Group ("Europe's largest scooter and motorcycle manufacturer") says that in 2021, the Vespa brand value totalled €906m. "Vespa is much more than a mobility brand, it symbolises art, design, technology and fun," said Michele Colaninno, Director for Strategy, Products & Innovation. "Vespa is an icon of style: its uniqueness makes it one of the most admired and desired brands, belonging to the premium space as well as fashion and lifestyle brands."

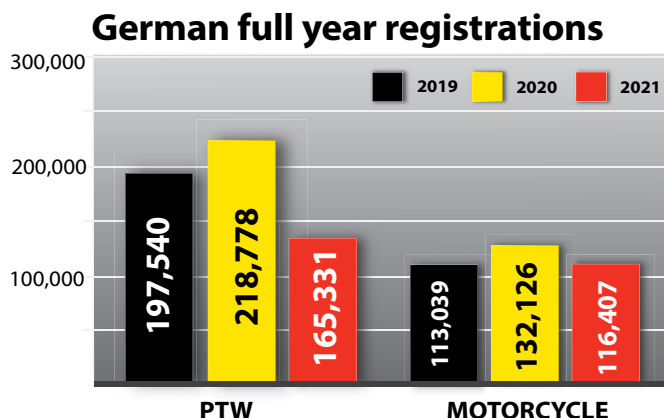
German motorcycle registrations -11.90% 2021

While most of Europe's 'Big Five' major markets (Italy, France, Spain, UK) are showing PTW registration growth in 2021, Germany is the exception.

Data from the IVM, the motorcycle industry trade association in Germany, shows 2021 full year new motorcycle registrations having been down in Germany by -11.90% (116,407 units). This is up compared to the pre-pandemic levels seen in Germany in 2019 (113,039 units), but down against 2020 (132,126) as a result of what appeared at the time to be a disproportionately strong German market recovery surge in the second half of 2020.

In total PTW terms, the German market was -9.71% (197,540 units) compared to 218,778 units in 2020 and 165,311 units in 2019. For context though, 2021 has remained a "good year" for the German market - in motorcycle sales terms, 2021 was the third strongest year since before the 2008-2010 financial crisis and was the second best since then in total PTW terms.

BMW remained motorcycle (and overall) market share leader with 26,699 motorcycle units sold for a



22.94% market share - BMW had eight models in the top twenty-five best sellers in 2021.

Honda was second (12.42% share/14,459 units sold), KTM third (11.74% share, 13,664 units), Kawasaki fourth (10.47% share, 12,191 units) and Yamaha fifth (7.5% share, 8,730 units), followed by Harley-Davidson, Ducati, Triumph, Suzuki and Husqvarna.

Unsurprisingly, the top selling model was BMW's R 1250 GS (9,377 units sold), followed by the Kawasaki Z900 and Z650 in second and third, Yamaha

MT-07 in fourth, just ahead of Honda's CRF1100L Africa Twin in fifth.

For the record - the 2020 full year saw the German motorcycle market grow by +16.89% with 132,126 units sold (theoretically), compared to 2019 at 113,039 units. However, that apparent 16.89% growth in the worst pandemic-hit year was distorted in the final quarter of 2020 by the rush to pre-register unsold Euro 4 models before the December 31st final extended deadline for doing so - all units registered since January 1st, 2021, have been Euro 5 compliant machines.

Japanese made motorcycle exports to Europe +36.55% in 2021

The latest data available from JAMA (the automotive trade association in Japan, which includes representation of motorcycle manufacturers among its membership) shows exports of Japanese made motorcycles to Europe (over 250 cc) growing in 2021 (for the first time in four years) at +36.55% to 177,567 units for the full year - the fourth highest since 2010.

Japanese made motorcycle exports to USA were +73.37% for the full year 2021 at 71,429 units. Globally the Japanese factories were +40.31% in motorcycle export terms at 323,108 units - the strongest export performance from the Japanese factories since 2018.

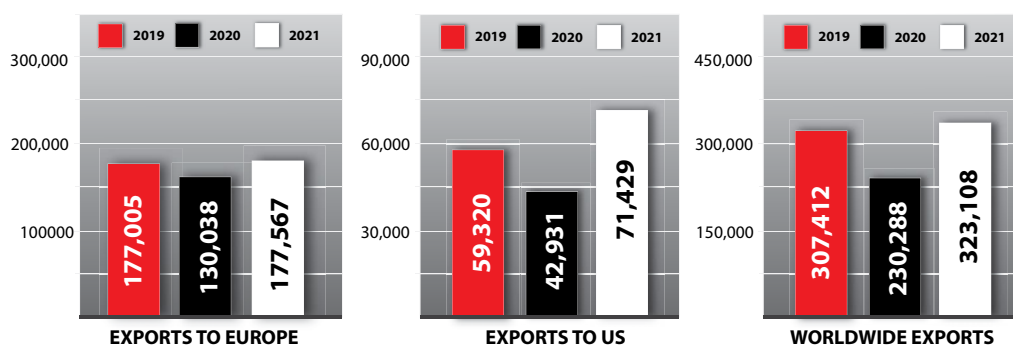
In total PTW terms, shipments to Europe were +37.14% (197,651 units); total PTW shipments to USA were +57.32% at 128,842 units for the full year and, globally, +40.08% at 437,042 PTW units were exported from Japan to all markets - the highest level since 2018.

The increasing number of units being made by Japanese manufacturers elsewhere in Asia, the US and South/Central America goes some way to providing historical context for the data. Most of the Japanese made machines coming into Europe are of higher value, larger displacements. Most of their overseas factories are primarily engaged in making and

selling scooters and smaller capacity units in and for 'emerging' markets (where import tariffs are high) and in making ATV/UTV units - especially in the United States, where demand for such machines is at its highest and grew strongly in 2020.

For the record - annual worldwide Japanese made motorcycle and moped exports (all PTW) fell off a cliff in 2009 to 583,879 from over 1 million in 2008, having peaked at 1,641 million units in 2000. They have continued to decline most years since then. Most recently they were 463,123 units in 2017; 456,758 in 2018; 386,379 in 2019 and 311,998 in 2020.

Japanese motorcycle exports



Italian motorcycle registrations +26.49% in 2021

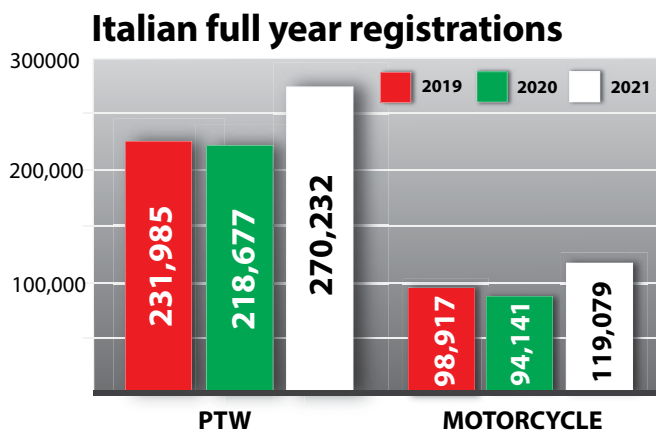
Italy has again confirmed its place as Europe's largest motorcycle market with the 2021 full year data from ANCM (the motorcycle industry trade association in Italy and the owner of EICMA), the Italian motorcycle market was up by +26.49% in 2021 at 119,079 units.

In total PTW terms, the Italian market was +23.58% for the year with a massive 270,232 total units sold (compared to 218,677 in 2020 and 231,985 in 2019). 2021 was the best year since before the 2008/2010 financial crisis; the same holds true for

motorcycle sales in Italy, with units registered having more than doubled since the European motorcycle market bottomed out in 2014.

It is worth noting that all the motorcycles and scooters registered in Italy (and elsewhere in EU member states) since January 1st, 2021, have needed to be Euro 5 compliant models. Of the 270,232 total new units registered in 2021, 151,153 were scooters (+21.37%).

The bestselling motorcycle in Italy in 2021 was the Benelli TRK 502/X with 6,543 units registered, followed by the



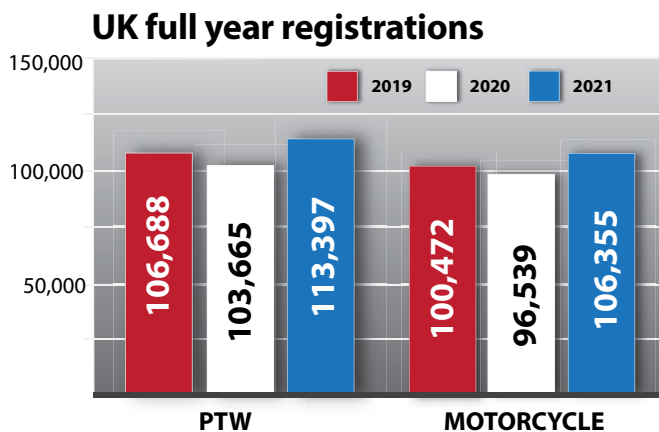
BMW R 1250 GS (3,956 units), with the Honda Africa Twin (3,011 units) in third, finishing the year ahead of the fourth placed Yamaha Tracer 9 (2,891 units). For the record - though the final stage

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).

UK motorcycle registrations +10.17% in 2021

According to the latest available data from the MCIA, the motorcycle industry trade association in the UK, motorcycle registrations were +10.17% in the UK in 2021 at 106,355 units - ahead of both 2020 and 2019 and the best UK market performance since 2016 and the second best since before the 2008/2010 financial crisis.

The moped/low-displacement markets in the UK are small at less than 8,000 units for the year, so total PTW registrations for the UK in 2021 were not much greater at 113,397 units (+9.39%). Scooter sales were



26,154 units (+17.5%). Naked style models were the

largest market sector in the UK in 2021 with 24,398 units sold

(+4.2%). Adventure models were up by +19.6% at 19,761 units, with the BMW R 1250 GS the top-seller. So-called 'Modern Classic' style models were +10.8% at 10,717 units and the traditionally dominant Road sports bike segment was down by -14.0% in the UK in 2021 at 8,399 units sold. Touring models were up 14.9%, but it is a small market segment in the UK at 2,363 units in 2021. For the record - motorcycle registrations in the UK grew slightly in 2019 (100,472 units sold, +0.72%), with 2020 put at a Covid and Euro 4/5 transition impacted 96,539 units.

Spanish motorcycle registrations +6.26% in 2021

The latest data from ANESDOR, the motorcycle industry trade association in Spain, shows new motorcycle registrations up by +6.26% in 2021 with 165,113 motorcycles and scooters sold. The Spanish market has not yet caught up with 2019 registrations though when 175,585 units were recorded as sold.

However, 2021 was the second best (behind 2019) motorcycle and scooter market performance in Spain since before 2009.

In total PTW terms, 2021 was +3.22% in Spain at 182,854 new units registered - some 12,000 units behind 2019, but also the second best since before the 2008/2010 financial crisis. The moped market in Spain was worth 17,714 units in 2021 (-18.48%).

The ANESDOR data shows 6,654 electric units registered in 2021, which

is down -10.3% on 2020.

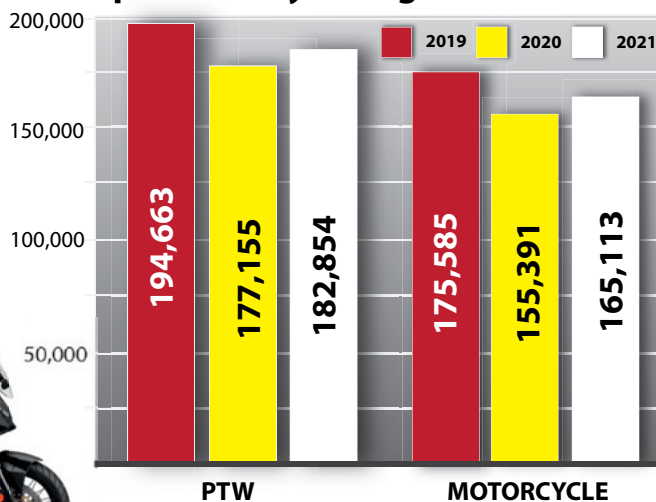
Honda is overall market share leader in Spain, with 36,333 units sold in total in Spain in 2021 for a 22.0% market share. Yamaha is second (14.56% share), BMW third (7.3% share), Piaggio fourth (6.9%) and KYMCO fifth (6.4%).

The top-selling model in 2021 in Spain was the Honda PCX 125, followed by the Yamaha NMAX 125, Honda SH 125I and the Piaggio Liberty IGET ABS in fifth spot.

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Spanish full year registrations



Honda's PCX 125 750cc X-ADV 'crossover' - the bestselling motorcycle over 125 cc in Spain.



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Letter from Ukraine

Supersprox

DJ Maughfling



Introduction by Robin Bradley

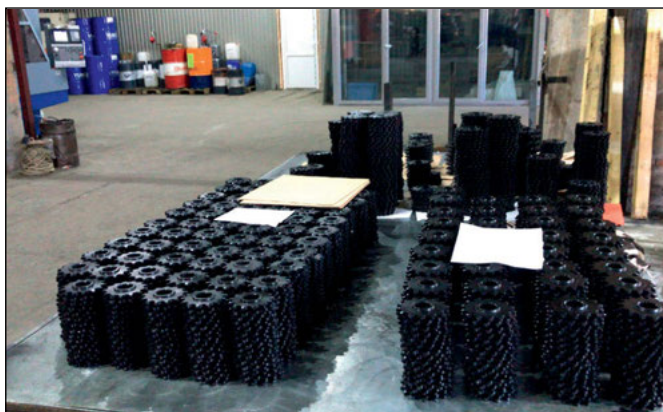
Most people will be familiar with the Supersprox name, one of the market's premier sprocket brands. Many may realise that Supersprox is a multinational operation, with interests in Italy, Poland, Czechia and manufacturing in Ukraine - around 150 km west of the capital Kyiv.

On Tuesday February 24th, the day that Russia started to invade Ukraine for the second time in recent history, I received a call around midday from 'DJ' Maughfling at Supersprox. DJ is an excellent character and a hard working, honourable man - a proverbial 'good guy' and a good friend to us here at IDN.

I had emailed him that morning to check in with him and see how things were - given the events that the world had woken up to that morning - and he called me back a little while later. I asked him to write something of what he had told me about the environment and atmosphere at work in Ukraine that day, and if it would be okay to share his thoughts with all of you.

This is what 'DJ' said...

"The world seems to be in a confused state these days. Lives revolve around the internet as a provider of our news. We flip through stories of famine, murder, genocide and cute dogs and cats. There is such a bombardment of images and sound bites. It is hard to really feel attachment to what is shown





to us. Especially the tragedies in the world, tragedies like Syria and Myanmar.

"They often don't have an emotional impact because we don't feel connected. It's another tragedy in another country. But then something can happen that can turn your world on its head.

"Supersprox was founded in the United Kingdom by my father back in 1959. We set up a small and specialised company in Ukraine in 2008, and I have been working in Zhytomyr, Ukraine, since 2011. I am a British citizen and my wife is Slovak. We are foreigners, working in a third country. It's not our native land. The team of Supersprox' Ukraine staff are about 80 people. We have built a business in the city, and it connects us to the community here. Several of our staff have worked in the company for more than ten years, almost from the beginning of our time in Ukraine.

"Today, (February 24th, 2022) we were awoken to bombing in Ukraine. A Russian military attack on an independent nation. In such a short period of time, our investments in Ukraine have changed from solid and dependable to something that could be blown away like a leaf in the wind. "This new situation is hard to comprehend. Inside the country, there have been bombing raids in many regions. Mainly focused on the east, where most Russian forces are stationed. In the north, 'above' the capital Kyiv, and several other areas. There is a small military airbase about 5 km from the Supersprox factory. That was amongst the targets this morning.

"I can say that in this situation, I don't

think about the investments. This becomes a situation where we think about the people and the company. We know that Europe and USA will not come to support the defence of Ukraine.

"We understand that the head of Russia is not too much concerned about sanctions from the West. What is lost from sanctions, will be compensated by the acquisition of new assets. This is not a political message or a jab at the Russian leader. We don't waste our time with those matters, because it will not help us in this situation.

"Today, our staff came to work, and we made sprockets. Tomorrow, we will come to work and make more sprockets, and we will continue doing that as long as there is metal, energy and people. During these years, Supersprox has worked hard to deliver innovation, quality and brand recognition. Much of that created here in Ukraine, by our staff.

"We have seen that the disputed territory in Eastern Ukraine suffered badly after the occupation by separatists. Our job now is to try and avoid the same situation in our region. Time will tell if Supersprox is destined to continue to be a player in the motorcycle market. The political chess game has little regard for pawns.

"From the company that invented dual material sprockets in 2000, forged blank technology in 2018 and pioneered aluminium sprockets in the 1970s, we thank our partners and clients for their support, and we have hope that this situation will not spread across borders. It is still our belief that we can work to save the company."

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NEWS BRIEFS

Founded by Ivo Zanatta in 2018, his Veneto, Italy, Eleveit motorcycle boots and apparel business has signed on as a technical partner with the new European Enduro Championship.

In its 95th year, Ducati marked its second consecutive MotoGP Constructors' World Championship win with a "record year" for sales in 2021 at 59,447 motorcycles sold worldwide (+24% over 2020 and +12% over 2019). It saw double-digit growth in all major markets, including USA, which regained its position as Ducati's top market (+32%/9,007 units sold), followed by Italy (8,707/+23%) and Germany (6,107/+11%). There was growth too in China (4,901/+21%), France (4,352/+12%), UK (2,941/+30%) and Australia (+50%). Bestseller was the Multistrada V4 (9,957 units sold).

Taiwan based KYMCO (Kwang Yang Motor Co) recently took a 2% ownership stake in the 74% Harley owned LiveWire SPAC that is being used to spin off LiveWire as a standalone business for a listing on the NYSE. Reports in Taiwan suggest that chairman Allen Ko is said to be considering following "the model of Harley-Davidson" in creating a public listing spin-off for its Ionex swappable battery electric scooter technology.

Lexus Europe has unveiled a Recreational Off-highway Vehicle (ROV) concept - "a unique hydrogen-powered vehicle offering near zero-emissions driving combined with extreme off-road capability. It reflects a commitment by Lexus to ensure exhilarating driving can co-exist with a carbon-free society centred on responsible mobility. For demanding off-road driving, the first Lexus hydrogen ICE will meet all the carmaker's stringent requirements for QDR (Quietness, Durability, Reliability)".

The All Balls Racing Group has rebranded the popular range of dirt bike, ATV and UTV complete engine rebuild kits previously available under the Wrench Rabbit name from the Vertex (Italy) brand. Described as an "economical and convenient 'all-in-one-box', the kits will contain top-quality Italian-made Vertex pistons and engine parts from other well-known ABRG/Arrowhead brands such as Hot Rods and Hot Cams".

A Letter from Russia

Russian motorcycle manufacturer Ural issued the following statement on February 24th - the day Russia invaded Ukraine (again!)...

"Dear Friends,
"We wish we wouldn't have to update you under the circumstances we find ourselves in.

"Questions and concerns inevitably come up about possible sanctions, availability of bikes and parts, support and so on. The short answer is that we are as ready as we can possibly be to address whatever



challenges may come our way.

"Over the years we've learned to navigate ups and downs, to make plans B, C and D, both strategically and on the fly. We've weathered storms that were very real and dealt with obstacles that were not so publicly known.

"The history of our brand shows that Ural always finds a way to move forward.

"Our highest priorities have always been our employees, our partners and our customers. We still hope for people to

remain human, value life and stand for living instead of fighting.

"We pray for peace.

"The team at Ural"



KTM Group - 2021 motorcycle unit sales +23%, buys FELT Bicycles

The PIERER Mobility Group has reported motorcycle sales of +23% for 2021 at 332,881 units with an additional 102,753 in bicycle sales (+40%), some 76,916 of which were e-bicycles (+37%). The Group delivered EBIT of €193.5m (+80%) at a margin of 9.5% and EBITDA of €332.2m (+42%) at a margin of 16.3%. Sales revenue was up by over 30% despite the supply chain challenges at €2,042m (from €1,530m in 2020), with an EBIT margin of 9.5%.

In the 2021 financial year, around €178.5m was invested in growth, of which approximately €131.1m was invested in product development and tooling and €47.4m in operating facilities and infrastructure, with a record free cash flow of €172.2m, which corresponds to 8.4% of the revenues.

In the past financial year, the number of employees was increased by 663. As of December 31, 2021, the PIERER Mobility Group had a total of 5,249 employees, 4,340 of them in Austria. Approximately 1,000 employees work in research and development (approx. 19% of the workforce).

A total of 249,290 KTM motorcycles were sold, with 60,801 Husqvarna and 22,790 GasGas motorcycles sold in 2021. In the sales regions of Europe, unit sales were around 120,000 motorcycles, with some two-thirds (approx. 210,000) sold outside Europe. Significant growth was also recorded in North America with almost 66,000 units sold (+25%); in Australia sales increased by 26% to about 21,000. The strongest growth potential was seen in South America (+62%) with 32,500 and in Asia (+56%) with 30,000



motorcycles sold.

For 2021, the market share of all three brands was 11.5% in a European market that was +8% (740,000 units). American and Australian market shares were 11.3% and 19.7% respectively. The overall Indian motorcycle market is on a slight upswing (+2%). Bajaj sold 60,000 KTM and Husqvarna motorbikes in India, resulting in a market share of 7%.

In other news, PIERER Mobility continued its race success with GasGas, winning its first Dakar Rally in January 2022 with Sam Sunderland delivering the Group's 19th Dakar title in total. In 2021 the three brands won 21 world championship titles in both road and off-road racing.

Having rebuilt its byzantine share ownership structure, PIERER Mobility AG intends to apply for the admission of its shares to the Official Market (prime market segment) of the Vienna Stock Exchange, effective 1st March, 2022. The primary listing of the shares of PIERER Mobility AG (ISIN: AT0000KTMIO2) remains with SIX Swiss Exchange.

The Group continued its expansion in the bicycle market with the acquisition of California based FELT Bicycles,

marking its entry into the North American bicycle market. FELT has been integrated into the Group's PIERER E-Bikes GmbH division.

Founded in 1991 in California, USA, FELT Bicycles has an established reputation for producing high-performance, drop-bar road, triathlon, track, cyclocross, gravel and adventure bikes. "Always striving for innovation, during its 30-year history, FELT Bicycles has pioneered carbon fibre usage in bike design, set new standards in mountain bike suspension systems, and revolutionised aerodynamic development in the pursuit of the ultimate racing equipment. FELT bikes have been ridden to stage wins at Grand Tours, earned record-breaking triathlon world titles, Olympic gold medals and world championships on various terrain."

Despite the "existing challenges in the supply chain, the PIERER Mobility Group continues to focus on growth in all core areas in the 2022 financial year, both with regard to motorcycles and (e-)bicycles, expecting revenue growth of between 6% and 10% (2021 financial year: approx. €2,041.7m) with an EBIT margin of 8% to 10% and an EBITDA margin between 15% and 17%."



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NEWS BRIEFS

Honda Motor Co., Ltd. has signed a joint development agreement in the area of lithium-metal secondary batteries with SES Holdings Pte. Ltd., a U.S. (Boston) based EV battery research and development company. SES plans to list on the New York Stock Exchange (NYSE) via a special-purpose acquisition company (SPAC) transaction, and through the PIPE (private investment in public equity) offering by the SPAC, Honda plans to acquire approximately 2% of the shares of SES AI Corporation.

Entering its sixth season, the MotoGP eSport Championship is back for another year of expansion with the biggest series and prizes to date. Following the March 3rd to April 10th Pro Draft selection phase (four Online Challenges in time-attack mode), the fastest gamers will make it through to the Draft Selection, where the 12 MotoGP teams will select one official MotoGP eSport rider and one reserve rider for the 4-round Global Series - which moves the competition from online to on-site in May, with gamers competing for both the championship crown and partner prizes.

Ducati owner VAG's (Volkswagen Audi Group) Spanish subsidiary SEAT is the latest automotive brand to try its hand at PTW electrification with the launch of the 'MO' eScooter 125. It is powered by a 9 kW rear wheel electric motor with peak power equivalent to a 125 cc scooter, 240 Nm of torque for a stated 0-31 mph acceleration time of 3.9 seconds, 59 mph top speed and 85-mile range from the 5.6 kWh Li-ion battery pack.

70 years of Galfer

Spanish brake systems specialist Galfer is celebrating its 70th anniversary in 2022 - "seventy years of technology, innovation and passion," says CEO Umberto Milesi. Founded by his grandfather Maffio Milesi in 1952 in Barcelona, initially Galfer manufactured the flexible brake linings that Maffio had invented years before in Italy to supply his main client, the Fiat Group, who had built the SEAT factory in Spain.

This was how Galfer started, manufacturing the pads for the disc brakes on the SEAT 124 in the 50s and 60s. In the motorcycle and bicycle sectors, the activity focused on the

'Galfer is all about competition'

production of original equipment brake calipers and clutch discs for Mototrans (Ducati) and Motovespa - followed in the 1960s by Sanglas, among others.

In the 1970s Galfer became a pioneer in the elimination of asbestos from its products, replacing it with aramid fibre blends. When the second generation of the Milesi family took over the reins of the company, a greater focus on the motorcycle and bicycle markets was implemented with the first pads for motorcycle disc brakes - made initially for the Mototrans-Ducati brand. The first Galfer motorcycle brake pads catalogue included 45 products and two different compounds - silver and gold; this was the first time a company



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MEETING YOUR EXPECTATIONS



● FROM NORTON



● TO THE JAPANESE



● THROUGH DUCATI



distinguished the compounds of its pads by the colour of the backing plates - an almost universal industry practice now.

The **1980s** also saw Galfer stepping up its race participation, getting involved in events such as the 24h of Montjuïc, the AGV Criteriums, the SuperPrestigio, the Promotion championships and the Spanish championships. In the 80s its collaboration with JJCobas was key for both parties, with the development of the first pad and disc brake system, for a trial motorcycle with the rider Toni Gorgot, and with the first World Championship title for Galfer, won by Alex Crivillé in 1989 in the 125 cc class.

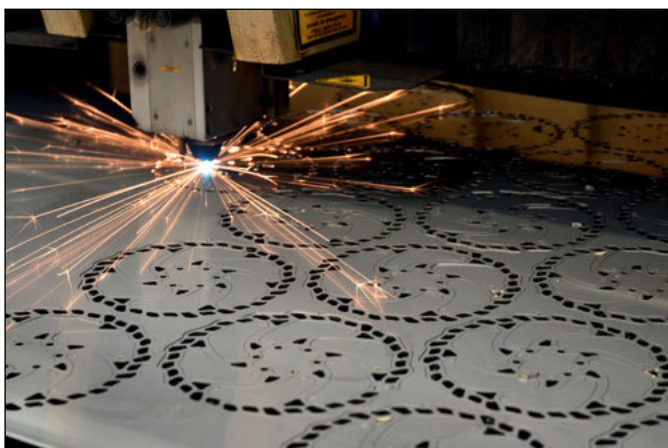
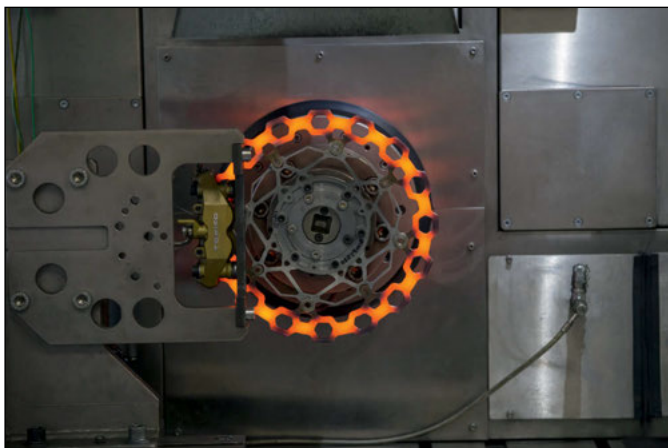
In **1992** Galfer USA was founded to supply brake products to the American

continent. Manufacturing began of stainless steel brake discs, and in 1998 Galfer collaborated in the development of the first brake discs and pads for mountain bikes, with the Magura Gustav M. Galfer secured ISO

'95 world titles in motorcycling and cycling'

9001 quality management system for the manufacture of all brake products, and in 1999 Emilio Alzamora won the World Championship title in the 125 cc class with Galfer.

Then, with the dawn of the new century, the **2000s** saw Galfer's R&D department continuing its now



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internationally recognised innovation capabilities with the development of the Disc Wave brake disc for the motorcycle components market - which is patented in Europe and America and approved by the German TÜV (KBA).

'riding to the future'

The discs were revolutionary in the market at the time, improving on the aesthetics of the traditional round discs of the original motorcycles and reducing their weight considerably. Additionally, manufacturing began on

Galfer's first sintered metal brake pads, which are approved by the TÜV (KBA). In 2009, Galfer opened its present manufacturing plant and current offices in Granollers, just outside Barcelona and near the Circuit de Barcelona-Catalunya. It was at that point that Galfer started supplying disc brakes for original KTM



maximum quality and reliability. Among others, brands such as Beta, Sherco, TM Racing, Montesa and Orbea chose Galfer to fulfil their braking requirements and fit their original bikes with Disc Wave brake discs. The KTM Group recognised Galfer as a superior quality supplier through an award and Galfer added a new, state-of-the-art test bench for testing and trialling its brake products. This decade has already seen highlights with the Disc CUBIQ created, an evolution of the Disc Wave, which further reduces the weight of the disc brakes, enhancing their performance. Galfer brake pads are approved with ECE-R90 certification -

'technology, innovation and passion'

said to be an industry first for two-wheeled vehicles - and application-specific brake pads for electric bicycles are developed, and an updated and environmentally responsible packing system implemented.

So far this decade, Galfer has already won 24 world championship motorcycle titles and seven cycling titles in different disciplines. Despite the COVID-19 pandemic, Galfer continued to grow and to increase its turnover and production capacity. Galfer's Granollers (Barcelona) facility has now grown to 6,000 m², employing some 150 people and exporting to more than 50 countries around the world.

www.galfer.eu



motorcycles, a relationship that is still maintained today. In 2009, Galfer riders won several World Championship titles, including Jorge Lorenzo in the 250 cc class and Oriol Mena in Enduro Junior.

Its ability to spot the stars of tomorrow continued in the **2010s** with Marc Márquez winning his first two World Speed Championship titles with Galfer in the 125 cc and Moto2 class. Galfer riders claimed another 50 world titles during this decade, including Toni Bou, Alex Márquez, Joan Mir, Lorenzo Dalla Porta, Steve Holcombe, Jorge Martin, Laia Sanz and Emma Bristow, among others.

In 2012, the Galfer Bike brand was created to supply the components market with brake discs and pads for bicycles and Galfer expanded its facilities, increasing its production capacity and starting to develop several new brake pad compounds, including new sintered racing compounds - the G1396R for off-road motorcycles and the G1375R for road - plus several braking-power boosting oversize brake kits compatible with most off-road motorcycles on the market.

Developments in the last decade also included implementation of the ISO/TS 16949 quality management system, with more exhaustive controls and manufacturing processes to ensure

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ABOUT US

Hendler is a wholesaler of motorcycle parts in the UK, it comes with a small but experienced team that has over fifty years of combined experience in the motorcycle trade.

We believe in carrying a well-stocked range of great quality products sold at fair prices. We carry many well-known premium brands as well as carrying our own Hendler branded range of products that sits just underneath them in price, this allows us to give you a choice of products fit for purpose at different price points.

Our international shipping prices are competitive and are charged per 30KG parcel to most European countries. Should a pallet service be required, it can be arranged for those larger orders.

We also like to make things easier for our customers and as such, we've got a website packed with features such as custom numbers, quick ordering, built-in cross references, csv ordering, stock reports and even a fully functional API for stock, price and postage checks and for placing orders.



NEWS BRIEFS

VRM Spa, the owner of the storied Italian suspension brand Marzocchi, has confirmed that it is moving production to China in a partnership deal with Benelli owner Qiangjiang's QJMotors subsidiary, creating a new company called Zheijang Mazhouke Machinery Manufacturing. The new business will manufacture Marzocchi branded forks and shocks for sale in China and export worldwide. Production will be based at a new "state-of-the-art" facility in Zhejiang province. Florenzo Vanzetto, CEO of VRM, says that his company has grown Marzocchi turnover from €8m a year when they saved the brand from liquidation in 2008 to €32m now. Marzocchi was acquired by the €8bn turnover Tenneco - the Monroe shocks owner - just as the global financial crisis started to bite. The U.S. conglomerate quite quickly decided to divest itself of what it judged likely to become an expensive and 'troubled' asset.

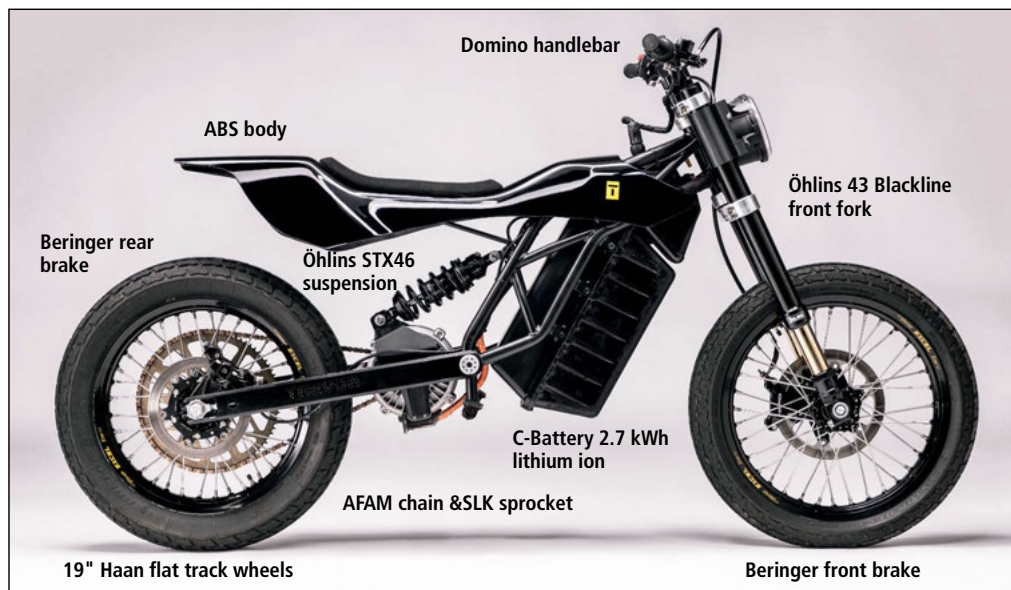
An end of February Derby Crown Court date in the UK, that would have decided if ex Norton owner and convicted pension fraudster Stuart Garner would face prison time, was postponed to an as yet unconfirmed alternate date.

British specialist R&G Crash Protection will again be an Official Partner to MotoAmerica, North America's premier road racing series, for a third consecutive year. Additionally, R&G will be a team sponsor for the Vision Wheels M4 ECSTAR Suzuki squad that will field Richie Escalante and Jake Lewis in the 2022 MotoAmerica Medallia Superbike series.

Italian helmet manufacturer Locatelli (Airoh) has extended its MXGP partnership with Infront Moto Racing for a further five years.

The self-proclaimed 'safest motorcycle rally in the world' - The '1000 Dunes' (1000 Dunes) Rally - returns for a third year in 2022. Starting at Granada, Spain, on October 22nd, then finishing back there on October 29th, having navigated the most arid parts of Morocco through exclusive motorcycle trails to reach the Merzouga desert. The first '1000 Dunes' was staged in 2018.

Building clean



In the world of design, all kinds of design, the old mantra that "Less is More" remains as true today as it was when Philippe Starck turned late 20th century design orthodoxy upside down in the 1980s. As true today as it was when Walter Gropius (Bauhaus) and Le Corbusier turned architecture and design orthodoxy upside down in the 1930s.

Now, motorcycle electrification is proving to be an attractive design platform through which new

DC-AFAM chain and sprocket

generations of talented designers can channel their inner minimalism to great effect. Stylishly simple has been the electric motorcycle market's design default aspiration for a decade now.

One of the businesses driving the



"new age of the electrification enlightenment" has been Saroléa - an iconic Belgian brand that was founded in 1850 and went out of production in 1963; the brand was acquired in 2008 by Belgian twin brothers Torsten and Bjorn Robbens.

The Saroléa mission has been to develop and produce high-performance 100% electric race machines. Built by hand at the company's workshop in Belgium, all components are designed and built by

HAAN 19" spoke wheels

Torsten Robbens, who has a background in motorsport, aerospace and military manufacturing.

The SP7 race bike was near the podium at the Isle of Man TT Zero race for two years - finishing fourth in 2014 and fifth in 2015 - recording an average

Athena - GET with the green programme

Italian high-performance parts specialist Athena (Alonte, VI, Italy) has renewed its packaging for its GET brand parts - maximising the eco-friendly qualities of the materials and processes used. GET is well known worldwide for its innovative racing ECUs, data loggers, smart and power tools for motorbikes. The new packaging being used is the latest in an ongoing sequence of initiatives and changes that Athena is making to its

business procedures to make it more environmentally responsible and to comply with current environmental regulations. The regulations require a labelling that clearly identifies the materials of the packaging to facilitate proper disposal. Space optimisation, plastics reduction and new dedicated graphics are the main features of the new GET packaging. All the boxes have been designed to optimise the

shipments and their internal compartments have been revised to better protect the products and the accessories. In addition to the new GET packaging, Athena has also presented new product manuals that have been revised in terms of both graphics and contents, with all the additional information necessary for the correct installation and use of the product. In addition, Athena has updated


**HAAN
WHEELS**
domino


speed for the one-lap event of 106 mph (171 km/h).

Subsequent data logging and other issues forced a withdrawal from the race in 2016, and since then the company has been focussed on pursuit of its vision to "develop the ultimate road legal electric motorcycle based on our race bikes". The goal is limited edition street models based on the same technology and performance as its SP7 TT race bike.

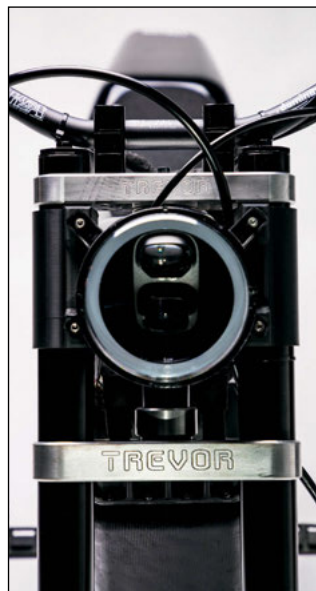
That search saw them create the Manx7 and the N60MM.01 streetfighter and N60MM.07 Café Racer style electric motorcycles in collaboration with Antwerp based The Mighty Machines (MM) - which brought Saroléa into contact with well-known MM Creative Director Philippe Stella.

After spending a year working on the N60MM.01 for Saroléa with motorcycle professional Jeroen-Vincent Nagels (while working on the MM project), Nagels and Stella had the idea to translate their leisure time enthusiasm for flat trackers into an electric flat tracker concept. The design of the bike that became the 'Trevor' was done in California by former Altamán John McInnis (who has since moved on to be with LiveWire).

Stella and Nagels returned to Belgium (from Spain) to co-found Trevor Motorcycles. The gloriously minimalist flat track inspired 'Trevor' electric motorcycle being handbuilt in series volume by Saroléa in Belgium and showcased at EICMA by DC-AFAM in November 2021.

As it should, the design simplicity camouflages the attention to detail and the quality of the execution and components selected and specified for the 'Mighty Black' DTRé Stella.

The goal that Stella and Nagels conceived while living at Cadaqués in



Catalonia was to "create a sustainable and agile electric motorcycle for all terrains, from the urban jungle through the city's harbour into the country. A motorcycle that could reach 90 kph with ease, as an instant reaction to the 260 Nm of torque at its rear wheel". The DTRé Stella has an air-cooled, brushless DC3 motor in a chrome molybdenum trellis frame with an up to 11 kW, 2.7 kWh Li-ion C-battery (upgrades available in 2023). Dutch built 19-inch Excel/Takasago 7000 wheels by Haan and the Domino HAS handlebar speak to Stella's flat track enthusiasm with a lightweight, precision-machined AFAM X sprocket, partnered with a DC chain to get as much of the power as possible into the Dunlops.

Suspension is Öhlins' 43 Blackline front fork and Öhlins' Blackline coil-over mono shock absorber at the rear. The body is in robust, durable, lightweight ABS and the brakes (front and rear) are made in France by Beringer. Fully street legal, the DTRé Stella is A1 (EU) licence-friendly.

www.trevormotorcycles.com
www.sarolea.com

NEWS BRIEFS

The California Air Resources Board (CARB) has reached a settlement agreement with North Las Vegas based Dynojet Research (and its Dynatek ignitions subsidiary) for \$2.1m for violations of CARB's air quality regulations. This is the second enforcement action against Dynojet. In 2007, CARB settled with the company for \$1m for selling non-exempt aftermarket vehicle parts in California that violated the state's air quality regulations. CARB says the latest violations were discovered in part due to CARB's relationship with the U.S. EPA. The infractions are said to have revolved around Dynojet's Power Commander. "While Dynojet received approval for exemptions of several add-on or modified parts from its product lines, the company also offered products such as the Power Commander and Dynatek ignition system that have not received exemptions from CARB and failed to meet California's regulations".

The Yamaha factory team has announced that it is to exit the Dakar and FIM Rallies. As the only manufacturer that has been in each Dakar Rally since motorcycles started to participate in 1979, its early years and 1990s success hasn't been replicated - its last Dakar win was in 1998 and last podium seven years ago. It has therefore pulled out of the 450 cc class at the Dakar and the FIM Cross-Country Rallies World Championship. Of the 168 motorcycles in the 2022 Dakar Rally, only nine of them were Yamahas. It will continue with its UTV effort, however. The company has also hinted at a possible return if it can develop its Ténéré 700 into a Rally-capable platform.

Described as building on the success of its 'Yard Built' custom bike projects, Yamaha has launched a youth rider facing ambassador led 'Free Spirits' campaign for the lightweight Yamaha XSR125. The youngest member of the Faster Sons family, the programme will be operated in Italy, France, Germany, Greece, Spain and Portugal. "The ambassadors themselves lead the design and changes to their XSR125 custom builds, visualising their unique requirements to create a new breed of 'Yard Built' with a real-world practical value to enhance their daily lives". The ambassadors will be drawn from a wide variety of specialties, including musicians, wakeboarders, surfers and artists.



the manuals to reduce paper consumption. The GET packaging will only contain the main manuals in their traditional printed form, leaving space for a new, dedicated online landing page for additional specific information about the use and the installation of the materials. End users will be able to easily access the additional materials by scanning a QR code on the packaging.

www.athena.eu/en-us/



NEWS BRIEFS

Polaris has struck a deal with Qmerit, "a leader in green energy transformation with the largest nationwide network of certified electrical installers for EV charging, to provide a simple and convenient home-charging installation service solution for Polaris' customers in USA," says Steve Menneto, President of Off-Road. "With the launch of our new RANGER XP Kinetic, customers want a turnkey solution for fast, accessible charging. Qmerit will be the 'go-to' resource for Polaris and our dealers to support these customers' needs."

If Honda can enter the space industry, then why not Sony Corp in the EV market? Sony has created a new division to 'explore entering' the market and unveiled an Electric SUV prototype - Sony's Vision-S sport utility vehicle - at the Consumer Electronics Show in Las Vegas in January. Sony unveiled a prototype electric vehicle called the Vision-S sedan two years ago. This was viewed mainly as a way to promote the batteries and sensors the group sells to other car manufacturers. The Vision-S has been road tested in Europe since 2020. If or when the project matures, it is unclear as to whether Sony plans to do the manufacturing themselves or outsource the construction of Sony designs to a third party.

AMA Hall of Famer and leading off-road and motocross racer Preston Petty has died. His career spanned the 1950s through the early 1970s and he was the owner of Petty Plastics, a ground-breaking plastic motorcycle component business that changed the face of motorcycle racing. Petty passed away on Jan. 16. He was 81.

As part of its plans to mark its 60th anniversary, Brembo is planting a forest of 14,000 trees. The initiative, in partnership with Treedom, involves all Group employees. It will reduce CO2 in the atmosphere and support local farming communities. The Brembo Forest will be planted in Kenya, near Lake Victoria, where Brembo will work in partnership with web platform Treedom - the first such system to allow trees to be planted remotely and their stories followed online. Brembo aims to be a carbon neutral company by 2040.

Bitubo Suspension - "We're coming to America!"

Internationally respected Italian suspension specialist Bitubo has announced the opening of a North American headquarters operation - Bitubo USA LLC, based in Miami, Florida.

Renowned as world champion race suspension experts since 1963, Bitubo has always had some sales in the United States and has a larger and broader product offer than most people in the United States realise. However, having seen positive results from its initial efforts to market the brand and products (street and race product for 'mainstream'/metric models as well as for H-D and Indian Motorcycle applications), the company has now decided to "step it up another gear".

The company has hired ex-Tucker man Tom Owens as Director of Operations for Bitubo USA and former Progressive Suspension, Burly Brand and Performance Machine brand manager Sean Delshadi to drive demand as Marketing Director.

Based near Padua in northern Italy, Bitubo is now in third generation Mardollo family ownership, with CEO Gianni Mardollo and current President Giorgia Mardollo implementing a development plan that has seen the company make substantial manufacturing investments too. These have included successfully commissioning modern state-of-the-art manufacturing capabilities with full ISO 9001 certification, plus ABE and TÜV compliances.

Its streamlined production processes have been matched by a major investment into increased resources for what was already widely regarded as an industry-leading research and development centre.

Gianni Mardollo (CEO - Bitubo SRL) stated that "the development of U.S. sales and marketing started several years ago and has certainly contributed to the growth in our turnover. At the same time, it highlighted even greater opportunities for expansion. Our priority has been to make sure that we can scale up to meet the demand we are generating without compromising the manufacturing precision or suspension performance quality that the Bitubo brand has been known for. "After nearly 60 years, the creation of our American branch is a fundamental and logical next step to help us meet the growing demand for Bitubo suspension components in a U.S.



Left to right: Sean Delshadi, Marketing Director; Giorgia Mardollo, President; Gianni Mardollo, CEO; Tom Owens, Director of Operations.



bitubo®

market that rewards quality product and service."

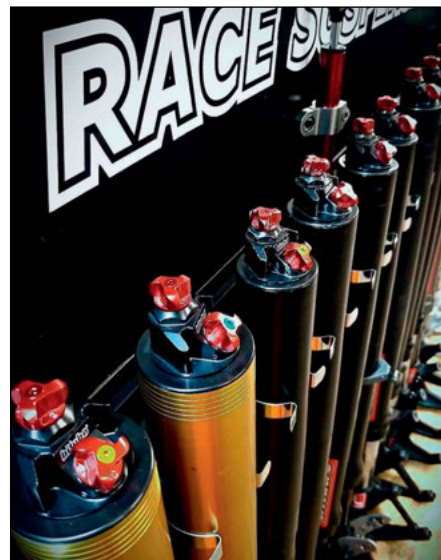
Giorgia Mardollo (President - Bitubo LLC) stated: "With the birth of our American branch we complete the first cycle of the prestigious goals that we set ourselves. I am very proud to begin this new challenge. Now, with Bitubo LLC, we are embarking on a five-year development plan that will see us firmly committed to one of the world's most important markets. One where we expect to grow thanks to the undisputed quality of our products and the rapid delivery and service we can now provide."

Sean Delshadi will be leveraging his considerable industry experience in driving premium brands and building demand. Delshadi has 15 years of experience with California based powerhouse brands such as PM, Progressive and Burly.

Tested and developed with fatigue and destructive tests in software and dynamic simulations, on the race

circuit and on the street, Bitubo is successfully engaged in WSBK, BSB, CIV, CEV, IDM and many other national championships around the world.

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NEWS BRIEFS

Honda Motor Co., Ltd. has made a strategic investment in California based Helm.ai "to strengthen its software technology development in the areas of artificial intelligence (AI) and computer vision1 technologies" stating that "Helm.ai has key strengths in the area of AI-based image recognition technologies advanced through unsupervised learning". Founded in 2016, Honda and Helm.ai have been working in collaboration since 2019 through Honda Xcelerator3, Honda's global open innovation programme of Honda.

An as-new example of Honda's RC213V-S has broken a new world record, becoming the most expensive Japanese motorcycle ever sold at auction. Hosted by UK-based specialist automotive marketplace Collecting Cars, the 'MotoGP bike for the road' sold for a total sales price of £182,500 (approx. €157,000/\$136,000). The rare superbike has never been ridden and remains in its original flight case, with just one mile on the odometer. Created with a focus on light weight and agility, the RC213V-S is a road-legal 999 cc four-stroke V4 MotoGP bike, built around a hand-fabricated aluminium frame with carbon fibre body panels and titanium fasteners, resulting in a dry weight of just 170 kg.

The Duell Bike-Center Group has hired Karsten Hofmeister to set up and expand its dealer network in Germany. Hofmeister (56) is described as having 30 years of sales experience, including two decades in the motorcycle business, most recently having been with distributor Hartje's MOT team.

After the rumpus kicked up in Europe losing its largest dealer in Austria (Zündwerk/Strasshof) and the decision to terminate legendary long-standing dealer Bächli H-D in Switzerland, the trauma shaking Harley's dealer network in 'GAS' markets continues. B&B reports that H-D Cologne/Bonn Managing Directors Daniela Kierdorf and Jan Schneider have successfully won a reprieve in court in Germany from their termination amid allegations of racism against parent company K&K Holding Managing Director Georg Kierdorf.

WorldSBK Champions Yamaha and Ferodo continue Partnership

After a stunning FIM Superbike World Championship season in 2021, which saw the Pata Yamaha with Brixx WorldSBK team complete the "triple crown" of rider, manufacturer and team championships, Yamaha and technical partner Ferodo will continue the fight to out-brake their competition in 2022.

With defending champion Toprak Razgatlioglu and 2021 Rookie of the Year Andrea Locatelli, Yamaha's official WorldSBK entry will kick off its title defence campaign at the first round of the season from 8-10 April at MotorLand Aragon, Spain.

Turkish sensation Razgatlioglu's hard-on-the-brakes style, spectacular "stoppies" and unbelievable bike control has become a talking point across top-level motorcycle racing worldwide, and in 2021 a total of 13 race victories and 29 podiums broke



Kawasaki's stronghold on the WorldSBK Championship in one of the most thrilling seasons of the production racing series' history. While the spotlight has been shone on Yamaha's recent achievements, its success certainly hasn't happened overnight. Ferodo has supported the team - and its operations partner

Crescent Racing - since Yamaha's return to WorldSBK in 2016. Ferodo and Crescent's partnership spans more than ten years, both in WorldSBK and in UK off-road championships, with Yamaha's British MX entries including 2021 champions Cab Screens Crescent Yamaha with Estonian rider Harri Kullas.

SC-Project - 2022 Aprilia MotoGP exhaust system technical partner

The progress that Stefano Lavazza and Marco De Rossi have made with their SC-Project exhaust business since it was founded in 2006 has been remarkable. Their race credentials speak to the exhaustive R&D, high-tech manufacturing processes, testing and quality control that the company invests in - in race conditions as well as on the street.

In 2020, SC-Project embarked on a collaboration with Aprilia, initially with the supply of exhaust systems for the Aprilia RS 250 SP Trophy. In 2021, this was extended to include exhaust systems for the Aprilia RS 660 Trophy. Now, for 2022, SC-Project is to be the official exhaust supplier for the RS-GP in the top tier of global racing - the MotoGP class.

Officially a factory team from this year, after months of testing and development work, Aprilia Racing has chosen SC-Project as its supplier of full exhaust system for its 2022 MotoGP effort - with the new RS-GP 2022 now a real factory bike - managed directly by the Aprilia Factory Team.

"The exhaust system for the new Aprilia RS-GP 2022 is totally manufactured inside our headquarters facilities near Milan," says Stefano.

"Our aim is to make this project a case study in Italian design, engineering and manufacturing excellence - the exhaust is a full titanium system and is equipped with an exhaust valve - entirely machined from a solid block of titanium - developed in-house by SC-Project's Race Department engineers."

Marco added that "this component is a technological masterpiece and throughout the electronic management of the bike allows an advanced and extremely precise management of the engine brake of the motorcycle, a fundamental aspect

for the high performance and the huge power of the new RS-GP.

"All our SC-Project staff are excited about this new and important partnership between two Italian companies, and we are both dedicated to show what an Italian partnership can achieve at the top level of worldwide motorcycle competition, the MotoGP World Championship.

"Aprilia Racing has an illustrious racing legacy, having won 54 world titles - we are ready to help them add a new chapter to the Italian racing story."

www.sc-project.com





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Tokyo, JP • Mar 25-27

www.motorcycleshow.org

BikerFest

Lignano Sabbiadoro, IT • May 19-22

www.bikerfest.it

Bike Shed Show

London, UK • May 26-30

www.bikeshedmoto.com

Isle of Man TT

IOM, UK • May 29-Jun 10

www.iomtt.com

Wheels & Waves

Biarritz, FR • Jun 29-Jul 3

www.wheels-and-waves.com

BMW Pure & Crafted

Berlin, DE • Jul 1

BMW Motorrad Days

Berlin, DE • July 2-3

World Ducati Week

Misano World Circuit, IT • Jul 22-24

www.ducati.com

Glemseck 101

Glemseck, DE • Sep 2-4

www.glemseck101.de

European Bike Week

Lake Faak, AT • Sep 6-11

www.harley-davidson.com

Italian Bike Week

Lignano Sabbiadoro, IT • Sep 15-18

www.italianbikeweek.net

INTERMOT

Cologne, DE • Oct 4-9

www.intermot-cologne.com

Salao Duas Rodas

Sao Paulo, BR • Nov 1-6

www.salaoduasrodas.com.br

EICMA (#79)

Milan, IT • Nov 8-13

www.eicma.it

Motorcycle Live

Birmingham, UK • Nov 19-27

www.motorcyclelive.co.uk

Motor Bike Expo (MBE)

Verona, IT • Jan 26-29, 2023

www.motorbikeexpo.it

Motorrad Leipzig

Leipzig, DE • Feb 3-5, 2023

www.zweiradmessen.de

AIMExpo

Las Vegas, USA • Feb 15-17, 2023

www.aimexpousa.com

Swiss-Moto

Zurich, CH • Feb 18-21, 2023

www.swiss-moto.ch

MotorBeurs

Utrecht, NL • Feb 23-26, 2023

www.motorbeursutrecht.nl

Irish Motorbike & Scooter Show

Dublin, IE • Mar 3-5, 2023

www.irishmotorbikeshow.com

<<< Continued from cover

Twin Air, CEO Herman Zijerveld commented: "We are looking forward to the future collaboration, and are proud to be part of the Duell success story."

"By combining Scandinavian strength with Dutch commercial expertise, we can make the most of this collaboration. Duell's determined attitude fits perfectly with TMV's ambitions, so I am confident that together we will grow faster than we ever imagined and better serve our customers, partners and employees."

www.duell.fi

www.tmv.nl



The TMV acquisition follows a series of expansion moves, including a decision to open its own subsidiary in the UK, the acquisition of IGM Trading (also Netherlands), followed by Tecno Globe in France and a Finland stock market listing at the end of 2021.

Moto-Master HALO T-Floater racing discs

Ever since their first introduction into the racing scene in 2018, Moto-Master HALO T-Floater discs have quickly become a force to be reckoned with - currently they are World Champion Supersport 600 with Ten Kate Yamaha and World Champion Supersport 300 with MTM Kawasaki. They are also IDM Superbike Champion brakes and the 'weapon of choice' for the BMW Motorrad Factory Team and many others in World Championship Endurance racing (2021 vice World Champion).

Moto-Master's Rolf Verhagen told IDN: "The T-Floater system ensures precise controlled full floating action under the most severe racing conditions. This heavily reduces front wheel drag while the HALO design outer ring design ensures equal heat dispersion under high thermal load. "This prevents the formation of hot spots which lead to uneven deposit of friction material onto the brake disc surface."

For professional racing and advanced track day use, the outer ring thickness



is available in 6.0 mm and 7.1 mm and features an extra cooling slot on its external perimeter. HALO T-Floater discs are FIM WSBK homologated.

www.moto-master.com

BAAS Bike Parts - 20 years of electronic accessories



Dirk Baas spotted that motorcycle and scooter riders were already facing the need for better, more advanced and certainly more ergonomic accessories for the growing use of electronics on PTWs as long ago as 2001 - and the demands being placed on on-board power sources have grown exponentially ever since.

The BAAS business model has always been to sell through wholesalers, distributors and importers, and ever-increasing product demand has meant that Dirk has had to move his company three times since he started. He moved into his current 280 sq m (3,000 sq ft) warehouse and office space of 280 sq m in Abstatt in southern Germany in

2015, where three employees and two freelancers process hundreds of orders for thousands of parts every month. Today's universal motorcycle and scooter accessories programme includes socket systems, USB chargers, accessory cables, chargers and plastic parts and components. Dirk has always been quick to respond to the 'direction of travel' in electronic accessories, with new products coming to market regularly. A major accolade for a small business came in 2016 when KTM selected a BAAS USB on-board socket as original equipment on a KTM model - and it can still be selected as an accessory in the KTM vehicle configurator.

www.baas-parts.de



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Zongshen to make Aprilia-powered 900 cc twin

By Ben Purvis

Zongshen has worked with Piaggio for well over a decade, having established the Piaggio Zongshen Foshan Motorcycle Co, Ltd. back in 2004. Later this year, the Chinese company is expected to launch its largest-capacity bike yet in the form of a 900 cc V-twin, using an engine designed by Piaggio's Aprilia subsidiary.

That engine will almost certainly be the same design that powered Aprilia's Shiver and Dorsoduro, and the announcement suggests that the

Zongshen Cyclone RA9 concept bike shown last year might well become a production machine.

The RA9, shown at the CIMA event in China in late 2021, was effectively a rebodied version of the Aprilia Shiver 900, sharing the same V-twin engine and an identical part-steel, part-alloy chassis. It differed from the Aprilia it was based on by using a single-sided swingarm and completely new styling that included a distinctive, oversized exhaust pipe under a foreshortened single seat tail.

A production RA9 would probably be a later step in the process, since the initial result of the 900 cc V-twin announcement is expected to be an Aprilia-branded model for the Chinese market. That may well turn out to simply be the Shiver or Dorsoduro, reworked to suit Chinese customers, but otherwise largely unchanged. At the moment, the Piaggio Zongshen venture makes several Aprilia models, up to and including a 250 cc sports bike based on the RS125 we get in Europe.



BRP - jobs offered on Côte d'Azur

Valcourt, Quebec based BRP (Bombardier Recreational Products) says it "has a long-standing history of putting design and innovation at the core of its strategies". Having opened the Laurent Beaudoin Design & Innovation Centre at its Canadian HQ, the company has now announced a second such centre with the implementation of a design

studio in Sophia Antipolis in the South of France. "The new studio will officially open its doors in December 2022, marking another important step towards developing and leveraging its design expertise worldwide. In this new studio, design professionals will further



make use of BRP's diverse know-how and focus on conducting advanced concept studies in the world of sustainable mobility amongst other things.

"Due to geographical proximity and understanding of market dynamics, the facility is also uniquely positioned to provide additional design services to

internal partners based in Europe and Scandinavia such as Rotax (Gunskirchen, Austria) and Lynx Snowmobiles (Rovaniemi, Finland)". The European design studio team will be headed up by a dedicated design manager and comprised of several product, transportation and CAD designers.

www.brp.com

Brabus/KTM collaboration gone in 115 seconds

The BRABUS 1300 R, the first motorcycle in a new official collaboration between KTM and

German "luxury mobility experts" Brabus, is an exclusive 154 model limited edition "luxury naked bike"... and if you wanted one? Bad luck. They're gone. Done. Over. Sold from the KTM website in 1 minute and 55 seconds apparently!

Known for aggressive pricing and exclusivity, the 1300 R was the first ever Brabus branded motorcycle and is said to represent just the start of an official partnership between the Gelsenkirchen based Mercedes tuner and customiser and KTM - the goal

being to create "unique and fresh modern luxury motorcycles clearly differentiated from the standard KTM product portfolio". Described as a "fascinating new addition to the Brabus portfolio of bespoke, high-performance luxury mobility products that fuses the Brabus-typical 'Black and Bold' design language with the highly sophisticated platform of the KTM 1290 Super Duke R EVO", the 1,301 cc V-twin platform is said to deliver "high levels of rideability thanks to WP semi-active

suspension technology and rider-enhancing electronics".

Built with "exclusive high-end elegance", bespoke carbon fibre elements and a "host of signature Brabus features" including lightweight Brabus monoblock Z forged wheels developed specifically for this model. It was available in a choice of two exclusive colourways - Magma Red and Signature Black - with both variants limited to just 77 units.

www.brabus.com



Ducati Unica programme

By Ben Purvis

For years, top-end car companies like Ferrari and Rolls Royce have offered to tailor-make vehicles to suit the precise requirements of their wealthiest and most demanding customers. Now Ducati has added a similar ability in the form of the Ducati Unica programme. Operated by Ducati Centro Stile, the company's design department, Ducati Unica

allows customers to interact directly with designers who will interpret their desires and create one-off machines to suit their precise demands. Customers joining the scheme will be invited into Ducati Centro Stile to speak directly to designers and establish their request, with follow-up visits to see the progress of their bikes during the building and customisation process.

Ducati has shown three custom models to illustrate the capabilities of the service. There's a Superleggera V4 - already a limited-edition machine at the very top of Ducati's range, Unica's Streetfighter V4 'Uno di Uno' and a Scrambler Unica. The involvement of Ducati's own designers is intended to ensure that the one-off customs from the Unica programme are



still genuine Ducatis. The company says it will only consider custom requests "considered to be in line with the values of the brand". Each bike also comes with a certificate to show its origin.



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QJMotor - 400 cc, 500 cc and 600 cc models

By Ben Purvis

QJMotor is set to become a better-known brand outside its Chinese homeland during 2022 with a Moto3 race effort under its name and a growing ambition to offer its ever-growing range of bikes in Europe.

The Moto3 effort will be with the well known Avintia team, using KTM race bikes rebranded to sport the QJMotor branding, with European sales intentions heavily suggested by QJMotor's presence at EICMA last year. Given that the company's own brand is effectively a Benelli sister brand, owned by the same Qianjiang parent company, there is no surprise that it shares many of the same frames, engines and suspension components with Benelli models, and there's already a dealer and distributor network in place should it decide to enter the European market.

Indeed, QJMotor's latest new models,

revealed in Chinese approval documents, look increasingly convincing from a European perspective.

They start with a redesigned version of the 600 cc four-cylinder sports model, the 600RR, which itself is made around the engine and chassis of the old Benelli TNT600i. That bike dropped off the radar in Europe after the Euro 4 emissions rules were introduced, but recently Qianjiang has been developing an upsized 650 cc version that might well be able to meet Euro 5 requirements. This new QJMotor initially retains the 600 cc version but gets new bodywork, including a restyled nose with more modern headlights and the addition of GP-inspired winglets.

Other changes include a new exhaust, while the engine's output - 87 hp - is rated as being 7 hp higher than the

previous generation. The suspension comes from Marzocchi, which recently signed a deal to allow Qianjiang to take over the responsibility for manufacturing its components in China; the brakes are Brembo. The new SRV500 is an addition to the QJMotor range based on an existing model of the same name.

QJMotor has also been working on a new 400RR, 400R and SRK400, all based around a new 400 cc parallel twin engine. The 400RR is the top version, with a single-sided swingarm and dual front brake discs, while the 400R shares the same fully-faired styling.

Just as Qianjiang has a deal with Harley-Davidson, it also has an arrangement to manufacture smaller models with MV Agusta. The first will be the newly launched MV Lucky Explorer 5.5, which shares many of its

SRK400



600RR



parts with QJMotor's 500 cc adventure bike and the near-identical Benelli TRK502.

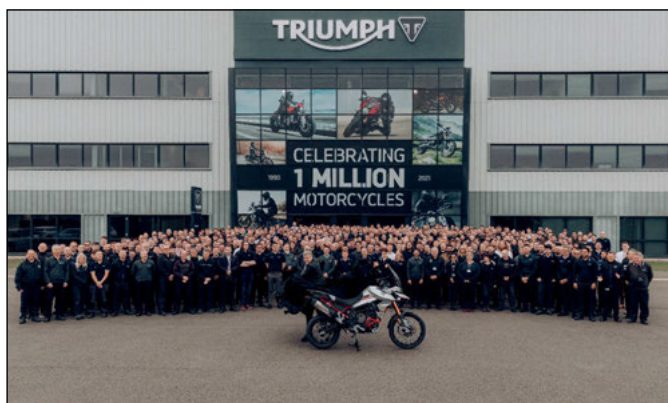
Kawasaki celebrates 50 years of Zs

By Ben Purvis

This year marks half a century since the debut of Kawasaki's game-changing Z1 superbike. To mark the occasion, the company has added four limited-edition 'Z50' models to its 2022 Z range.

All four carry 'Z50' badging and special paintwork that recalls earlier Z models - the Z900RS (seen here), which is a direct tribute to the Z1 anyway, and

the retro Z650RS and two RS machines, which are already retro bikes, have been given a 'Z50' makeover for 2022. Instead of copying the original Z1, they take inspiration from the Z1100GP from the 1980s. Kawasaki will also give owners a limited-edition 50th anniversary Z Book, which will not be offered for sale separately.



The latest annual results for Triumph Motorcycles (to 30 June 2021) display a remarkable degree of recovery from the Covid pandemic's early depredations. But the brand may have done even better, according to BDN's Financial Editor Roger Willis.

According to the Triumph Motorcycles directors' report, overall turnover

during this 12-month period grew by 25.8% to £502.3m. Within that, the UK revenue contribution was 18.7% up to £69.9m. The rest of Europe yielded a 27.3% rise to £234.1m. North America added 58.4% to £116.5m, while the rest of the world fell by 1.1% to £81.8m.

Global yearly motorcycle sales

Triumph doing well?

volume stacked on an impressive 44.6% to 70,838. Some 86.1% of these machines were sold overseas. But distribution and admin costs still overwhelmed a gross profit of £50.2m to result in an operating loss of £6.5m and net loss of £7.9m - recovering from a horrendous operating loss of £44.2m and net loss of £35.8m in the previous fiscal year. However, the annual strategic and directors' reports covering the same period for Bloor Investments, the ultimate parent of Triumph Motorcycles, plus large-scale house construction and plant hire businesses, tell an entirely different story.

This version of events kicks off by saying: "The year's profitability to 30 June 2021 has been primarily driven

by the £95m turnaround of the Triumph business from a loss off £40m to a profit of £55m."

All the numbers for what is identified as Triumph Motorcycles Group are variant. Triumph's turnover apparently climbed by 27.8% to £613.2m, delivering a pre-tax profit of £50.1m - against a loss of £40m a year earlier. Sales volume was 40.5% up to 76,438 bikes and 88.6% of them were purchased overseas.

Presumably such figures came from inputs to which nobody outside the enigmatic John Bloor's inner sanctum is party. Could they be associated with recently migrating to an offshore tax jurisdiction? As of August 2021, Bloor senior relocated from rural Wales to take up residence in Guernsey.

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Valeo electric powertrain

By Ben Purvis

Valeo is one of the biggest automotive parts suppliers on the planet, so its decision to create a low-cost, compact, off-the-shelf powertrain for electric bikes could turn out to be a pivotal moment in the spread of battery-powered two-wheelers.

While previously focussed on cars rather than bikes, Valeo is a giant by any standards with 187 production facilities in 33 countries, 63 R&D sites and more than 100,000 employees. What's more, its motorcycle powertrain design is based on mass-made components already being made for hybrid and electric cars, making for economies of scale that could radically slash prices, allowing small motorcycle brands around the world to grab a ready-made motor and transmission that's suitable for widely

used 48-volt battery packs.

Valeo demonstrated its powertrain in a modified Super Soco TC Max, replacing the original Chinese 60-volt battery and 5 kW motor with its own 9.4 kW, air-cooled motor and a suitable 48-volt battery, upping performance to something close to a 125 cc petrol-powered bike.

Valeo already has a market share of more than 30% of the global market for 48-volt hybrids, and the air-cooled motorcycle motor is derived from a starter/generator that also provides an electric power boost for mild hybrid cars. The same unit is also in mass production as the power unit for the Citroën Ami electric city car.

For the motorcycle application, it's incorporated into a single-speed reduction transmission, in a package

weighing less than 17 kg. With multiple motorcycle manufacturers converging on the idea of a 48-volt standard for swappable battery packs - such a standard has already been drawn out in Japan and a European consortium is hammering out similar specifications at the moment - the Valeo motor/transmission, with integrated control electronics, promises to be perfectly placed to capitalise on that.

While the petrol engines powering today's motorcycles are an integral part of their character, often used by brands to distinguish themselves from rivals, future electric models won't be able to use that tactic.

Riders aren't likely to notice or care about who made the whizzing electric motor driving their bikes, or to be able



to distinguish one from another, opening the door to opportunities for a host of new brands, bolting off-the-shelf suspension, lighting, instruments and powertrains to their own frames and styling in a way that's likely to see the most significant shake-up in the motorcycle manufacturing status quo since the rise of the Japanese industry.

Piaggio joins the radar revolution

By Ben Purvis

Radar was one of the key new technologies to appear on bikes in 2021 - showing up on the Ducati Multistrada V4, BMW R1250RT and R1800, KTM 1290 Super Adventure S and the Kawasaki Ninja H2 SX. Now it's set to appear on lower-cost models, even scooters, with Piaggio in collaboration with Israeli company Vayyar.

All the initial radar systems used by BMW, Ducati, KTM and Kawasaki have come from Bosch and are derived from car-mounted radar sensors. Triumph has also launched a radar-equipped model for 2022 in the form of the new Tiger 1200,



albeit with a rear-facing sensor only, supplied by Continental. Piaggio's deal with Vayyar promises something quite

different, as Vayyar's radar is a so-called '4D' system that uses far more sensors than rival designs. Its radar-on-a-chip makes for a very compact radar unit, with a longer range than the rival Bosch system and, with many more antennae, it also has a wider field of view and the ability to keep tabs on a greater number of 'targets' in the form of other vehicles or roadside objects.

By monitoring these object's radar reflections and using the Doppler effect, it also works out their direction and speed of travel, helping to build a picture of its surroundings. The wide

field of view also means that two radars - one front, one rear - will give nearly 360 degrees of sensor coverage. On the downside, the Vayyar system isn't a proven design with years of development and manufacturing behind it like the Bosch set-up, favoured by the early adopters so far. Piaggio hopes that the system will be cheap and compact enough to make it viable to use on small, low-cost bikes like scooters, rather than reserving it for high-end models, with the first vehicles fitted with the set-up due to be launched before the end of 2022.

Triumph TE-1 prototype

By Ben Purvis

Every serious motorcycle company on the planet is pouring resources into the development of electric bikes at the moment, in the knowledge that a combination of legislation and environmental pressure will spell the end for the combustion engine in the

foreseeable future. Most are keeping their developments under wraps, but Triumph has taken a more open approach with regular updates on the development of its TE-1 prototype.

Phase 1 saw Triumph join forces with Williams Advanced Engineering (of Formula 1 fame), responsible for the battery development, Integral Powertrain for the electric motor, and WMG at the University of Warwick in central England for testing and simulation.

Phase 2 saw the collaborators reveal a finished powertrain and battery mounted in a prototype frame, along with a design image of what the complete bike would look like. Now phase 3 is complete, and with it the

entire initial prototype has been completed and is headed for phase 4 testing.

Triumph has completed the frame, subframe, cockpit, bodywork and the transmission, complete with a carbon belt final drive, and added Öhlins suspension and Brembo brakes to the mix along with Triumph's own control software for the chassis side of the bike.

Williams has made a prototype of its final battery design, complete with DC-DC converter, control unit, cooling and charging equipment, as well as carbon fibre covers to suit the bike's styling. Integral Powertrain has completed its prototype motor and inverter, with integrated cooling in a

10 kg package capable of making close to 180 hp for brief periods and a continual output of around 120 hp. Finally, WMG has completed simulations and rig testing, leaving a bike that's now ready to hit the rolling road and then the test track.

Triumph CEO Nick Bloor said: "It has been truly exciting to see the progress made during phase 3 of Project Triumph TE 1, with the final prototype motorcycle now going into real life testing."

"We look forward to continuing the ambitious and innovative work on the TE-1 demonstrator prototype through the live testing phase and sharing the outcome with Triumph fans across the world."



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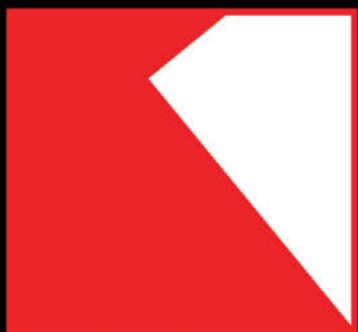
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Technical Touch - Belgium

Technical Touch of Lommel, in Belgium, is a well-known name in the MX/Enduro market, having roots going back more than 30 years since it was founded in 1992 by Jan Berthels.



Jan was the personal suspension mechanic for none other than the great Stefan Everts and was the personal suspension mechanic for ex-World Champion MotoGP racer Kevin Schwantz.

After seeing how difficult it was to obtain OEM KYB parts, Jan leveraged his contacts and knowledge with KYB Suspensions in Japan and in the MX market and started as a one-man suspension business.

He worked closely with KYB and put a lot of effort into closing a deal with KYB in Japan to become the only exclusive importer for KYB detailed motorcycle genuine parts and oils in the world. With this deal he started providing in-house servicing and technical support for new customers and distributors.

Besides its own service centre with in-house technicians, "Technical Touch provides official KYB racing service for factory teams that use KYB suspension and teams who rely on our KYB factory kit suspension in the MXGP, MX2 and EMX series,"

Jan Berthels



Jan's son Jannis Berthels told International Dealer News when we met at EICMA in November 2021.

"With more than 16 years of KYB experience in distributing OEM spare parts, assembling and designing factory kit suspension and providing the official racing service, Technical Touch was ready for the next step," explained Jannis.

"In 2007 we founded Technical Touch USA to supply the North and South of America with KYB detailed motorcycle genuine parts and oils.

"In addition to KYB, we also became the European importer for Hinson Clutch Racing Components and the American importer for X-Trig, and supply the European market with Yoshimura exhausts, American made ODI grips and the German X-Trig triple clamps and racing components brand."

Nine years later (2018), Technical Touch started supplying several European motorcycle brands with KYB OEM suspension and products - brands such as Sherco, Rieju and, the latest addition, Barcelona

based Stark's VARG electric motorcycle - said to be the fastest motocross bike in the world.

"By doing this, we hope to realise our core business mission - to make the KYB brand recognised by every individual in the off-road motorcycle sector and let them become aware of the KYB name and quality. Now, our 30 years of KYB experience has given us extensive expertise in distributing OEM spare parts and suspension, assembling and designing factory kit suspensions, and providing an official racing service, has put us in a position to work at expanding the business further."

Technical Touch has its headquarters based near the legendary, indeed iconic MX racetrack at Lommel in Belgium, and its USA operation in the Los Angeles, California area, and the fast growth of the last year, has seen its number of employees grow by more than 70%.

Jannis explained that TT is built around five pillars that define its business activities and structure. First, of course, is distributing KYB motorcycle genuine parts and oils and with that, secondly, providing official KYB racing service at the MX Championship series races and tracks around Europe and the world throughout the season.

Its third pillar is its R&D and testing work capacity and experience - a competence built to support the KYB brand and its suspension customers that puts it at the top level in Europe with the leading race support suspension specialists.

The fourth pillar is its developing OEM business - and the move into supplying electric motorcycles may yet turn out to be one of its most important developments of recent years.

Then, fifth, its status as European importer for the likes of Hinson Clutch Racing Components and supplying other leading brands such as Yoshimura, ODI and X-Trig gives it a foot in 'the big game' with the expertise to match.

"As the go-to 'Company of Reference' for KYB OEM projects in Europe we are constantly looking for other manufacturers who want to upgrade their suspension by using KYB - for on and off-road.

"In the past year, we have been setting up a more specialised network of suspension dealers all over the world to provide KYB factory kits and service, all handpicked, carefully selected and trained so we can guarantee the highest possible quality for our end customers.

"For 2022 we have updated our factory kits with improved performance and durability to bring them closer to the products that the race professionals use. The factory kit fork axle brackets have been



Stark's VARG electric motorcycle - said to be the fastest motocross bike in the world.



Jannis Berthels

completely redesigned to not only have a more aesthetically pleasing appearance, but to also come closer in looks and weight to full factory-made axle brackets.

"Our factory kit fork axle brackets have been completely machined out of high-grade aluminium to provide rigidity and strength while maintaining a

low weight - they receive a hard black coating through anodising to withstand the harsh conditions our factory kit forks are used in.

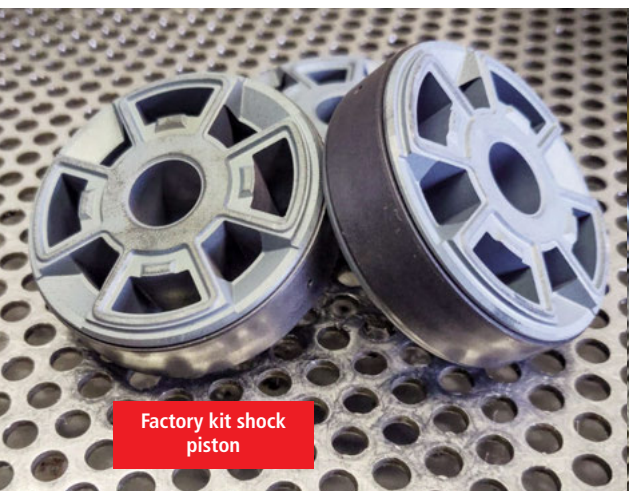
"The factory kit fork internal had an upgrade as well with a brand new designed free piston made fully out of Teflon with its low friction coefficient. This free piston promotes a better flow of oil in the compression side, resulting in a smoother ride.

"For the factory kit shock, the clevis is also completely redesigned with a hard black coating through anodising to improve resistance and durability and the KYB logo laser-etched into the clevis.

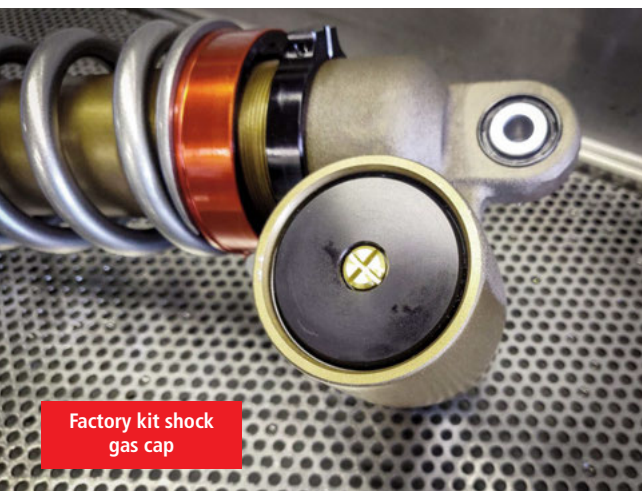
"Sometimes one weak point in the past could be a valve that stuck out of the reservoir - so we have completely worked this away with the valve now recessed into the cap itself without compromising the working of the shock. The gas cap is completely



Rieju MR Pro



Factory kit shock piston



Factory kit shock gas cap



Sherco 450SEF



house our R&D department for the development of new products, testing for KYB and all factory material being handled there as well, plus a 2,000 m² warehouse to accommodate our stock.

"All the R&D, testing and factory material for KYB and TT will be handled in the new building with the latest equipment in the industry, so we can act quickly with the fast pace in the industry and respond to our customers' needs and new model developments."

www.technical-touch.com



machined out of high-grade aluminium, and they also receive a protective hard black coating through anodising, so all the KYB kit components, including our cylinder caps, have been upgraded for longer life and improved performance.

"Internally, the shock piston has received a completely new piston band that promotes less friction and results in a smoother ride. Our KYB factory kits now not only look more like the full factory kits the top factory teams use, but their performance is as close as possible to the full factory materials, designs and specifications.

"As for the future? We have no intention of slowing down, and many projects are in the works now and for the next years. Our old warehouse is turning out to be too small to accommodate our growth and we have run out of space in terms of height, so we constructed a new building that will



Factory kit shock cylinder cap



Factory kit fork free piston



Factory kit fork axle brackets

Enduro Engineering open-ended roost deflectors

Michigan, USA based Enduro Engineering offers importers and its dealers in Europe access to a wide and growing range of product designs for Enduro enthusiasts.

Seen here, this open-ended roost deflector is said to be the "strongest on the market". Mounting directly to the brake and clutch lever perches, they don't take up any extra space on the handlebars.

The perch mount is manufactured from lightweight, high-strength, billet 6061 aluminium, and the deflector support bar is made of impact-absorbing composites. The ergonomic design of the mounting bar allows the deflector to flex in the case of an impact, dissipating the energy



Enduro Engineering

and protecting the hands and controls.

Sold as a pair of mounts, the separately sold deflectors are available in a range of model-match colourways.

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Suspension maintenance in a box II

Internationally recognised Italian suspension specialist Andreani Group is good at a great many things - one of them is getting it right where the ergonomics of the suspension technician's life is concerned!

This latest Andreani professional workshop suspension tools and testing set-up optimises workshop space and efficiency. The Andreani universal toolbox contains "all the most important and most often used suspension-specific tools and accessories" and will also accommodate either of its two additionally available specialty suspension tool kits for street or off-road suspension maintenance, repair and tuning. On top is the new Andreani hydraulic spring disassembler (for easy removal of the shock absorber or front fork springs) and the WP shock pressurisation tool - necessary to inflate WP shocks. The toolbox includes the most recent tools developed by the Andreani R&D team, including a fork tube disassembler kit, and (included in the ST package) its fork grub screw removal kit.



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Andreani

"Asterope" jacket

New from Hevik for 2022 is the long "Asterope" jacket with a "typically classic, masculine cut with an urban attitude", suitable for mid-season wear as well as milder winters, with a removable thermal interior and a fixed, breathable, waterproof membrane.

Part of the brand's Urban line, this 3/4 length jacket is a two-layer model with a minimal, casual look made from a polyester fabric.

On the front, the jacket has four large pockets fastened with buttons and a broad flap that runs up the centre and across the collar. The inside consists of a (fixed) waterproof membrane and thermal padding that can be removed.

There are adjustable straps at the sides and wristbands. Safety is ensured by the internal CE1 Level 1 protectors on the shoulders and elbows and by the option to include a back guard (Hevik HFB protector and HCB protector models). The entire garment is certified according to standard EN17092.

"Asterope" comes in a wide range of sizes and in colours black and grey and has a 4,000 mm water column rating.



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Polisport - "Hitting the Street"

Historically best known for its leading ranges of "Performance Plastics" for MX and off-road applications, internationally recognised manufacturer Polisport (from Portugal) used the return of EICMA in 2021 as a platform to showcase a new brand and product line. Polisport Street is a new brand devoted to the street segment that will offer parts and accessories for street motorcycles. After 40 years manufacturing parts and accessories, Polisport is now to leverage that experience to give dealers access to an entirely new programme of designs for additional market opportunities. "We have been a player in the two-wheels business for a long time," Polisport's Helder Tavares told International Dealer News, "developing and producing the best replica plastics and innovative accessories for off-road motorcycles. After 40 years in the off-road business, Polisport has cemented its position as a top quality manufacturer and premium brand, and we achieved that by gathering knowledge and developing exclusive technologies in order to improve industrial processes and produce the best motorcycle parts. "We managed to deliver to market top-quality accessories that stand out for their design, function and quality. Polisport became the benchmark for protections and accessories for off-road bikes, and we now



believe it is time for the next step - it's time for Polisport to 'Hit the Street'.

"In adding products for the street motorcycle market, we will put all our knowledge and experience into the development of parts that could genuinely add something to the segment. To innovate is at our core. We want to blend this embedded philosophy with our technology and knowledge to bring something new for the street motorcycles and for the dealers in that market."

With function and design driving the range, the initial offer will include model-specific engine cover protectors for models such as the Yamaha MT-07 Tracer, Tracer 900, Ténéré 700, XSR 700/900, FZ-07/09, Kawasaki Z900 and Z650/Ninja 650, and Honda models including the CB/CBR 650s, Africa Twins and NC750 line.

Manufactured in "highly resistant polymer" with strategically positioned over-injected metal components, they feature impact-absorbing rubber inserts for even force impact distribution and ship with mounting kits that include OEM quality bolts for a durable and fully reversible, modification-free, easy install.

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S-Line Fibre 'Revenge'



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. Combining design with high-end technology, the S-Line 'Revenge' is described as a "new challenger to the established order of helmets in the Sport-Touring segment."

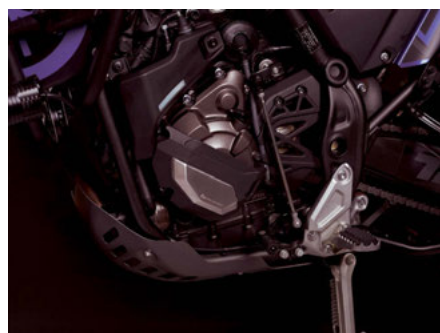
"Designed for the demanding biker, no compromise has been made with its composite fibre shell, ensuring an ultra-lightweight helmet at just 1,380 g."

It features a Pinlock mounted lens as standard, with an aluminium micrometric buckle and optional photochromic screen available. Available in sizes XS to XL and in five different colours.

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. Sifam's growth has resulted into a move to a new 10,000 operating site in the Avignon region - a strategic location that allows improved service times for its dealers.

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.

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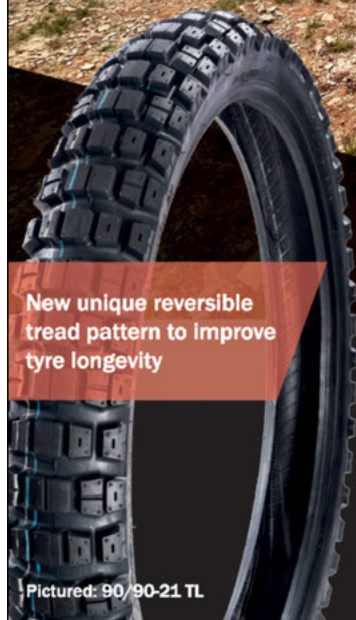
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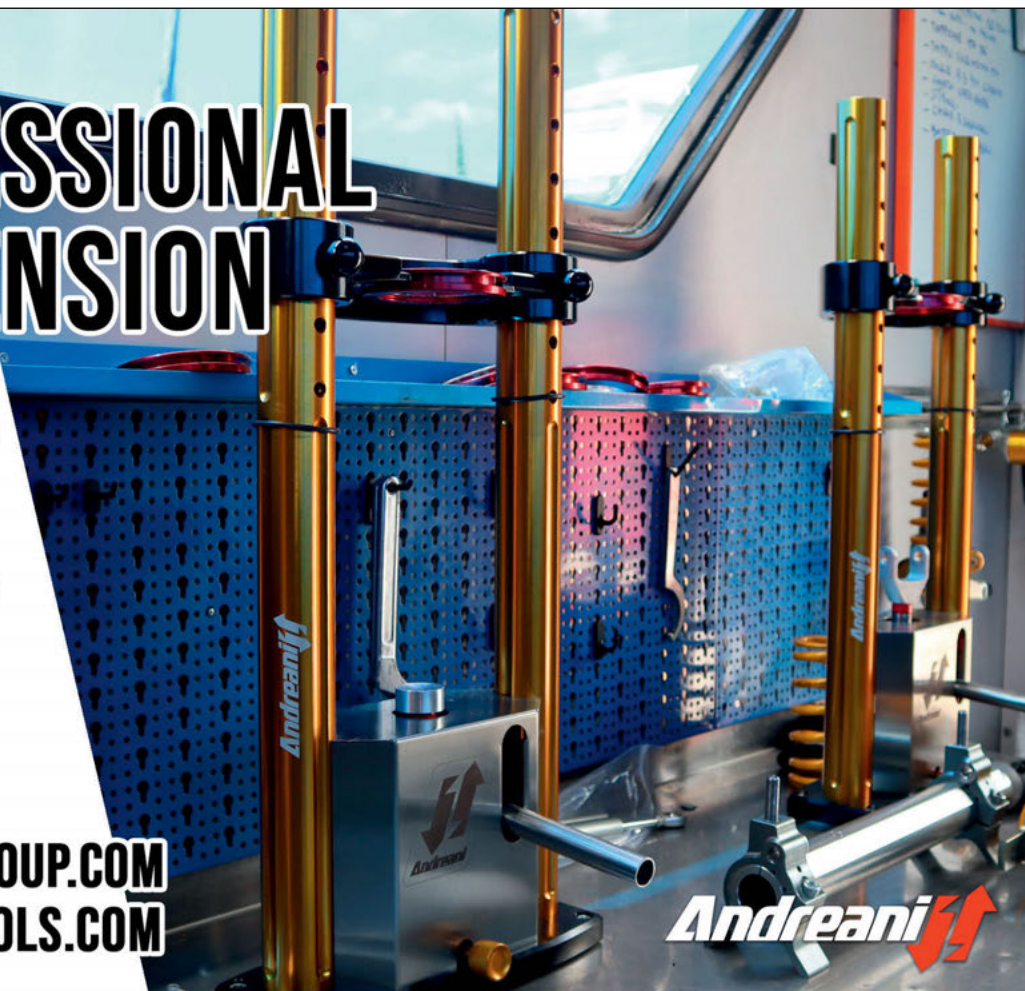
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Getting connected - "Bringing order to chaos"

In the business of charging or drawing power from the battery, making the right, secure and safe 'connection' is important. However, with so many different connectors in use in powersports, it's not as straightforward as it needs to be ...

TecMate saw this problem coming and down the years has planned its platform connectivity carefully and developed a range of premium cables and adapters that can connect most of the different connection systems together - "bringing order to the chaos".

Says **Martin Human**, CEO/CTO of TecMate: "We can't prescribe to OEMs what connector they should use - they all have their own and generally differing



O-01 premium quick-connect permanent battery lead for powersport batteries, with weather protected connection system and cable.

reasons for the choices they make. So, our job is to make life easier for dealers and riders by making adapters that cover most of the options and requirements needed, so riders can hook up to the vehicle's battery, be it to charge or draw power."

OptiMate battery chargers utilise the **industry**



O-19 Ø12 mm DIN power socket adapter.

standard 2-pin SAE connection system - "and we have made sure that the OptiMate SAE connector fits all other SAE 2-pin connectors".

OptiMate's 'O' SAE is a little **better than standard**, it's designed to accept in-line or end cap seals that protect the SAE connection against ingress of dirt and water.

"Often overlooked and misunderstood, **cable temperature rating** is important too," says Martin. "OptiMate is now standardising on SPT-2W



O-20 SAE front mount panel connector.

- the 'W' signifying a -40°C/°F rating and the SPT-2 signifying thicker insulation of 1.1 mm (0.045").

"OptiMate's **waterproof fused battery leads** are a popular choice for OEMs and dealers alike. Fitment of a good battery lead makes it easy for the rider to connect a battery charger when storing their vehicle. Ring sizes from M6 (1/4") to the **innovative dual ring** (M6-M8/1/4" - 5/16") system allow for connection to any powersport battery, including larger batteries used on Side-by-Sides, with bulk quantities 4, 20 or 120 available."

OptiMate offers a range of SAE-to-SAE **extenders** from 180 cm (6 ft) up to 460 cm (15 ft), with an even longer 762 cm (25 ft) extender coming during 2022. OptiMate's range of SAE-to-SAE **panel mount**



O-30 tankbag connector.

sockets include the unique front mount O-20 socket with rubber expander system, designed for when it is difficult to reach behind and tighten that nut. Mounting and connecting is from the front - simply drill the 25 mm (1") hole, make the connection, push the socket into the hole and then tighten the nut on the front, and the rubber expander jams it in position. The conventional O-40 socket line fits an 18 mm (0.7") hole. Short (15 cm/6") and long versions (100 cm/40") are available for both.

Rounding out the panel mount options is the O-30 tank or pannier bag 12V **power-pass through**, a low profile panel mount system that fits the crosshair entry on most tank bags.

"The ISO/DIN 4165 Ø12 mm connector - used extensively on BMW, Ducati and Triumph motorcycles - creates a vibration-resistant connection ideal for motorcycle and even marine use. OptiMate's red BIKE 'DIN' connectors are a perfect fit with **two fully encapsulated plug styles** on offer - in-line (with cable exiting at 180°) and low



O-77 Euro 5 adapter.

O-39 adapter for heated apparel.

profile with cable exiting at 90°. The O-09, O-19 and O-29 adapts from 'DIN' to SAE, whereas the O-39 adapter adapts from 'DIN' to DC2.5."

The DC2.5 connector is an axial 5.5 x 2.5 mm DC **socket and plug system** "used by many heated gear and apparel companies, with a few also using the smaller 5.5 mm x 2.1 mm system. OptiMate's DC2.5 and DC2.1 adapters include the 100 cm O-21 battery lead made with 1.32 mm2 (16AWG) cable designed to pass up to 13 amp of current.

"The most common 12V outlet used in the powersports industry is the 21-22 mm diameter 'AUTO' J563/SAE563 connector," says Martin.

"OptiMate offers **fused SAE to AUTO adapters**, the O-02 that can also adapt to DIN/Ø12 mm socket, and a standard O-12 adapter." Coming during 2022 is the O-22 plug with an **adjustable perimeter expander system** that will keep the plug firmly in the socket during 'hard' hi-vibration riding.

"And then there are the **diagnostic connectors** - found on different motorcycles - that also have a 12V power feed from the battery.

"OptiMate offers a fused O-47 adapter for Ducati motorcycles and the O-57 for MV Agusta, as well as the latest Euro 5 connector that is meant to reduce the number of different diagnostic connectors on European motorcycles to one - OptiMate's O-77 - that has been tested and approved by Ducati."

Martin says there are yet more adapters due for release by OptiMate during 2022, and that this reflects on the complexities caused by the way that power use on motorcycles is evolving.

These will include the **high current EC5 range**, utilising the same connector as used by the majority of lithium jump starters, a magnetic connection system that utilises the **Magcode connector** that is popular in motorsport, and a line of 'DIN' sockets delivered with handle and panel-mount hardware.

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KEiS heated clothing - 2022 updates

UK based distributor Motohaus has built its KEiS heated clothing into one of the bestselling and most advanced ranges available in Europe, and demand has been so strong that additional manufacturing capacity was added recently.

Designed in the UK, the range is comprehensive, huge - from four different styles of heated motorcycle gloves (all EU PPE certified), heated leisure gloves and heated glove liners to three heated jackets, several heated vest and bodywarmer (gilet) designs, heated trousers and heated boot insoles and socks. Widely regarded by reviewers and riders alike as one of the most durable, reliable and ergonomic heated apparel programmes yet devised, the heating technology that powers the KEiS line operates 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 and work 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 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. Seen here is a selection of recent 2022 updates and additions.

all-over warmth. The current draw is a modest 3.25A and typical power is a substantial 39W. A built-in connection flap allows riders to add an optional standard or Bluetooth KEiS power controller, optional extras, enabling the user to change the heat setting and to switch on and off.

KEiS 3-finger heated gloves



Described as "the ultimate in winter luxury", the design of these G301 three-finger heated motorcycle gloves reduces airflow over the surface of the fingers, to keep the heat in and cold out. Inside, each finger has an individual 'pocket' for added comfort and warmth and a luxurious feel. Like all KEiS heated gloves, they feature the latest technology in heat generation: micro carbon fibre panels across the back of the hands and over the top of the fingers - the areas most susceptible to wind chill. Powered from the bike's 12V battery (using cables supplied) or using an optional battery. A layer of 3M Thinsulate offers improved warmth distribution throughout the glove, and a hydrophobic outer shell and Hipora waterproof and breathable membrane ensure 100% waterproofing. Fully CE certified.

KEiS Shorty heated gloves

Now available in a more streamlined short-cuff version, they are designed to sit easily underneath motorcycle jacket cuffs. Features include hydrophobic ballistic spandex outer shell, semi-



bonded Hipora waterproof and breathable membrane and 3M Thinsulate insulation. An integral controller is positioned on the back of the hand; made to CE standard EN 13594.

KEiS sock-it to cold feet

KEiS S302 heated socks are made from a thin, lightweight and breathable soft-shell material and designed to be worn over a pair of normal socks, inside your regular riding footwear. Each pair features Micro Alloy Element Technology for instant warmth when it's needed. They can be powered directly from the 12 volt motorcycle battery, with the power lead supplied. Alternatively, Y-leads - also in the box - enable the user to run power from a KEiS heated jacket or vest down each leg to the heated socks. An optional light duty power controller can be connected to the power lead.



KEiS heated trousers

These new T103RP heated trousers from KEiS are made from a lightweight and breathable soft-shell fabric - with an elasticated waist - so they fit comfortably without restricting movement. When the temperature drops, strategically positioned heated panels with Micro Alloy Element Technology provide instant warmth. Power for the T103RP can come directly from the bike's 12V battery - via the supplied power lead - or they can be connected to a KEiS heated jacket, bodywarmer or vest, for



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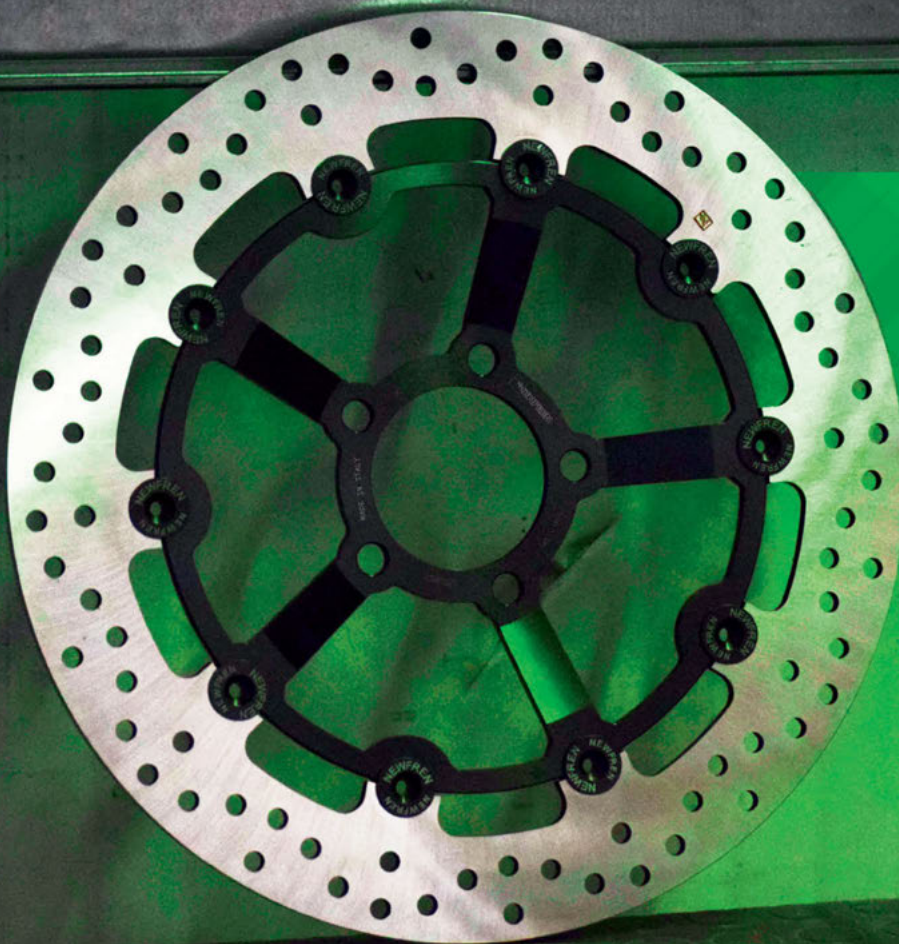


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Vertex Pistons - 'Race Evolution' for 2-stroke off-road

In addition to the multi-championship-winning GP-Racer's Choice pistons, Italian specialist Vertex offers 'Race Evolution' high-performance pistons for the 2-stroke off-road market - with the line updated for 2022 motocross and enduro models.

Developed in the championships, including the MX World Championship, and in collaboration with many of the world's leading race teams, these pistons are designed with reduced top land 0.8 mm special ring, special MoS2 coating featured by specific pockets to facilitate cylinder/piston smoothness and a dedicated racing profile.

In addition to its GP-Racer's Choice pistons, its range of 4-stroke off-road pistons includes hi-tech Replica, High Compression and Big Bore pistons with a molybdenum disulfide coating to enhance smoothness and wear resistance. "Each application has model-specific features that guarantee a perfect replacement for standard OE pistons with an excellent quality/price ratio. An increase in the compression ratio improves power and torque and an increase in displacement greatly improves performance."

The off-road 4-stroke Vertex pistons range has been updated to include the cross, enduro and Supermotard 2022 models and are also available for Beta enduro motorcycles in the 350/390/430/480 RR versions, for the whole KTM, Husqvarna and GasGas range, as well as for Honda CRF 250/450, Kawasaki KX 250/450 F, Yamaha YZ 250/450 F and Suzuki RM-Z 250/450.

Also seen here, Vertex top-end piston kits are renowned for engine maintenance, OE replacement or performance upgrade with all the parts needed to upgrade and renew engine performance and service life "at a very affordable cost".

The kits include the piston (Replica/Race/Race Evolution in the versions for 2-stroke motorcycles and Replica/High Compression/GP-Racer's Choice in the versions for 4-stroke motorcycles), rings, wrist pin, circlips, top-end gaskets and wrist pin bearing (in the versions for 2-stroke motorcycles). Vertex additionally offers a replacement cam chain for free in the 4-stroke kits and a 10% kit discount compared to the individual 2-stroke component costs. These top-end kits have been updated to include the 2022 models.



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meter



Koso Europe says that "thanks to popular demand, the Koso RX3 unlimited TFT multifunction meter is now available with a new 10,000 rpm max. display".

"The architecture remains the same - a brightly coloured 3.5" TFT LCD display in a modern design, but with a brand-new user-friendly interface. The background can be personalised by choosing from five different colours and the brightness setting guarantees the readability of the display - day and night.

"Compact, lightweight, easy to handle and ideally suited for use on motorcycles, trikes or scooters, the ergonomics of the RX3 improve the quality of every trip - functions such as speedometer, tachometer, odometer, gear indicator, target distance or target speed provide all the important information needed during the ride".

KOSO EUROPE

St.Wendel, GERMANY

Tel: +49 (0)6851 978720

info@koso-europe.com

www.koso-europe.com



GIVI full-face MX helmet

With the 60.1 full-face MX helmet, GIVI "challenges itself in the MX segment and targets a younger audience". Available in 'Fresh' and 'Invert' versions, the off-road helmet "has been thoroughly tested in the field and has new ECE 22-06 certification.

"Derived from the special carbon version that GIVI created for rider Simone Cristini, the newly crowned Italian Enduro champion in the 250 4T Junior category, the 60.1 harnesses the company's racing experience to offer a technopolymer shell and a multi-coloured aesthetic that is right on trend and sure to appeal to off-road enthusiasts".

There are a total of ten versions, all in bold colours, with combinations available to coordinate with the official colours of any of the off-road motorcycle manufacturers.

The 60.1 is said to be state-of-the-art in terms of its construction and has achieved ECE 22R06 certification. The peak can be adjusted, while the interior hypoallergenic material can be removed

(with part of the fabric matching the shell). Fastening is by double "D" ring and other features include front air vents, two at the top and one on the chin guard, a rear extractor and a nose guard. The weight of the helmet is 1,390 g +/- 50 g.

GIVI S.P.A.

Flero (BS), ITALY

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info@givi.it

www.givimoto.it



Motoz Tractionator DualVenture tyre - now available

Motoz is a proud Australian brand producing off-road tyres at the forefront of design and technology. The history of the brand is rooted in frustration at not being able to get motorcycle tyres that performed and delivered durability and reliability. Deciding to do something about it, the answer was MOTOZ - a unique and uniquely specialised enduro, desert, adventure, hybrid and motocross tyre range.

After a highly successful launch, the most versatile front tyre in the Motoz line-up - the Tractionator DualVenture (DV) - has been in huge demand ever since. Built to 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. This front tyre is designed for predominantly off-road performance at a 70% off-road/30% on-road ratio with a versatile compound that is high in silica content for optimal grip in mud and snow conditions.

"Where the DualVenture separates itself from the rest of the competition is the bi-directional/reversible tread pattern and a self-cleaning and self-

sharpening tread pattern that will increase durability. This tyre will allow the rider to switch the direction of it to be able to get the absolute most out of the rubber and counteract adverse wear."

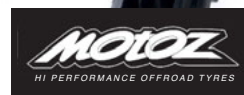
Well respected motorcycling enthusiast, Phoenix, Arizona based Manybikes Kyle Bradshaw from MotoCity Powersports put these tyres to the test and he was amazed by their overall performance. "It gives great traction, great feedback and bite going straight through the desert in all sorts of desert terrains from deep sand to rocky rocks and even goes good in the rain!"

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



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LV-10 Full Black for Kawasaki Z 900

LeoVince

Italian exhaust brand LeoVince's LV-10 Full Black exhaust - is now available for the Kawasaki Z 900.

"The LV-10 Full Black is the result of the collaboration with the best Moto2 and Moto3 teams and of the know-how acquired from our many years of experience in MotoGP and SBK competitions," says LeoVince Commercial Director Roberto Morone.

Manufactured entirely from AISI 304 stainless steel, the LV-10 Full Black body has



a total metallic ceramic-based matt black finish, both on the body and on the inlet and outlet end cap. Unlike the LV-10 Black Edition, the LV-10 Full Black is laser-marked

with the LV "Racing" logo. Additional features include a precision laser-cut bracket, TIG welding, laser-etched "Racing" logo, and the same high-temperature resistant "LV" racing sticker used in Moto3 is supplied in the package for an authentic racing look.

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Kickstart lever for Vespa T5

German scooter specialist SIP Scootershop has these top quality kickstarters for Vespa large frame models for vintage to conversion types to the PX models.

"The kickstart lever for Vespa T5 scooters has been out of production for many years. We have made a high-quality reproduction in silver and black that is available now."

"You can kick them repeatedly with your biggest boots on," says SIP's Ralf Jodl, "but without replacement kickstart levers being available on the market, no

scooters save a lot of effort when starting any Vespa. "They are ergonomically positioned right in front of your view of the engine, which looks great, contributing a great deal to the scooter's overall appearance - with attractive, high quality, durable and resistant surface finishing."

These kickstarters are manufactured from high-grade forged aluminium, with a vintage style version also available, and answer a need as not all Vespa kickers are still available, and with those that are, Ralf says you see very variable quality standards.

"Some cheap cast aluminium types are around, but they neither fit nor function properly," Ralf says. "Others have an extremely cheap appearance or are constructed using inferior materials. So, to clear up this mess, we decided to get busy and have a large majority of the original range reproduced to more exacting standards."

"Our SIP kickstarters' appearances are closely based on that of the Piaggio originals. The exceptions are provided by the high-quality materials used in their construction and a vastly improved surface finishing. Our kickstarters are no longer surrounded by an ugly casting seam, but we have included a decently embossed SIP logo, located in front of the mounting bolt. To ensure these kickstarters match and complement various styles of custom and overall image, we have a variety of different versions



available: aluminium, chrome and black.

"We have also had conversion kickstarters for PX engines fitted into vintage frames, produced to supplement the standard types. Complete with Vespa 'Rally' look, these unconventional items enable a more authentic vintage appearance for PX engines, especially interesting when fitted to an earlier Vespa large frame model."

"Due to the PX kickstarter being in a different position than in earlier large frame engines, the engine had to be opened to change the shaft when mounting a version more suited to an earlier Vespa model's original appearance."

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Landsberg, GERMANY
Tel: +49 (0)8191 9699969
martin@sip-scootershop.de
www.sip-scootershop.com



traditional Vespa engine will run. These often ignored components of our beloved vintage through to

Burly Brand for Honda Rebel

MOTORCYCLE STOREHOUSE

The American Burly Brand is appealing to Honda Rebel owners to "Join the Rebellion" and "rise up against their stock bikes"!

"With the introduction of a comprehensive line of Honda Rebel parts and accessories, owners can now make their custom motorcycle vision a reality with components designed to enhance the bike's rebellious spirit."

"From sissy bars to shock absorbers, mirrors to slash-cut covers, ape hanger

handlebars to luggage, this extensive collection of parts will be a hit with Rebel owners looking to stand out from the crowd".

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Lightech for Z650



Italian accessory specialist Lightech has added a range of model-specific designs for the new Kawasaki Z650.

Sheila Zaccaron, Lightech's Export Manager, says: "The flagship product of the new accessories line is definitely the licence plate holder. It is available in two versions: licence plate holder only, or as a kit, which includes homologated licence plate light and reflector.

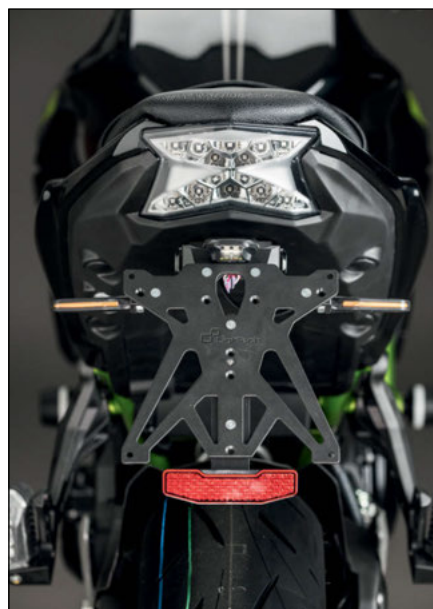
"The kit version is adjustable for street legal use (it is TÜV certified). The 'Python' licence plate light is a patented design and 100% made in Italy - with four white and two red LEDs to combine its use as rear light or additional brake light.

"Manufactured in an exclusive PA12 polymer and carbon fibre composite material, it is therefore very light, very strong, durable, resistant and aesthetically

appealing. It can be further personalised with a separately available kit of coloured special Ergal (zinc aluminium alloy) screws."

The accessories line includes Lightech's lightweight, technically advanced KLEV046 levers, which is one of its bestselling product designs - widely used in Moto2 and World SBK. Made of magnesium and CNC-machined aluminium, they are foldable and available in two versions: total black finish or "Alien" version with black rubber inserts for an optimal grip. Additional products for the Z650 include customisable wheel axle sliders, innovative frame protections with integral shock-absorbing rubber centre, a magnesium base plate and an external puck made of nylon mixed with fiberglass, a special nut and a high-quality, spin-locking aluminium fuel tank cap in satin silver/black with central black cap or total black with coloured cap.

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Yamaha MT-09 accessory pack

UK bodywork specialist Pyramid Plastics is offering dealers a comprehensive aftermarket accessory pack for the 2021 Yamaha MT-09.

These new parts are designed to protect the bike and make it a more practical all-year machine, as well as adding bespoke styling and colour matching so riders can add personalised custom touches to their bike. Pyramid's range now includes the headlight guard, handguards, tail tidy, radiator guard, fly screen, seat cowl, hugger, tail rack, pillion blanking blocks, shock shield, decal set, 'Extenda Fenda' and hugger extensions.

"At Pyramid our focus is on creating bespoke parts that cater for all types of riders and their machine. Whether that be providing ultimate protection for all-weather riders or eye-catching paint matched bodywork - everything is designed, manufactured and hand-painted right here in our UK facility."

Pyramid also stocks the full Puig, Ermax, CustomAcces, GBRacing and Pro-Race ranges and has a new trade website for dealers and distributors.



PYRAMID

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www.pyramid-plastics.co.uk



SD-TEC tyre warmers

German distributor Stein-Dinse continues to expand its SD-TEC own brand technical products and accessories with these wear and tear resistant tyre warmers.

A built-in mechanical thermostat regulates the temperature and therefore optimises the grip of the tyres, ensuring that the tyre surface is not damaged by pre-heating when "warming up" - "eliminating tyre damage such as cracks or escaping softeners".

The ergonomic design of the SD-TEC tyre warmers means simple and uncomplicated handling - ideally suited for beginners as well as for ambitious sports riders. For dealers, the customer-friendly price-point means race novices and experienced track riders will appreciate the opportunity to add a genuine track-side accessory to their race-day kit. These SD-TEC tyre warmers are also suitable for big size tyres

and are available in black, red and tricolour. The kit includes front and rear wheel tyre warmers in a custom transport bag.

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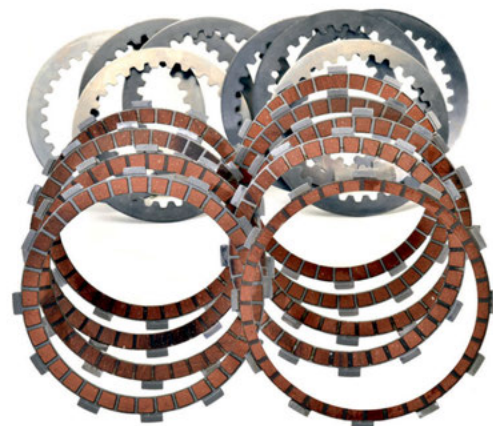


Surflex for BMW K 1200 R-S

Noted Italian clutch component and kit specialist Surflex has two new kits to meet the power transmission demands of the BMW K 1200 R and S, and the K100 S.

"Guaranteed by the experience and research of Surflex' engineers in designing, developing and selling high quality, 100% made in Italy clutch components for high-performance applications, Surflex has been providing complete clutches and clutch disc kits for road and off-road bikes for more than seventy years.

"Each product is specified specifically for



the applications it is designed for - from racing products for the kinds of Superbikes built for world championships, including MotoGP, to MX clutches for MXGP, MX2, enduro and trial, right through to the clutches needed to meet the demands of urban and long-distance riding."

Featuring nine trimmed discs and eight middle special steel discs, the friction materials developed in-house by Surflex' advanced research team meet or exceed OE requirements - "resistance to high temperatures and stability in transmission of the energy are the fundamental features that allow Surflex clutches to endure the longest and heaviest applications".

Surflex kit choices for the BMW K1200, R 1200 to 2018 and R 1250 to 2020 include an OE equivalent replacement that delivers increased durability and reliability and lighter, high-performance options - all of which are fully interchangeable with the OE fitment and require no modifications - making them a fully reversible install.

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TracTive electronic damping technology - "The Benchmark"



A pioneer of electronic suspension systems for motorcycle applications (such as BMW ESA), Dutch specialist TracTive is an electronic damping technology manufacturer with pedigree - among other achievements, it is a Tier 1 supplier to several OE manufacturers - including Italian manufacturer Marzocchi and Fox in the USA. Its active damping valve technology (DDA) is the benchmark for applications like the BMW S1000RR (2019 and up). Based on its DDA technology, TracTive has become the only suspension company worldwide to supply full 'plug & play' electronic aftermarket suspension for many BMW models.

TracTive was founded in 2010 by a team of six WP Suspension engineers and technicians who chose not to "go with the furniture" when owner KTM decided to move the suspension business it had bought from founder Wim Peters in 1995.

Preferring to remain in the Netherlands rather than move to Austria, the company has now grown to 45 employees and assembles up to 10,000 shock absorbers and around 150,000 electronic damping valves annually.

Initially, the company specialised in production for top-end customers such as Touratech for the larger adventure bikes, Rally Raid Products for light adventure and Aragosta for typical Japanese applications.

Commercial Director Tom Glazemakers told IDN that "in order to fully support the growth of these private labels, we have started to develop an extensive range of TracTive products and a broad service dealer network worldwide.

"We are very well known for our unique combination of high-end design, quality control and electronic valve technology, so now we will leverage this expertise and make our designs available to a wider audience as we establish the TracTive brand identity.

"Our business model consists of three main plans. First and foremost, the in-house development of technology. Our R&D department is continuously challenged to develop new technologies and supply prototypes for a range of OE and Tier 1 customers. This is the best way of making sure we stay ahead in suspension technology. Sometimes we work on vehicles that will hit the market in just three years.

"Some of the inventions by TracTive R&D, like the DDA

technology, are being manufactured in-house. In addition to the BMW S1000RR/XR/R models, our products can be found at several other vehicle manufacturers, such as the Can-Am Maverick, some hypercar brands like Pagani, Dallara, RUF Porsche and a number of smaller brands. With a production capacity of 200,000 pieces annually, we can guarantee a reproducible and robust function. These technologies form the basis for the largest part of our sales.

"Our mission is to produce unmatched 'plug & play' products that perform better than OE, with faster response times, improved handling, less weight and greater, indeed greatest possible safety. Nowadays, electronic suspension has become an integral part of a vehicle safety system, as crucial as ABS and stability control. While conventional shock absorber suppliers sometimes try to cancel electronic functions and therefore endanger the integral safety of the bike, TracTive firmly believes in enhancing the vehicle safety by using 'plug & play' solutions. In motorbike and automotive applications alike, TracTive provides 'plug & play' solutions for cars like Porsche and BMW that come off-factory with an electronic suspension system."

eX-PERIENCE set for BMW R1250GS/ R1250GS Adventure

TracTive has been supplying 'plug & play' electronic suspension for all BMW R1200GS models from 2005 onwards in different versions - from stock replacement to hardcore adventure applications. For the R1250GS (A) with dynamic ESA and automatic spring preload, TracTive has developed a specific version that it says is "better suited to the different electronic damping modes and ride adjustment".

Full dynamic ESA functionality is maintained but with improved road and dynamic damping - the front and rear shocks have increased oil volume for thermal stability and additional compression adjusters for optimal tuneability. The front shocks have a 46 mm piston and 16 mm piston rod for increased durability, and the electric preload adjuster module is described as "really bomb-proof". The shocks are available in different ride heights.

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HP Corse - compliant options for Z900

Italian, Bologna based exhaust manufacturer HP Corse's exhausts for the 2020 and 2021-2022 Kawasaki Z900 are "Euro 4 and Euro 5 approved exhausts, but with a racing soul".

Described as "redefining the Z900 with a new, strong and aggressive look", the clean design of the EvoXtreme has an asymmetric, racing profile with a

HydroForm Short R



carbon end cap and choice of titanium or black steel versions.

"Developed at the HP Corse R&D centre in the heart of the Italian 'Motor Valley' and tested on the dyno and racetrack, the EvoXtreme Euro 4 and Euro 5 versions deliver power and torque gains - especially where it is needed most, at low and medium revs". Weighing in at 1,200 g for the titanium version, features include high absorbency internal packing, removable dB killer and watertight stainless steel rivets.

Also seen here, the uniquely sinuous shapes and variable geometries of the HydroForm Short R are only possible using the unique benefits of hydroforming, and the reduced 0.5/0.8 mm variable thickness (and therefore reduced weight) stainless steel sheet results in a total weight of just 1,140 g. It is available with a satin or black ceramic finish and features a race-style metal grill that enhances the "incredibly aggressive appearance" and also has

EvoXtreme



high absorbency internal packing, removable dB killer, watertight stainless steel rivets, carbon fibre heat shield and heel cover.

HP CORSE
Bologna, ITALY
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www.hpcorse.com

KV37 Evo style jet helmet

The "highly versatile and popular" KV37 model from Kappa features modifications to meet the new and more stringent standard ECE 22R06 and is now offered in two unique style ranges.

The Evo Basic focuses on clean lines and mono colours, available in matt black, matt grey and white. The Evo Style is offered in five different colours (black/titanium/matt red, grey/black/matt yellow, metal blue/blue matt yellow, white/red/blue, white/fuchsia) featuring bright contrasting tones and pop-art graphics, including the Lady model aimed specifically

at female riders.

The thermoplastic shell of the KV37 is light, and the helmet offers an ergonomic fit around the head, making it

comfortable to wear at all times.

The face and eyes are protected by an "unusually long" anti-scratch visor that is ideal for winter use, and an internal sun visor with an integrated yet easily accessible control, which blends seamlessly into the design.

"The large central air vent,



combined with the natural air circulation of an open-face helmet, offers good ventilation in summer." The

hypoallergenic fabric lining is fully removable and washable and the

fastening system has a practical and adjustable micrometric strap.

The weight of the helmet is 1,150 g +/- 50 g

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Barkbusters Sabre handguard - protection for MX and Enduro

One of the world's best respected handguard designs, Barkbusters, a registered trademark of Rideworx Pty Ltd, were first manufactured in 1984 and since then their dedication to always developing and offering the best protective handguards possible has led to the brand being one of the most recognised handguard brands worldwide.

Seen here, the newest and most versatile handguard of the Barkbusters Moto range, the Sabre single point mount handguard is designed for off-road coverage for Motocross, Enduro and trail bikes.

"The minimalist, slimline design provides a compact feel with flow through air venting. Additional deflectors are included for both top and bottom fitment to give riders the ultimate coverage from roost, trail debris and harsh environments."

The clamps which come along with the handguards are manufactured from high-grade aluminium with adjustable fit in two side positions, ensuring the most flexible application possible.



The low profile provides minimalist design with venting for increased airflow; they are made in impact resistant plastic and come as a left and right pair with mounting screws and all necessary hardware. They fit a full range of off-road bike models with a wide range of model-match colourways.

Manufactured in Australia, there is a saying - "Aussie made, Aussie tough!" - and when it comes to handguards, Barkbusters certainly stand up to the claim.

BARKBUSTERS
New South Wales, AUSTRALIA
Tel: +61 242 718 244
sales@barkbusters.net
www.barkbusters.net



Falco spring additions

Italian footwear manufacturer Gianni Falco has released an updated spring collection for 2022 that it says will cater "for all riding needs and conditions".

The line-up of 'VIKY' boots for women is described as "a shoe for versatile women" and that "it looks like the perfect model if you want to keep classy but glamorous. The 'High-Tex' membrane on the inside allows the shoe to be comfortable but water resistant, and it fits the foot like a glove". Featuring a D30 ankle cup, "the model is

manufacturing and empowering platform outsole with a dual compound, vulcanised rubber sole".

Also seen here, the new 'ACE' "belongs to the urban ride category. It pairs the oil-treated leather upper to the 'High-Tex' inner membrane that supports bikers during their daily rides. This membrane is resistant to water penetration and any other agent that might contribute to wet feet.

'ACE' combines laces and zipper closure as well as three different inserts that dampen the impact potential of falls or abrasions.

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Windscreen mount kit for CMX1 Rebel



Maywood, Illinois based motorcycle screen specialist National Cycle has this new version of its versatile heavy-duty mounting kit available for Honda CMX1100 Rebel applications.

National Cycle's world famous heavy-duty windshields have been an international 'go to' for decades - the new KIT-CJS mount kit for the CMX1100 lets riders choose from three different heavy-duty windshields, so there's a perfect size for every rider.

These windshields are made from tough 4.0 mm Quantum hardcoated polycarbonate. This high-quality material, along with state-of-the-art

manufacturing techniques, provides outstanding clarity, impact strength and scratch resistance unmatched by any windshield maker worldwide.

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

These heavy-duty windshields are easy to install, protected by a three-year warranty against breakage and made in the USA.



N2290 Ranger



N2221 Low Boy



N2220 Custom



KIT-CJS

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MIVV Euro 5 slip-on options for 1290 Super Duke R

Italian exhaust specialist MIVV has added four Euro 5 compliant slip-on options for KTM's popular 1290 Super Duke R with different mufflers and materials.

The new X-M5 is available in single and double under-seat configuration, "guaranteeing an increase in performance while maintaining full compatibility with the Euro 5 regulations". MIVV's Delta Race mufflers - in glossy carbon or "pearled effect" brushed stainless steel versions - and the new X-M5 model in titanium replace the stock muffler by simply

inserting directly into the original manifold. The exclusive shape transitions from conical to hexagonal, finishing with a 3k twill carbon end cap, double riveted perimeter bracket and solid machined inlet bushing. Mounted on the Super Duke, the Delta Race is said to deliver +2.2 hp of maximum power at 10,000 rpm, +1.20 Nm of maximum torque at 8,400 rpm and a weight saving of 1.70 kg - available on the MIVV website, the dyno chart also shows an uptick of torque and power between 6,000 and 6,500 rpm.

The X-M5 in titanium, "raises the bar for performance with significant weight savings". A streamlined conical shaped central body is made in Grade 1 titanium. The silencer is equipped with a 3k twill carbon end cap, closed by a removable protective grill that hides the dB killer. It delivers -1.70 kg weight saving with +2.90 hp of maximum power at 9,000 rpm, +1.70 Nm of maximum torque at 8,200 rpm. "Along the delivery curve, the highest values are accompanied by a much improved performance from 5,500 to 7,500 rpm. The X-M5 with double under-seat outlets delivers +1.30 hp at 10,000 rpm, +0.80 Nm at 8,500 rpm".

To improve performance, MIVV recommends remapping the ECU - the map configuration will be available for download from the MIVV website.



X-M5 in titanium



Delta Race mufflers



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Matris - F15K hydraulic fork kit

Italian suspension specialist Matris has a great upgrade for conventional, non-adjustable front forks - the Matris F15K, a hydraulic cartridge kit to update and improve them.

Fully precision CNC-machined in lightweight aluminium alloy with oxidation surface treatment for better durability, reduced friction and smooth operation, the F15K was first introduced to the market in 2015 and has been refined ever since - "it represents one of our best selling products," co-owner Alberto Turcato told IDN.

"Designed to upgrade the standard and conventional forks seen on a lot of European and Japanese motorcycle models, the 20 mm diameter

F15K simply drops-in to replace the internals of the original forks.

"It is a true 'plug and play' design that does not require modification to the original fork - so it is a 100% fully reversible upgrade. Easy to install and to adjust (all the adjuster units are on the top of the fork cap), the F15K is an asymmetric kit - compression in one side, rebound in the other one, preload on both sides.

"Thanks to Matris' 'quad valve system', the kit allows a fully hydraulic adjustment and setting, avoiding any internal cavitation (air pockets) during use. Every F15K application is model-specific, and the spring rate can be customised in relation to the driver weight and luggage load."



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Ermax for Z 650 RS

Founded in Marseille in 1978 by Roger Sabater, in 43 years Roger has grown his Ermax business from a 50 m2 workshop into a 6,000 m2 factory employing some 24 people.

Ermax sells its products in France through some 1,450 dealers and distributes worldwide to more than 50 parts and accessory importers. Roger's company specialises in aluminium and plastic thermoformed parts for motorcycles and scooters and is noted for being 'quick to market' with designs and applications for most of the newly introduced 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. Since his start in business, Roger has seen race team support as an important credential, and down the years, Ermax designs have featured on world championship-winning bikes in disciplines such as MotoGP, Endurance, SBK and others. In 2019, Ermax became an official supplier of KTM Redbull Tech3 MotoGP and Moto2, Moto3 CIP KTM and WSS Yamaha GMT 94. Best known for the huge range of screens, seen here are new product applications for the 2022 Kawasaki Z 650 RS, including a choice of nose fairings - Café Racer style or with matching air filter, light black screen and mounting kit, 29 cm 'Nasty' sport screen (available in nine colours), ABS rear hugger and two-part aluminium chain guard, two-part belly pan with aluminium

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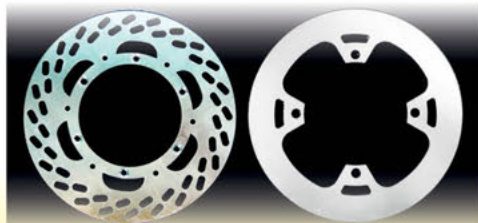


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PRO GUIDE

Caberg 2022 - Drift Evo Carbon Sonic full-face

Bergamo, Italy based helmet specialist Caberg has stepped up for 2022 with a slew of additions to its range.

Founded in 1974, Caberg (Ca-Berg is the acronym for Caschi di Bergamo/Helmets of Bergamo) has many claims to fame - not least being the first Italian company to introduce a 'flip-up' style helmet (also known as 'modular' helmet) - and the innovations have continued since, with Caberg being a pioneer of double visors and early adopter of the use of carbon fibre.

Among its 2022 additions, the Drift Evo Carbon Sonic full-face touring helmet is a 'stand-out' top of the range addition to the Drift Evo range that "continues the tradition of cutting-edge design that has characterised the Drift Evo product line ever since it was first introduced in 2018".

The Sonic builds on the success of the Drift Evo Carbon Pro, which was one of the designs that has helped to establish Caberg as a "reference product in the road segment, one that is synonymous with safety, high technology and cutting-edge design".

Caberg's International Sales Director Andrea Donghi told IDN: "We have always believed in the importance of competitions as a starting point to experiment, test and improve our products. Drift Evo Carbon Sonic is the result of the constant development work carried out by the company, with our technicians collaborating closely with riders who have chosen to rely on the safety and high



Ease-of-use components include a quick-release visor mechanism that allows visor self-adjustment to guarantee a close contact of visor and window beading.

Innovations include a double spring movement of the visor mechanism which automatically prevents water or air infiltration between the visor and the beading, and a locking lever which allows the visor to be locked at a distance of about 0.5 cm from the beading to prevent or eliminate condensation, which is effectively absorbed by the wind while riding.

This detail gives the helmet optimal air circulation throughout the helmet, directing it in such a way that it does not cause discomfort, even at higher speeds. The locking lever also prevents sudden visor opening while riding, or during a fall.

Additional features include the anti-scratch visor with Pinlock Max Vision lens to prevent fogging and ensure a wider vision of driving; an easy to operate DVT (Double Visor Tech) sun visor, which is designed to always allow riding in the best light conditions; a system of channels in the polystyrene inner shell that provide excellent ventilation and a rear extractor.

To meet the expectations of riders for 'Creature Comforts', the Drift Evo Carbon Sonic has built-in speakers and microphone space, making it compatible with Caberg's 'JUST SPEAK EVO' Bluetooth system or other aftermarket communicators for mobile phone use, passenger communications, music, GPS and MP3.



technology of Caberg branded helmets to take part in major national and international road motorsport championships.

"The result is the new and futuristic Drift Evo Carbon Sonic with which we have succeeded to create a top of the range model that is able to increase the already high-quality standards set by the Drift Evo line to date."

Drift Evo Carbon Sonic is described as offering a "perfect balance between comfort and fitting" thanks to two sizes of fiberglass shell, with a customisable new generation inner cheek pad sizing for a "truly tailor-made fit".


Features include a transparent spoiler positioned on the back of the helmet - designed to improve aerodynamics at high speeds, reduce turbulence and noise and "able to give the helmet high fluidity and stability".

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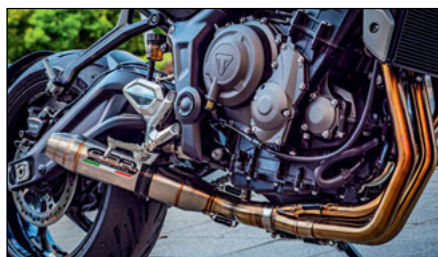


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GPR - 3R Impact Zero exhausts for Triumph Trident 660 and Tiger 900

Internationally known Italian exhaust specialist GPR is already adding to the range of 3R Impact Zero exhausts included in the 2022 catalogue it launched during EICMA 2021 - exhausts with environmentally sustainable production, use and end of life built-in. The range has achieved ISO 14021 certification "in respect of the principles of Circular Economy", with the added compensation for the Co2 emitted thanks



to the new GPR green park.

New applications are now offered for two of the popular new Triumph models - for the Tiger 900 and, the first one GPR added to its 2002 offer, for the Trident 660.

For the Tiger 900, GPR is offering Dual Outlet and GP Anniversary Titanium and Sonic Titanium exhausts - all of which "comply with environmental certification requirements and the parameters of the European homologation regulations for noise and emissions" - "they look amazing and deliver an improved, deep tone sound compared to the standard Triumph exhaust," says GPR CEO Mauro Orlandi.

With further model applications to be added for both line-ups throughout the year, for the Trident 660, GPR is offering model-specific applications of its stainless steel full system - with choice of GPR Powercone, M3 Black Titanium and Deep tone silencers - also all



meeting environmental and homologation requirements.

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Puig additions



One of Europe's most prolific new parts and accessory designers, Barcelona based Puig has added dozens of new parts and accessories since the start of 2022, among them this new range of off-road footpegs - "suitable for even the most adventurous riders".

Ensuring comfort on the motorcycle has always been one of Puig's design maxims in the design of its new



products, with model-specific fit and function guaranteed.

Manufactured in high-strength, top quality, lightweight 7075 Ergal aluminium and zinc alloy, the pegs themselves are made from resistant and durable high-quality iron with replaceable integrated

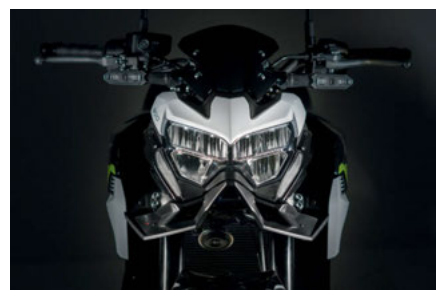
stainless steel toe caps to guarantee maximum grip. They have an anodised finish, allowing them to look good with the model they are designed for and to enhance their adventurous character - "it should be noted that the piece is available in black for all models, plus an additional colour that will depend on the model for which it has been designed, for example red for Honda models or green for Kawasaki, and so on."

Also seen here is a new naked style front spoiler for the popular Kawasaki Z900.

"Achieving the best aerodynamic capacity for the model is the primary principle that drives our spoiler and windscreen design processes, and after the successful launch of the first front wing designed by the brand for this vehicle segment, we have designed a new front spoiler for one of the most popular 'Naked' motorcycle models on our roads.

"This new Naked front spoiler reinforces the aggressive stance of the Z900's aesthetics, enhancing its sporty looks and substantially improving its aerodynamics."

Made of 3 mm thick, impact-resistant black ABS material, it offers air channelling that reaches the



radiator directly thanks to its refined design. In addition, it is said to provide almost 2 kg of downforce effect on the front wheel, generating the well-known anti-wheelie effect, along with greater stability when driving at high speeds - "it delivers greater poise under braking and improved stability when changing direction from your Z900".

It mounts through a robust, 3 mm thick iron bracket for an easy, fully reversible, modification-free install that will prevent the spoiler from moving.

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BSLi-02 BS lithium battery – "The new powersports market reference-point"

BS Battery has been investing heavily in all racing activities since 2017, expanding its technical sponsorship and R&D programmes in road race, enduro and rally racing - "all the most demanding disciplines and the harshest of conditions," says General Manager Benjamin Sebban.

"I think it is now possible to say that the BS Battery

line-up is firmly established as an industry reference-point throughout the international powersports market.

"For us, after many years of development work and cooperation with many of the leading vehicle makers, we have decided to invest the very specific results of our research and development in the lithium battery sector.

"We have developed a unique, ultra-resistant casing and ultra-robust terminals to make sure our batteries can be used in the most extreme conditions. Because our DNA is in racing, we know the demands that the racing environment places on batteries and now have the most advanced real-world solutions to make our BSLi-02 BS lithium battery the most robust, reliable and durable available.

"The BS lithium BSLi-02 has a unique design with robust brass terminals and a composite fibre material case that can resist up to -230 degrees C. These batteries are a waterproof design, are lightweight and have an extensive life cycle covering most of the existing circulating park fitments with 12 models in the range."

Approved, validated and used by many teams, such as GMT94 Yamaha Team (WorldSSP), Sherco Racing Factory Team (Rally - Enduro) and the Monster Energy Yamaha Rally Team, BS lithium batteries are "developed for the most demanding riders - those who are looking for higher performance, high resistance and longer life".

In 2022, BS Battery has continued the expansion of



its sponsorship programme with a new partnership with Kawasaki Bud Racing - the well-known French MX team - as its Official Technical Sponsor.

"Validated and homologated by Kawasaki Bud Racing engineers, BSLi-02 will also be used by the KX450 and KX250 models in the 250 cc European Championship and other international motocross races".



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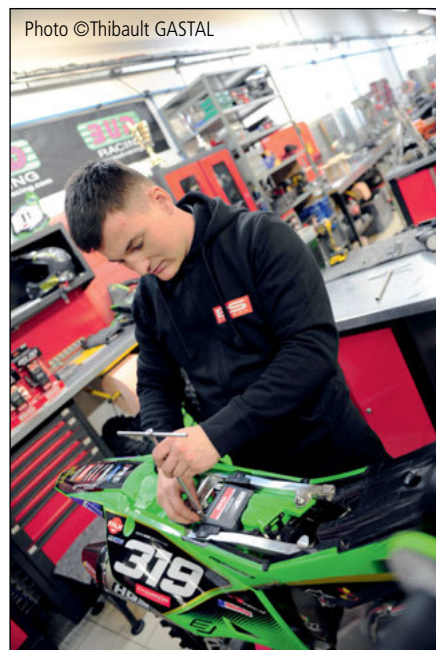


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Ravenna Maxi-Enduro apparel

Launched worldwide in 2019, the Italian Ravenna motorcycle collection (from Wind Trading) entered the highly competitive but growing Maxi-Enduro riding gear market with a "winning combination" of style, features and value.

Specified for the needs of Maxi-Enduro riders, the versatile, comfortable three-layer Ravenna J-1771 jacket has an outer shell made of strong 600D PU coated fabric. Featuring a removable, breathable and rainproof membrane lining, and removable

thermal lining, it has air circulation vents, two outer pockets, inside pockets, hip adjusters and width adjusters at the upper and lower elbow arms area.

For safety there are removable shoulder and elbow CE protections, a back hi-impact foam shield and reflective hi-visibility prints on front, back and sleeves.

The coordinated and matching Ravenna P-1772 pants feature the same materials and construction characteristics such as removable, breathable and rainproof membrane lining, with the addition of stretch panels on the back and knees, removable memory foam CE protectors in the knee and hip area, air circulation vents on thighs and roomy front pockets.

The jacket and pants combo is available in five colour combinations.

For dealers looking to access a



comprehensive value-points programme, the Ravenna line also includes one and two-piece leather racing suits, leather sport-touring jackets, all-seasons textile jackets and pants and a range of entry level textile jackets and gloves, which can be complemented by the broad selection of Wind Trading's popular W2 riding boot styles and solutions.

Entirely conceived, specified and designed in Italy, Ravenna Motorcycle Fashion is backed by the nearly 40 years of industry knowledge and experience that Wind Trading puts behind everything it sells - which means it knows what sells and at what price-point.

The Ravenna collection is a "quality programme at a fair price", according to CEO John Boni and offers "full margins for dealers and importers/distributors. Aimed at touring and adventure riders, with additional designs for scooterists and track racers, "for all sectors, the emphasis is on quality, design, safety, performance and value."



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NEWS BRIEFS

Well aware of a number of customers and fellow scooter enthusiasts that they have in Ukraine, some of them from Vespa Club Ukraine, Ralf Jodl and the team at SIP Scootershop in Germany have donated €3,000 to "Médecins sans Frontières". Many Vespa scooter riders in Ukraine are joining in the relief effort with food and medicine deliveries; www.sip-scootershop.com

Ever since the gravity of the Russian invasion of Ukraine became apparent, and the west started to apply meaningful sanctions, most major western brands and corporations have reconsidered their position with regard to business in and with Russia. Polaris Industries/Indian Motorcycles and Harley-Davidson have suspended their operations there. In the past, Russia's President Vladimir Putin has used Harleys to virtue signal righteous machismo, having been photographed riding Harley-Davidson bikes; he has also been known to join a gathering of bikers - including in Ukraine (in 2010).

Ducati has reported 59,447 motorcycles sold worldwide in 2021 - its best ever year and +24% over 2020 and +12% over 2019. It reports double-digit growth in all major countries including the United States, which regains the place of top market (9,007 units sold, +32% on 2020), with Australia +50% compared to 2020. They were +23% in Italy (8,707 sales), German sales were 6,107 units (+11% on 2020) and 4,901 units in China (+23%). The Multistrada V4 is its best-seller in 2021 (9,957 units sold), followed by the Ducati Scrambler 800 family (9,059 units) and the Monster with 8,734 motorcycles sold.

Europe - 2021 key market registrations surpass 2019

The latest data from ACEM, the Brussels based international motorcycle trade association for Europe, shows full year 2021 new motorcycle and scooter/moped registrations in Europe's key markets (ICE and Electric combined) as now being above the pre-pandemic levels reported for 2019.

Motorcycle registrations in five of the largest European markets (France, Germany, Italy, Spain and UK) rose by +7.8% compared to 2020. A total of 949,470 motorcycles were registered in the main European markets in 2021, compared to 880,763 units in 2020. Almost all the main national motorcycle markets registered volume gains in 2021.

Italy remained the largest European market with a total of 269,600 vehicles registered (with a staggering +23.6% growth on a year-on-year basis). France, the second largest market, grew +8.5% (206,955 motorcycles), whilst Germany, the third largest motorcycle market in Europe, saw a decrease of -9.7% (199,132 motorcycles) - partly compensating for the extremely positive and counterintuitive results seen there in 2020. The Spanish and UK motorcycle markets grew by +8.0% (166,513 units) and +10.2% (107,270 units) respectively.

Moped registrations in



the six European moped markets monitored by ACEM (Belgium, France, Germany, Italy, the Netherlands and Spain) reached a total of 264,807 units. This figure represents a decrease of -5.6% compared to the same period in 2020. Electric motorcycle registrations (all L-category vehicles) were +28.2% in Europe's 'Big FIVE' markets at 23,084 units. Italy is the largest electric L-category vehicle market in Europe at 6,233 units (+10.9%) in 2021, with Spain second (5,494 units/-6.5%), France third (4,585 units/+61.0%), Germany fourth (3,541 units/+30.1%) and the UK fifth with 3,231 units

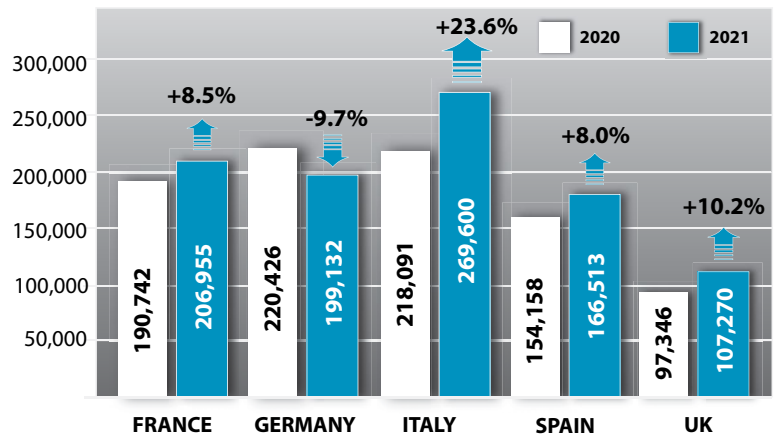
(+243.4%).

Commenting on the current situation of the sector, Antonio Perlot, ACEM Secretary General, said: "The registration figures for the year 2021 confirm the recovery of the market, after the impact of COVID-19 in the first months of last year. If we look at motorcycle and moped registrations combined, the key European markets have grown continuously between 2019 and 2021."

"Even more, if we consider the moped and the motorcycle segment separately, each of them had a higher number of registrations in 2021 than in 2019. This upward trend for three consecutive years confirms the attractiveness of our vehicles is well present, even in the current context, both as urban mobility solutions and as leisure opportunities."

For more detailed registration statistics, see pages 6-7 >>>

Motorcycle Registrations January - December



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