

INTERNATIONAL DEALER NEWS

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Japan's 'Big Four' exploring hydrogen engines

By Ben Purvis

Japan's 'Big Four' are considering working together to work on hydrogen-fuelled combustion engines, which promise to be carbon-neutral and nearly emissions-free while retaining the feel, performance characteristics and sound that we're familiar with. Initially Yamaha and Kawasaki hope to work together on hydrogen engine development, with Honda and Suzuki expected to join the effort at a later date.

Kawasaki showed its first step towards a hydrogen motorcycle engine last year, revealing a direct fuel-injected version of the supercharged H2 four-cylinder. While that prototype currently runs on petrol, not hydrogen, the development of direct injection tech is vital in the pursuit of making hydrogen engines work.

If mixed with air before entering the cylinder, the volume of hydrogen would take up too much space, even though the ideal stoichiometric ratio is around 34:1 - far lower than for petrol engines. That would leave less space for air in the cylinder, reducing power by around 15% compared to petrol. In contrast, using direct-injected hydrogen raises power compared to a petrol engine by

about the same percentage.

What's more, most hydrogen combustion engine prototypes are designed to use far more air than necessary for combustion, effectively running extremely lean, to reduce NOx emissions. To achieve that, forced induction is required, hence



Kawasaki's decision to base its project on the supercharged H2 motor.

We've yet to see the result of the Yamaha-Kawasaki cooperation, but Yamaha has revealed its own hydrogen-powered combustion engine in the form of a V8 that it's developing on behalf of Toyota. This five-litre monster is based on an existing Toyota unit. With 450 hp and

540 Nm of torque, its performance is roughly on a par with the stock Toyota petrol version.

"We are working toward achieving carbon neutrality by 2050," said Yamaha Motor president Yoshihiro Hidaka. "At the same time, 'Motor' is in our company name, and we accordingly have a strong passion for and level of commitment to the internal combustion engine."

Although the deal to develop hydrogen motorcycle engines with Kawasaki has yet to be completed, Yamaha's announcement says: "Kawasaki and Yamaha Motor have started considerations toward the joint development of a hydrogen engine for possible use in two-wheeled vehicles". What's more, they plan to add Honda and Suzuki to the arrangement later on, saying: "The four companies intend to jointly explore the possibility of achieving carbon neutrality through the use of internal combustion engines in two-wheeled vehicles. To maintain a distinct line between cooperation and competition, they intend to proceed after establishing a framework that will clearly define areas of cooperation and collaborative research".

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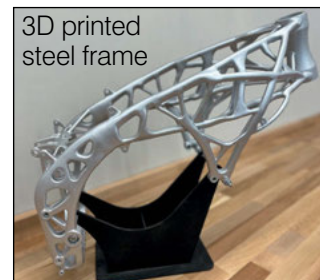
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Work carries on
in Ukraine!



MOTOFUTURE
Yamaha



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ON TRACK SINCE 1952



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COMMENT Are we really trying to win?4

Every time the EU, NATO, UN, G7/G20 talk about applying even more sanctions against the aggressor, my unfiltered automatic reaction is to ask why we left anything on the table in the first place?



YAMAHA22

NEO'S - "Strategic electric vehicle"; E01 'Proof of Concept' electric Scooter; TY-E Trials Bike.



MOTOBI33

Originally founded in 1950 by Giuseppe Benelli and ultimately absorbed into the Benelli company, DL 400 Twin is the first Motobi branded bike since 1977.



WEISENKE33

Another new Chinese brand, the 115 hp VESK800 is the latest in a steady flow of 800 cc fours now being made in China.

PRODUCT EXTRAS



TRACTIVE The Art of Suspension
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**PROGUIDE
34-60**



p52



VERTEX p54
PISTON & POWER



Are we really trying to win?

It feels a bit 'off' to be talking about routine matters such as the registration stats for the start of the year while freedom and democracy are still under assault here on our own continent. For the record though, motorcycle sales have started well in 2022 - possibly in response to the spikes in petrol prices as much as anything else.

Those price increases are not, or at least were not initially (or principally), triggered by the war in Ukraine. However, as the conflict looks set to deepen and lengthen, it might well be that - rather like the effects of the pandemic on consumer attitudes to urban mobility in 2020 - the motorcycle market in 2022 could again be an unwitting beneficiary. This time as international wholesale petroleum prices continue to harden in response to supply uncertainties as well as increased demand.

The latest new motorcycle registrations data available from the national trade associations for four of Europe's 'Big Five' markets (which between them account for some 80% of annual registrations) show 2022 starting strongly.

For once, the comparables are not distorted by any (or certainly not many) regulatory issues. The start of 2021 was impacted by the final stages of the long drawn-out transition from Euro 4 to 5 - one that affected two or three year ends.

At press time, we had January and February data for Italy, Germany and the UK, and January to March (Q1) data for Spain.

In the case of all, except Germany, the start of 2022 is up on the beginning of 2021, up on the start of 2020, up on the start of 2019 (crucially) and equally significantly ahead of any comparable period since the financial crisis triggered a meltdown in the period between 2007 and 2013.

In the case of Germany, so far this year the market is up over 2021 (by better than 22% in fact), but still down by around 1,500 units over 2020 and some 500 units over 2019. That said, the start to this year has still been the third best in Germany in more than a decade.

In the interests of completeness, the Spanish market for Q1 is up by nearly 17%, in Italy by nearly 26%, and Germany by better than 22% - with the UK data clearly being anomalous, posting +76.30% for the first two months of 2022 after recording a massive and much delayed Euro 5 statistical hit at the start of 2021; with Brexit issues also complicating everything to do with UK statistics at that point - for all markets and industries.

Leaving the detail in the wing mirror, any way you look at it, the data represents a whole bunch more helmet, apparel, boots and glove sales volume for dealers and their vendors, and a nice increase in the 'Park' for interval service and, eventually, repair and upgrade spending. Up is up at the end of the day, and up is good. We like up!

All that said, the most certain of certainties remains the age-old time-honoured cliché that uncertainty is the only thing we can be sure about.

There is no telling how the war in Ukraine is going to play out, but there is no such thing as a "good" outcome for anyone in such circumstances - for either of the combatants nor for anybody else.

As yet, the effects of conflict contagion are unknown, and probably won't be fully understood until some time after the conflict is resolved. Whatever the end does look like and whenever that comes, for sure there will be contagion of some kind. There always is.

“**reserve me
a place at the
barricade**”

This is no Syria or Sudan, no Afghanistan, Iraq or Libya. It isn't even directly comparable in continental European terms to the Balkans mash-up when Yugoslavia dissolved into rivalry and anarchy.

Compared to the other conflicts we have seen around the world in the past three or four decades, there are some similarities though. That sequence of wars in Europe started out as conflict between what had been provinces of an artificially unified single Balkan mega-state. It was here in our midst in Europe, and it too was an example of the failure of the parties on either side of the Cold War to resolve opposing ideologies and world views.

The West may have thought it had won the war, but even thirty years on, it certainly has still not yet managed to win the peace.

Personally, I have always been 'bullish' where defence of democratic and liberal values are concerned, where freedom is concerned - reserve me a place at the barricade!

You don't have to be a PhD student of history to understand that it is generally as much the interests of trade that have taken us into wars as anything else, and those

same interests are what generally, eventually, takes us out of them too. It is wealth that has driven successful outcomes where nationalist, ideological or imperial rivalries have been concerned. They who spend most, win most.

Western politicians are often guilty of not giving the production of surplus the place of primacy in the affairs of man that it warrants. While it is good to see the "allies" reaching for the spreadsheets before the shells this time round, as with pregnancy, war is something in which trying

to be a little bit successful is not a viable strategy.

Every time the EU, NATO, UN, G7/G20 talk about applying even more sanctions against the aggressor, my unfiltered automatic reaction is to ask why we left anything on the table in the first place? The weaker we are, the higher the number of people who will end up paying the ultimate price and the harder (and more expensive) it will be to stabilise the world once it is over.

There are no quick, easy single answers, but it is utterly beholden on the world to find the most effective combination of answers and apply them to the max - and do so as quickly as possible - and that includes boots on the ground and planes in the air if there is no other way of ending it quickly.

Yes, switching off the flow of gas and oil, minerals and ores, coal and grain will be expensive - but time is money, and the sooner we embrace what it takes to get this ended, whatever that is, then the sooner we'll be able to get back to selling all parties our bright and shiny things.

If we think trying to win is expensive in terms of lives, treasure expended and potential bigger picture risk is concerned, it will be as nothing compared to failing to win.

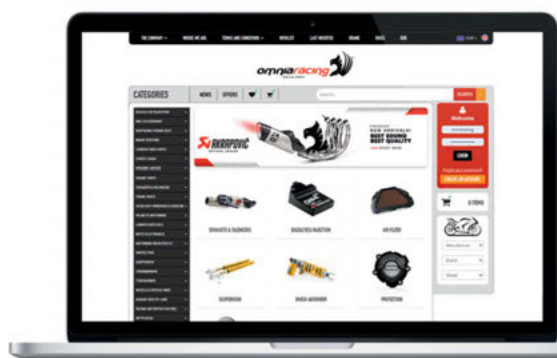
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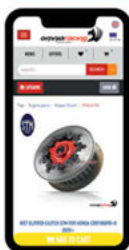


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STAT ATTACK

Germany: After finishing 2021 down by -11.90% (116,407 units), new motorcycle registrations in Germany have started strongly according to the latest data from the IVM. For the first two months of 2022, the German motorcycle market is +22.13% with 12,234 new units registered. Total new PTW registrations are +37.90% for the January and February period, with 18,542 new units registered in total. BMW remains market leader with seven models in the top 20 bestseller list - the best-selling motorcycle in Germany YTD being the R 1250 GS (1,376 units), followed by the MT-07, Ténéré 700, Z 900 and the Africa Twin in fifth.

United Kingdom: According to the latest MCIA data, the UK has started the year well, with 10,495 new motorcycles registered in January and February for a +76.30% market performance compared to the first two months of 2021. The UK market was +10.17% (106,355 units) for the full year 2021. Statistics such as those seen in January and February this year are generally due to an anomaly of some kind - though it is possible that, as elsewhere in Europe, the market is responding to the massive spikes in petrol prices. This is the best 'early year' market performance in the UK since before the 2007/2010 financial crisis. Total new PTW registrations YTD in the UK are running at +71.09% (11,333 units).

Spain: The latest data from ANESDOR shows new motorcycle registrations in Spain at +16.88% for the first three months of 2022 (38,701 units) - though March was down by -3.40% (14,676 units). Nonetheless, it was still the best Q1 start to the year in Spain since before the 2007/2010 financial crisis. Total PTW registrations YTD in Spain were +16.25% (42,443 units). Honda is market share leader YTD (24.4% share), followed by Yamaha, BMW, Piaggio and KYMCO. For the record, the Spanish motorcycle market was +6.26% for the full year 2021 at 165,115 units.

Italy: The Italian motorcycle market closed out March at -2.96% (29,646 total PTWs) according to the latest ANCM data - "motorcycles and mopeds did well, scooters were down". In fact, scooter registrations were down by -18.36% (13,516 units), while motorcycles were up strongly at +16.13% (14,488 units); mopeds were also up by +8.1% (1,642 units). For Q1, 64,712 new units were registered in total for a +0.23% market performance overall; 32,748 motorcycles (+21.38%); 27,378 scooters (-18.58%) and 4,550 mopeds (+15.75%). The electric market was up with 1,486 units registered in March (+66.22%) and 3,424 new electric units registered in total for Q1 (+67.27%).

Letter from Ukraine By DJ Maughfling

Photos: Albert Garcia

Writing on April 2nd, Supersprox' Director General DJ Maughfling has written this update on how the war with Russia continues to affect business operations and, above all, the people who work for Supersprox at its Ukraine factory, some 150 km west of the capital Kyiv ...



It has been 35 days from the start of the war in Ukraine. It feels, for me, that the war has been going on forever. We have faced more difficulties in these few days than we faced in the past 10 years.

Things that are not even 'things' now become huge issues. We face the possibility of death almost every day, from missiles and dropped bombs. There have been some moments when I was scared in a way that I have never known before. Everyone here is finding it difficult and we are all touched by the waste and destruction in the country.

However, there is a strange

'a change in one's state of mind'

phenomenon that occurs during these testing times. I did not recognise it until I faced the fear of imminent death. There can be a change in one's state of mind. People are able to move their borders of fear in order to cope with continuous stress. This state of mind has helped me and will help the people of Ukraine to pass through this war and recover.

On the day that the war broke out, I was in Slovakia. It was a shock and hard to process what was happening in the place I had just left. Although I knew from that first day that I needed to come back to Ukraine and support our staff, I was not able to process the reasoning in my mind.

That day, I drove with my wife and our small dog back to the border between Slovakia and Ukraine. A border that we had only crossed the day before. I have to admit that my wife was not at all

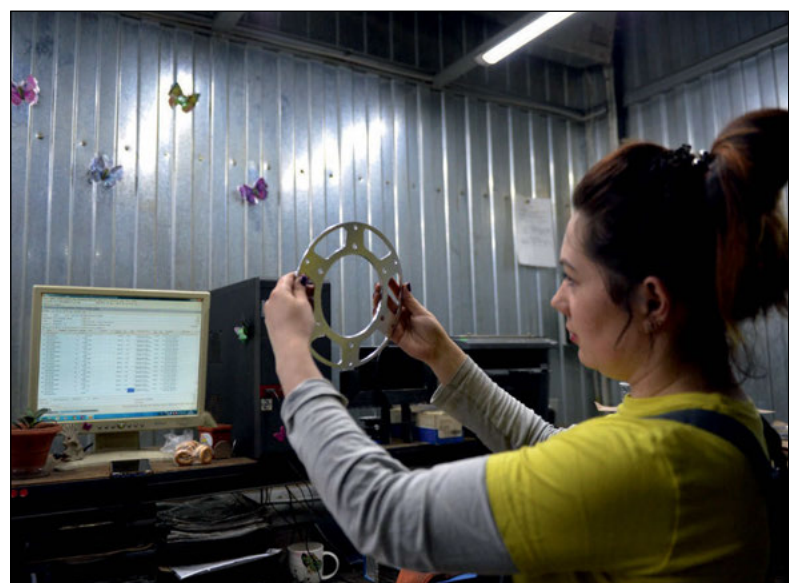
happy about my plan to return to Zhytomyr. It was understandable! She told me that she didn't want to return, but she was not going to stay in Europe without me.

At the border, we were the only car heading into Ukraine. Facing us were thousands of women and children, trying to leave for what they hoped was the safety of western Europe. The Ukraine border guard went to hand us back our passports and then stopped himself. He looked at us for a moment



and said: "Are you sure that you want to go back? There shooting in Zhytomyr." It was terrifying to hear. At that very moment my heart felt as if it would jump from my chest. I wasn't even sure anymore whether I was doing something helpful or completely stupid. I didn't say anything to the guard, just took the passports and returned to our car.

In the car, the silence was deafening. It might have taken an hour to pass through the crowds of people and abandoned cars at the border. Finally on the road, we started driving towards the Carpathian Mountains. There are two roads going to Zhytomyr. The northern route is faster. However, we decided to go on a



southern road. We had heard that Russian forces were coming down from Belarus and we didn't want to encounter them on the way back. As we drove on and on, all the traffic was facing us, and it made us fearful of what we were heading into. The first days back in Zhytomyr were the hardest. Russians were making advances and we heard reports about the human tragedy in regions around Kyiv - where relatives of our staff were

'my heart felt as if it would jump from my chest'

living and desperately trying to escape - and the night-time missile attacks on Zhytomyr were keeping our staff in a constant state of fear.

People were spending half the night in bomb shelters, due to explosions. Then trying to function during the day. It is tough on the mind. But here is where the strange thing starts to happen. Every day that we didn't die made us a little less fearful. When in Ukraine, I live on the 10th floor of an apartment building, and have slept in my own bed every night.

I decided from the start that I would not go to the shelters - I would not be able to manage our team effectively if I was half exhausted. After the helpless and hopeless feeling on the first days, we have reached many small victories in the company.

Our first 'win' was to make an export of produced parts on the 11th of March. That seemed impossible in the beginning, but we were terrifically fortunate. Possibly our staff were

'night-time missile attacks on Zhytomyr'

motivated by my return. They felt that it could be ok if 'DJ' had returned. Several people have said that it motivated them. To be honest, I didn't know anything, but we are all hanging on to those hopeful messages and signs.

At the start, there were no factories operating in the city, apart from ours. The trucking companies all closed down and the customs office wasn't working. We had a huge task finding a truck to move the sprockets. No one wanted to drive to our city. We did find a truck 150 km west, where the owner said that he would take our goods, if



we could get them to him. Our managers searched and pleaded to find someone willing to move the shipment to that first truck.

I drove behind the delivery and watched those crates get loaded from one truck to the other. As they headed off for the Polish border, it felt like the greatest victory ever. But it was necessary to come back to earth and face the next challenge.

As I'm writing this, we have a container of critical aluminium sitting at Odessa port, 70 km from the eastern front line, with another container having been offloaded in Turkey, and we needed to find that. A new robot for our production (fully paid) is located in Sumy, east of Kyiv, and some 40 km from the Russian border.

Our sub-contract partner for heat treatment is also in Sumy. Our steel supplier is in Mariupol, and several more of our sub-contractors are in the industrial east. Plus, we had some tooling lost in the fighting at a Kyiv airport warehouse. In all, we have close to €500,000 locked up and scattered all over Ukraine. But it's not important to us if we are safe. We can recover.

Despite these challenges, we have been able to make a second export shipment on 1st April, with more than 15 tons of sprockets going over the border to our warehouse in Poland. We

have connected with many alternative suppliers for the lost material and services. Our team are more motivated than ever before, to prove that we are good enough and that we can't be stopped so easily - we have the belief. Finally, I want to say that I do understand a little about the nature of the people attacking Ukraine. They

'our team are more motivated than ever before'

don't respect diplomacy or negotiation. In the East, kindness is often seen as weakness. By showing strength, we send a clear message that we will never be defeated.

It is possible to repel the aggressor. We don't know what is going to be in front of us, but the united front of political parties and the determination to stand up to bullies is essential at this time. We are extremely grateful for the international assistance to this point. Without the help from other nations, Russian forces would already be facing directly to the European community at the border. That would bring far higher danger for all in the West.

NEWS BRIEFS

Norton Motorcycles has a fresh face on the board of its parent company TVS Motors - Sir Ralf Speth had been due to take over as Chairman in January 2023, but the former Jaguar Land Rover boss will take over in April 2022 instead.

In other Norton news, disgraced former owner Stuart Garner has escaped jail. Having admitted charges of Pension fund fraud, Garner has received an eight-month prison sentence, suspended for two years, for each of three counts of breaching employer-related investment (ERI) rules.

Piaggio Group and Santander Consumer Finance signed an international partnership to develop retail financial service solutions.

Energica has established 'Energica Inside' (EI) - a business unit "dedicated to developing and production of powertrains, batteries assembly and technology for electric vehicles". Leveraging its ten years of experience "in the world of full-electric mobility, Energica has now the strength to expand the range of its R&D to other areas, both in low and high voltage systems. EI will provide knowledge and EV competences to all industries that want to be part of the electric revolution, speeding up their transition - serving as an electric transition gateway for all type of industries".

Piaggio is developing a new 55,000 sqm factory in Jakarta, Indonesia, as additional Far East Asia capacity to its existing plants in Vin Puch (Vietnam) and Foshan (China). With over five million scooters and motorcycles sold every year, Indonesia is the third largest global market - after India and China. In 2021, Piaggio Group increased its sales in Indonesia by 61% with over 50 dedicated sales outlets, including four Motoplex flagship stores for Aprilia, Moto Guzzi, Vespa and Piaggio in Jakarta, Bali, Surabaya and Jogjakarta.

Ducati has followed the example of many other manufacturers in launching a custom programme. The Ducati Unica programme will be operated by Ducati Centro Stile, the company's design department, and allow customers to interact directly with designers - "who will then interpret their desires and create one-off machines to suit their precise demands".

NEWS BRIEFS

Coming off its first season of competition in the 2021 British Supersport Championship, the Triumph Street Triple RS won on its American race debut - winning no less than the Daytona 200. The winning motorcycle was ridden by defending champion Brandon Paasch, who used his experience gained in the 2021 season with the Triumph Street Triple RS and his past success at the 200 to make the most of the 765 triple's power around Daytona's banking - taking the win by 0.007 of a second. Teammate Danny Eslick took 6th.

The electric bicycle represented more than half of the total Dutch bicycle market for the first time last year (Pedelects/E-assist models). Although sales of e-bikes decreased by -12.5% to 478,000 units in 2021, the market share of e-bikes increased to 51.8% of sales. More than three quarters (76%) of the turnover from bicycle sales in the Netherlands is now accounted for by the electric bicycle - with an average price in 2021 of almost €2,400 (+6%).

It will soon be a decade since BMW flipped Husqvarna Motorcycles to KTM owner PIERER Mobility AG in 2013, BMW itself only acquiring 'Husky' from MV Agusta in 2008 (it had initially been bought by Cagiva in 1987). But after three owners in not much more than five years, Husqvarna has entered its most successful era in nearly 120 years of motorcycle production - selling 60,801 units in 2021.

Is the Gilera name about to become the latest 'legacy' brand to make a return to the streets? Piaggio partner Zongshen has an Aprilia-derived 896 cc 90-degree V-twin 'on the bench' that is slated to be used in the Zongshen RA9. Presently used in the Aprilia Shiver naked bike, a recent V-twin patent filing for a version of the engine was made with Gilera branding - as pimped at the 2021 CIMA expo.

The much rumoured 1,082 cc parallel-twin powered Honda Hawk11 finally got a showing in March on home ground at the Osaka Motorcycle Show, for an initial home market only launch. It is a Roadster meets retro superbike styled 'parts bin' bike based on the Africa Twin chassis with components from the NT1100 tourer.

Galfer to "own the tracks" in 2022

Leveraging its 70 years of experience, Spanish brake components specialist Galfer is aiming to "go all out in this, our 70th anniversary year - we are increasing the number of riders and teams using Galfer brake discs, pads and lines across the world's most important motorbike disciplines in the 2022 season, both on and off-road".

"We are focusing on racing as never before," says Galfer Director General Umberto Milesi. "We have several new additions with the Snipers Team in Moto3, Sherco CH Racing Enduro team and the Dynavolt-Triumph Supersport team all worthy of a special mention.

"On the track, Galfer will have up to 12 riders in the Moto3 class, two riders in Moto2, eight riders in WSBK Supersport 600 and two riders in Supersport 300.

"Some of the standout names include Dennis Foggia (Leopard Racing), Andrea Migno (Snipers Team), Lorenzo Baldassarri (Evan Bros Team) and Stefano Manzi (Dynavolt-Triumph). They will all be fighting for world titles during the 2022 season with help from the advanced technology of our new award-winning Floatech discs and Galfer racing brake pads."

Galfer will be very well represented in the EnduroGP discipline with up to 21 riders competing in the World Championship, including some of the strongest and most successful international riders in the discipline.



These include Beta Factory Team riders Steve Holcombe and Brad Freeman, who have won the most recent world championships, as well as the TM Boano with Cavallo, Ruprecht, Pavoni and Philippaerts and a new addition, the Sherco CH Racing team with Antoine Magain, Hamish Macdonald, Daniel McCanney and Zach Pichon. Galfer also provides components for the Fantic d'Arpa Team and the KTM WP Eric Augé team bikes.

In Motocross, Galfer continues as MXGP sponsor for the second consecutive year and competes in the MXGP 2022 World Championship with 12 different teams and up to 35 riders - including the Beta SDM Corse Team (Jeremy Van Horebeek and Alessandro Lupino), the Honda 114 Motorsport Team (Rubén Fernández and Hakon Fredriksen), the SM Action GasGas Team (Alberto Forato and Andrea Adamo), Diga Procross KTM Team (Thomas Kjer Olsen and Liam Everts) and the MRT Racing Team KTM (Michele Cervellin and Valerio Lata).

The brand will also support several

riders and teams in the AMA SuperCross Championship, including Rockstar Husqvarna Factory Racing with Malcolm Stewart and Dean Wilson. Last but by no means least, in Trials, Toni Bou and his Montesa-Honda will once again be leading the Galfer riders - as he aims to win his 31st consecutive world title - alongside Bou's new teammate Gabriel Marcelli.

Other teams who will also be using Galfer products include GasGas, Beta, Vertigo, Scorpa and Sherco. The 2021 season ended with 12 world titles for Galfer supported teams and riders.

www.galfer.es



Umberto Milesi appointed Vice President of ANESDOR

Galfer Director General and founder's son Umberto Milesi has been appointed to represent the component and accessory market in Spain as a vice president on the board of Spanish two-wheels sector industry association ANESDOR.

His appointment was unanimously ratified by the General Assembly of the association, and he replaces María Ángeles Juan of J.Juan Brake Systems. Milesi has been leading Galfer Industries since 2008. Previously, he was the commercial director of IGSA and worked at the European Commission.

For ANESDOR, Secretary General Jose María Riaño said: "Industrias Galfer is a leading company in the manufacture of friction materials and components for braking systems for the motorcycle



sector. Since its foundation, the company has been at the forefront of innovation, quality and organisation and racing is in its DNA - its factory is adjacent to the Montmeló circuit in Granollers, Barcelona."

Umberto is quoted as saying: "The

components and accessories industry is a very important part of the motorcycle and light vehicle sector. As a representative of these companies on the ANESDOR Board of Directors, my job will be to enhance their voice in the sector."



EXTREME CONDITIONS?

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NEWS BRIEFS

For the seventh season running, Brembo will be supplying all MotoGP riders with braking systems in 2022 and this year's season they will be individually customisable - for all 24 riders. Brembo parts will include GP4 brake calipers, a choice of 12 carbon disc options, brake master cylinders, clutch pumps and pads. Brembo says that more than one-third of MotoGP riders regularly use the thumb master cylinder, first seen in the 1990s for Mick Doohan. For the 2022 season, there are two variants. The most commonly used is a closed circuit system with a thumb master cylinder and pedal, using a rear two-piston caliper; the second has two discrete circuits - each acting on two or four pistons within the rear caliper. In the former, one system excludes the other; in the latter, they can operate simultaneously. Eight out of 12 teams will use forged magnesium wheels by Brembo owned Marchesini.

In a surprise move, KTM has brought back the 790 Duke - the original 'Scalpel' brings "all-new colourways and a renewed rebellious streak to the world of midweight naked machinery". First seen in 2017, the 790 sold over 29,000 units before being followed by the 890 Duke R - the so-called 'Super Scalpel'. In early 2021, the KTM 790 Duke was upgraded to the KTM 890 Duke, with more power and improved electronics. "The 2022 KTM 790 Duke is the continuation of the story that introduced the world to the power and agility of the KTM LC8c parallel-twin platform".

Two years ago, Triumph announced that it would move the bulk of its production for all markets to Thailand, with arising lay-offs at its Hinkley, UK factory (with still further subsequent pandemic-triggered UK job losses in June 2020). Triumph now appears set to respond what it says is a big rise in UK and European sales by increasing target UK production to 20,000 or more bikes a year (from approx. 4,500 largely specials at present) and hiring 100 new production staff to build them! CCO Paul Stroud says: "Sales were just over 81,500 motorcycles in 2021, 29% growth on the previous year."

Give us a brake!

Letter from Italy

Elisabetta Quadrini, Newfren, Turin



For two years now the motorcycle components sector has been living with instability and unpredictability.

First the pandemic, then the uncertainty in demand, then the surge in demand, followed by logistics and materials supply chain issues and inflation. Then? The conflict in Ukraine has catapulted us into a world plagued by scenarios that we are all only familiar with from the pages of the history books!

Our factories have been hit, like our lives, by issues that burden our daily routines and that no businesses have been able to prepare for.

Like many other companies, Newfren has worked hard to structure itself to overcome the difficulty of finding raw materials, to understand the reasons for the tripling of transit times for

the calculations that govern the purchasing processes have been overtaken by events.

Here at Newfren, in January 2022 we were convinced that we had successfully rebuilt processes to adapt to the new scenarios - we were confident that our changes would prove to be robust and able to manage the challenges and variables that could affect our daily work.

Then, a month ago, hostilities began between two countries that play a key role in supplies to the manufacturing industry and commercial life in Europe and beyond.

Every bit of certainty achieved in two years of work is now being called into question again and, worse of all, our Italian industry is being weighed down by the high cost of energy - which affects the entire production chain.

Today we are again having to deal with daily increases - in both raw materials and processing. Our brake shoes are made from 90% die-cast aluminium - the costs of aluminium are increasing day by day and the foundries that die-cast our shoes are powered by gas, oil and electricity.

As I have said before, we here at Newfren are a lot luckier than some manufacturers, because we are so well established and financed. But the results are still that we are now having to manage a 30% increase in the cost of processing - in addition to the raw materials price increases.

Our brake pads are moulded on a steel support, the cost of steel has increased due to the high cost of energy, which is impacting foundries - but there is also a blockage in the availability of the large quantities of nickel that are needed for making steel alloys. Our foundry sources them from Ukraine, so



they are directly impacted by the conflict.

At this point in time, we have enough raw material stock in our warehouse to be able to keep production going. The powdered raw materials we use for our friction materials have a shelf

'materials and energy costs'

life of six months, so we are trying to build up stocks, so as not to impose continuous increases on this front too. As far as brake discs are concerned, our stock of AISI steel raw materials (made in Japan) covers about the entire production year, but the costs of heat treatment, which is an energy-intensive process, have increased by 20%, and the grinding processes are also energy-intensive, and they too have gone up in price by around the same.

The most difficult thing to manage is that we are suffering the increases immediately - without any time to take planning measures.

This is just a little summary of our daily life, and, of course, we are just one manufacturer - however, most of all though, it is the wellbeing of our Ukrainian industry colleagues that concerns us most, and we are wishing them all the best in these uncertain and dangerous times!

'wellbeing of our Ukrainian industry colleagues'

goods and to understand how to manage the volatility of pricing.

Like most manufacturers, some of our production processes have had to be adjusted and, in our case, we have been forced to modify some processes that have been established and perfected over more than forty years of experience and development.

We have had to look for different supply points too. ERP computer systems have had to be updated because the statistical data used for



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NEWS BRIEFS

In support of the Distinguished Gentleman's Ride, Triumph has announced an upcoming partnership with American guitar brand Gibson. The collaboration will be based on the legendary 1959 Gibson Les Paul Standard guitar and the 1959 Triumph Bonneville T120 motorcycle.

Investcorp (the Bahrain Sovereign Investment fund/BIC), who bought Dainese from founder Lino Dainese in 2014 (for €130m), has judged that the time is right to do what most private equity investors do with their acquisitions sooner or later - take the profit and "flip the asset". In a deal said to be worth some €630m (\$692m) including debt, the new owner is Washington D.C. headquartered private equity investor The Carlyle Group (CGO). During its ownership, Investcorp says it more than doubled Dainese's sales to €250m and expanded core earnings (EBITDA) at a double-digit rate annually. Lino Dainese is credited with many firsts, not least the back protector, knee sliders and the wearable air bag. He diversified his business by adding the legendary, 1947 founded Italian AGV helmet brand in 2007.

Touratech has won Motorrad's Best Brand Award for 2022 in the Accessories and Conversions class. Established in 2006, the awards have 22 categories with over 50,000 readers taking part in the voting.

Brazilian off-road tyre manufacturer Borilli Racing has chosen Athena Motor Ibérica as its sole distributor throughout Spain and Inntech for Italian distribution. Borilli offers two tyre ranges - its 7DAYS ENDURO and MX77/MX777 lines. Borilli has also announced that it will again be an Official Partner with the Spanish Enduro Championship in 2022. In Italy Borilli is the title sponsor of the MX Pro Series and the "number one choice of David Philippaerts" in the MX1 Prestige.

Two and a half years after the project was first announced, Aston Martin says it will start deliveries of its 183 hp, 180 kg AMB 001 V-twin Superbike. As of early 2022, ten of the original 100-unit limited-run batch of €100,000 Brough Superior builds were still available.

Cross-Center, Sweden - another year of growth

A year ago, IDN reported that well-known Swedish spoke maker, brake disc manufacturer and wheel builder Cross-Center International AB had told us that while it had seen business ups and downs in 2020, overall it had seen "strong" growth in 2020.

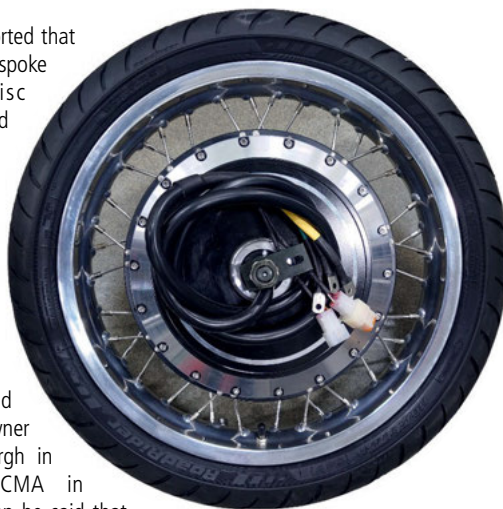
We here at IDN had met up with owner Torbjörn 'Tobbe' Bergh in the aisles at EICMA in November 2019 when he said that the business had been going well, and that he was optimistic. Three months later the pandemic hit and that sent most of us into a tailspin, initially at least.

As a premium manufacturer of MX wheel spoke sets (among other off-road products), a business like Cross-Center is a 'bellwether' for what is going on in the international off-road market.

It was good to hear from him again then at the end of 2020 and to hear him report that "while there have been downs as well as ups in 2020, overall, it has been a good year for us." He said that while it had been "another difficult year for motocross and enduro racing, growth in spoke sales has kept us busy. We have increased the production of spoke sets and are now up to over 620 different sets for over 2,600 bikes. So, overall, our sales actually increased in 2020 by around +15%."

A year later, in March 2022, we were pleased to hear from 'Tobbe' again and he told us that "2021 has again been very good for us. It is only a year ago that we passed the landmark of having 600 different specifications of spoke sets available, but already, just 12 months later, the end of 2021 saw us pass 700 sets, and we are already at over 740 - I think we will pass 800 spoke sets before the end of the year. We have also about 35 different moped spoke sets that we mainly sell to the Scandinavian market."

Now that isn't over 700 individual bikes covered - that number has doubled in just 12 months and now sits at over 5,000 individual models. Neither does the number mean over 700 sets of actual spokes on the shelves, in inventory and ready to ship. No, that number is in the many thousands.



With all electric motors getting bigger and bigger there is a big problem with normal spoke lacing. Tobbe says that to counter this problem, "we invented a new kind of lacing that we call V-lacing. It's the same thing as before but instead of spokes that cross each other they go apart from each other. With this kind of spoke lacing it's also possible to have all spokes with the heads facing outwards, and they are also easier to lace up and change a spoke if needed."

This is the number of individual spoke set 'designs' (specifications, configurations) for which Cross-Center has tooled. It means that at any time, Tobbe's business can switch on production of any one of the 720 plus sets if it is needed - that is why his business is a 'bellwether'.

If people are building new wheels and rebuilding used wheels for a new lease of life, then that tells us that there is MX and broader off-road hard parts and accessory growth and that the miles are being ridden - or that races are being run.

"It has been another good year for us. Despite some storm damage at the start of the year, we are working flat out to meet demand from all around the world. "While the racing market is still recovering from the effects of the pandemic and some of the longer-term issues it already had before Covid, it is coming



Ready to pack 21" front spokes for Honda CR/CRF 1995 and up Motocross and Enduro models .



back now. The amateur race market is coming back strongly and the recreational and leisure off-road and Enduro sectors are really strong.

"Our special order business also continues to grow. We have been sand-blasting and powder-coating for some years now and in recent years we bought an additional tyre mounting machine, balancing machines and new rust removal, zinc plating (including yellow zinc for the old 70s look spoke nipples) and nickel plating equipment - so we can offer a complete job. "We expect to see more growth in 2022, and while it is impossible to know exactly and for sure, I would think that our range must be one of the largest in the world with coverage going back decades and running from the vintage MX scene right through to the 2022 models already. If what someone wants is not 'on-the-shelf', our lead times are definitely among the best in the world - we can be very responsive, and that is important in the wheels business."

www.cross-center.com

One of the many new spoke sets available, for 19" rear wheel of Yamaha YZ 250F and YZ 450F 2022 models.



Moto-Master - eBike brakes

Everyone in the industry - dealers, distributors and vendors - are starting to figure out that, regardless of when internal combustion engine PTWs are finally phased out, electrification is here to stay and with us now. While some markets have already announced cut-offs for new ICE models (motorcycle and automotive), the reliability and environmental credentials of the new PTWs that will be sold between now and then will ensure that it will be a "soft transition", with ICE units still likely to be coexisting with E-power for at least a decade after the final hydrocarbon burners are made. However, that doesn't mean that our industry should be slow to embrace the business opportunities that electrification can deliver right now. KTM and other OEMs are showing the way in terms of branded and established eBike brands (power assist units, 'Pedelecs' etc.), and as new consumers find that their local



motorcycle dealership is a forward-facing palace of fun rather than a witch's coven where only bad things happen, then the early adopters will get to share that love.

One such is Dutch brakes specialist Moto-Master. Historically best known for its MX, Enduro, off-road and street calipers, discs, pads and kits, the company also and already offers dealers access to an extensive line of aftermarket upgrade brakes for eBikes. By introducing FLAME and NITRO discs for eBikes, Moto-Master is entering the bicycle world with the

same proven technology and brand reputation that made it a leading motorcycle aftermarket and competition manufacturer.

Moto-Master's Rolf Verhagen told IDN that "the legendary FLAME series brake disc is the perfect solution for sportive eBike riders looking for more control and brake power. It offers optimal cooling and unsurpassed smooth, predictable braking action - allowing riders and racers to brake harder. FLAME is made from specially hardened premium quality stainless steel, available in 160, 180, 203 and 223 mm.

"Moto-Master NITRO bike series discs are the ideal every day runner in the range. They offer innovative design and a performance enhancement that still meets our top quality standards - they are available in 140, 160, 180 and 203 mm - and to relocate the OEM caliper to match oversize brake disc diameters, we have a wide range of caliper adapters.

"The Moto-Master bicycle offering is completed by a wide range of brake pads available in six different sintered and organic compounds, each tailored to exceed the various demands of each individual rider, with all applications covered - from every day commuting to downhill racing."

www.moto-master.com



Wunderlich hires Herbert Schwarz

Wunderlich, Germany, Managing Director Frank Hoffman has hired former Touratech founder and former CEO Herbert Schwarz as a figurehead at the Graftschaff-Ringen (Bonn area) BMW parts and accessory specialist. Hoffman is quoted as saying: "There is so much strength and energy in our brand, and we have far-reaching strategic steps planned for the future. Herbert Schwarz is an authority in the motorbike industry, an insider, a passionate rider, who needs little introduction. I am very pleased that he will be taking on the role of Brand Manager and Brand Ambassador at Wunderlich."



Describing his motives for getting involved with Wunderlich, Schwarz said: "For me, Wunderlich has become the most innovative and creative company in the field of accessories for motorbikes in recent

years, and I am very pleased that I can contribute my more than 30 years of experience as an entrepreneur, journalist and rider to the company's continued success."

www.wunderlich.de

NEWS BRIEFS

Yamaha has been voted three Red Dot design awards for 2022 - for the YZF-R7 and MT-09 motorcycles, and for its SuperJet PWC. "These honours mark the 11th year in a row - every year since 2012 - that a Yamaha Motor product has received a Red Dot Design award".

BMW has hoovered up three wins in Motorrad Magazine's "Motorcycle of the Year 2022" awards, with four second places and one third spot. The BMW M 1000 RR was voted first place in the "Sports Bikes" category, the R 1250 RS took the "Best Tourer/Sports Tourer" award, with the R 1250 GS/Adventure picking up the "Enduro/Supermotors" segment win. Second place awards went to the BMW S 1000 XR ("Crossover"), the BMW R 18/Classic ("Chopper/Cruiser"), R 1250 R ("Naked Bikes") and to the BMW R nineT/R nineT Pure in the "Modern Classics" category (in which the R nineT Scrambler was also voted third).

Honda has won 'Product Design 2022' Red Dot design awards for the NT1100 motorcycle and ADV350 scooter.

Motul has partnered with British brand Ariel Motor Company. Core business for Ariel is the manufacture of hand-crafted, Honda engine high-performance recreational vehicles, with the Ariel Atom proving an international success on both road and racetrack. In 2014, Ariel added the high-performance Ariel Ace motorcycle to its range.

December 2021 saw sales of electric cars in Europe overtake diesel models for the first time, with the switch to battery-powered vehicles enjoying record growth on the back of government subsidies and emissions regulations. More than 20% of new cars sold across 18 European markets, were powered exclusively by batteries, while diesel cars, including diesel hybrids, accounted for less than 19% of sales. Some 176,000 battery EVs were sold in western Europe during December alone, an all-time record and more than 6% up on the year-ago number.

German workshop diagnostics specialist Hella-Gutmann has been acquired by French automotive supplier Faurecia. The H-G flexible all-brand 'mega macs' motorcycle diagnostics and troubleshooting systems and software are a popular choice for motorcycle workshops in Germany.

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

NEWS BRIEFS

Husqvarna is the latest manufacturer to "bring the thrills of two wheels to the next generation" with the introduction of its twist action throttle 12eDrive and 16eDrive (by H-D subsidiary STACYC). The 12eDrive is designed for kids aged 3 to 5 years old with an inside leg range of 35-51 cm, a choice of three power levels, ultra-low 33 cm seat height, 12" composite wheels with pneumatic tyres, and a child-friendly, manageable light weight of 7.7 kg (including battery). The 16eDrive extends the concept to kids aged 4 to 8 years old with an inside leg range of 45-61 cm.

Sven Mack is the new CEO of Hostettler GmbH at Müllheim (Germany). Part of the Swiss Hostettler Group, the German subsidiary "specialises in the distribution of a comprehensive range of products for the European motorcycle and scooter trade". Mack has been with Hostettler since he sold his Sports Nut GmbH Tübingen business to them in 2014.

According to the latest available figures, Russia spends \$61.7 bn a year on defence, which is the 4th highest (behind USA, China and India), representing 3.1% of global defence spending and 4.3% of its GDP - only Saudi Arabia (8.4%) and Israel (5.6%) spend a higher proportion of national GDP on defence.

Brembo reports 2021 full year revenues +25.8% at €2,777.6m (+7.2% compared to 31 December 2019), with net profit +57% to €215.5m and EBITDA at €502.7m on a margin of 18.1%. Brembo decreased net financial debt by €71.5m and made net investments of €236.2m, completing two significant acquisitions, adding SBS Friction (Denmark) and J.Juan (Spain), inaugurated its Inspiration Lab in Silicon Valley, Ca., and introduced a new intelligent braking system called SENSIFY.

Having been a part of MotoE since its inception in 2019, Michelin is to remain the sole tyre supplier for the FIM Enel MotoE World Cup until at least 2024. The French manufacturer says it is achieving ever-increasing sustainability in its MotoE tyres, including the use of recycled and bio-sourced materials. The front tyres are composed of 33% sustainable resources and the rear tyres 40%, including materials such as lemon and orange peel, pine resin, sunflower oil, worn car and truck tyres and scrap steel!

3D printed steel frame is lighter than titanium

By Ben Purvis

The Materials and Advanced Manufacturing Research Group (MOD3RN) at Nebrija University in Madrid has created a motorcycle frame by 3D printing it from powered steel - the result is lighter than conventional designs made from aluminium or even titanium.

Backed by steel producer AceroMittal, the project uses readily available materials in the form of powered steel and known 3D printing technology, using lasers to selectively fuse the material together in layers, building up the entire frame in a series of slices. The challenge was to meet the rigidity requirements of a motorcycle frame while using the absolute minimum amount of material.

The project had to develop computer algorithms that allow the operator to enter details of key hardpoints of the chassis - the engine mount positions, for instance, and the steering head and swingarm pivot location - as well as the required level of rigidity. The computer can then work out a layout of frame struts that meets those requirements and which can be 3D printed with the least material.

It is the latter part of the process that is critical - the frame struts are all hollow, with walls between 0.8 mm and 1 mm thick, and normal 3D

printing would require those hollow areas to be filled with support structures. By placing the frame struts at particular angles, and orienting the frame correctly during the print process, the Nebrija algorithms eliminate these supports, significantly reducing weight.

Sergio Corbera, engineering director at the university, said: "The possibility of generating hollow parts was the



main unknown in metal 3D printing. We are talking about wall thicknesses of between 0.8 and 1 millimetre in the chassis. This involved addressing several issues within 3D printing: stability of the piece during the



printing process as a result of the very low thicknesses, control of porosities and mechanical properties in these thicknesses, and orientation of the geometric shape to avoid internal supports."

The resulting prototype frame, designed to suit a single-cylinder race bike, weighs just 3.8 kg, compared to around 5 kg for a similar frame made from aluminium using conventional processes. A normal steel trellis frame of the same size would be 6 to 7 kg. Since the 3D printing process is relatively slow, taking hours to build up the frame, layer after layer, it's not ideally suited to mass production (yet!). However, it could be a game-changer for prototyping during the R&D phases of a new bike's design, allowing new iterations of chassis to be created relatively quickly and with minimal manual engineering input into either the design or construction.

WRS - 'High' screens for Hayabusa

Founded in 2009 ("by riders, for riders"), Pesaro, Italy based WRS has started the season with new race announcements and additions to its windscreens range with a choice of options for the Suzuki GSX-R 1300 Hayabusa.

WRS R&D and manufacturing quality processes are driven in no small part by technical partnerships and sponsorships with major race teams - such as Pramac Racing (Ducati MotoGP), Team SIC 58 (Moto3 and Moto E), BMW Motorrad WSBK Official Team, and Team Red Bull KTM Ajo (Moto2, Moto3). The latest news is that WRS has now announced that it is the windscreen technical partner for the Mooney VR46 Racing Team - Luca Marini and Marco Bezzecchi in MotoGP and Celestino Vietti Ramus and Niccolò Antonelli in Moto2.

WRS windshields are made in high quality acrylic (Plexiglas PMMA), which is said to guarantee an excellent "transmittance" (ability to pass the light) and correct optical clarity. "They are safe and on impact can absorb the energy by breaking but not shattering like glass and do not create dangerous splinters," says CEO Nicolas Zavoli.

"Our designs are so finely tuned that whether a high or a low design, we gain optimum protection from wind and rain.

The basis of our designs has a more dynamic line that protects most



of the body from the air, but leaves the face uncovered. "Aerodynamics is about 'feel' as well as maths, and our comprehensive testing programmes allow us to offer aesthetically unique products with excellent aerodynamic protection and minimum turbulence values." Available for the Hayabusa in clear or smoked, these new 'high' designs are +50 mm taller than the stock Suzuki screen they replace.

www.wrs.it



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NEWS BRIEFS

Polaris owned US clothing manufacturer Klim has joined the motorcycle airbag market, specifically the airbag vest segment with its Ai-1 airbag vest based on the market leading "Detect-Protect-Perfect" technology platform developed by French specialist In&motion. Lightweight (1.5 kg) and well ventilated, the tech is cunningly concealed in the back protector and fits under any motorcycle jacket. The Ai based tech detects dangerous situations by analysing 1,000 movements per second. The constantly evolving algorithm continuously processes data and if it detects a crash, the airbag inflates in less than 60 milliseconds. Operation is via Bluetooth with an (iOS or Android) app.

Husqvarna Motorcycles has extended its partnership with Boise, Idaho based Rekluse through 2022. Owned by Race Winning Brands (of Wiseco fame) and now in its 20th year, the clutch component manufacturer will "continue to support Husqvarna's global racing efforts".

Ducati and Carrera have entered into a multi-year global licensing agreement that will see the creation of a collection of dual-brand sunglasses and eyewear. Carrera also becomes Official Partner of Ducati Corse.

British motorcycle detailing specialist brand Muc-Off is to go dealer-direct in the UK.

Owned in Italy by the MOL Group, Panta Racing Fuel has become the Official Fuel Supplier of the reinvigorated WorldSSP. Already present in WorldSSP300, Panta is also the official supplier for the Red Bull MotoGP Rookies Cup, the FIM Endurance World Championship and the British Superbikes series.

British race veteran Graham Jarvis is to continue racing for Husqvarna in 2022 - for a 9th year. Together with his Jarvis Racing Team, Jarvis will compete on Husqvarna machinery in the FIM Hard Enduro World Championship and other selected national and international events. A five-time Erzbergrodeo winner and six-time Romaniacs Hard Enduro Rallye winner, Jarvis formed his team specifically to take on the FIM Hard Enduro World Championship. He will compete on TE 300i together with fellow Brits Jono Richardson, Sam Winterburn and Grant Churchward.

Zongshen Cyclone RX6 By Ben Purvis

It has been a while since Norton showed the 650 cc parallel twin developed from its 1200 cc V4 superbike engine, and thanks to the company's subsequent bankruptcy and rebirth under TVS ownership, it's going to be a while longer before you can buy one. But riders in China can now get their hands on the same engine thanks to Zongshen's licence-made version powering the company's new RX6 adventure bike.

Recently given a press launch in China, the RX6 looks impressive, not only thanks to that British-developed engine, but due to some high levels of equipment, including at least one idea we've yet to see on any Western production bike.

The engine itself started life being engineered for Norton by the experts at Ricardo, who had also created the V4 superbike engine it's derived from. However, the Norton bankruptcy clearly interrupted its development and Zongshen, which names its version 'ND650', had to invest its own R&D into turning the designs into a showroom-ready engine, altering some internal components. It was also a learning journey for Zongshen and the Chinese bike industry as a whole,



since the advanced design of the twin included wear-resistant coatings that were not previously mass-made in China.

Zongshen says its version of the engine has completed 33 reliability tests, including 20,000 cycles of the electric starter and a 400-hour intensive dyno run as well as four 1600-hour endurance runs. Zongshen is also manufacturing the transmission, which the company points out was developed for the original Norton 1200, and therefore massively strong for the 650 engine.

There have been suggestions in China that in the longer term, Zongshen also

intends to manufacture a licence-built version of the Ricardo 1200 cc V4, and its experience with the 650 will certainly put it in a good position to do so.

The RX6 sees the engine making 70 hp. It is bolted to a steel frame fitted with upside down forks, radial Nissin brakes with Bosch ABS. Despite the adventure-style stance, the 17-inch alloy wheels and road-oriented tyres show that it is really aimed at on-road touring; 17" wire wheels are an option. Coming in at 245 kg complete with fuel, it's not a lightweight machine, but Zongshen has packed the RX6 with kit, including an unusual twin camera set-up - one front facing, one at the back, both able to simultaneously stream images to the TFT dashboard.

At the moment, the big remaining question is whether the RX6 will be sold outside China. With strong demand inside that country at the moment, and production expected to ramp up over time, it may be a while before we're able to get our hands on the machine, but Zongshen has often sold bikes in Europe, so it's likely that the RX6 will be available in other markets eventually.

CFMoto European-designed 450SR

By Ben Purvis

Last year's CFMoto SR-C21 concept bike was an impressive-looking machine, but also something of an enigma, as the company revealed nothing about its specifications - we could see there was a twin-cylinder engine under the fairing, but were left speculating about its power and capacity.

Now we have the answers, as CFMoto has type-approved its new 450SR sports bike in China and it's a doppelganger of the SR-C21, albeit with a few downgraded components to make it viable for production. Visually, the 450SR - revealed in a single, low-resolution photo accompanying its approval paperwork - borrows the SR-C21's styling with few changes. If anything, the addition of blue, white and black paintwork elevates it compared to the all-black concept. Notable changes include the addition of larger headlights sitting underneath the stylised, Z-shaped LED running lights that were shown on the concept, as well as a pillion seat. Road-going necessities like mirrors, indicators and a licence plate bracket



are also added.

The frame is identical to the concept bike's steel tube chassis, but different cast alloy footpeg brackets are another nod to mass production. Meanwhile, the most exotic elements of the SR-C21 - its Öhlins forks, Brembo radial brakes and single-sided swingarm - have been stripped away. They might have looked good, but a 450 cc sports bike isn't going to be a success if it's priced high enough to include all those components.

The styling is the work of CFMoto's European R&D department, Modena 40, based in Rimini, Italy. The '40' logo on the side of the bike is a nod to those roots. It's a good-looking machine, with a clear resemblance to the smaller

300SR sports bike, but a more aggressive overall stance, assisted by huge winglets on either side of the fairing.

Performance-wise, the type-approval shows that the engine is a 449 cc parallel twin, making an impressive 37 kW (50 hp). It's a new engine, unrelated to existing CFMoto designs, but intriguingly it could be related to the planned KTM '490' twin, which has long been expected to form the basis of a range of mid-sized machines from the Austrian manufacturer. CFMoto is closely tied to KTM and already makes the '790' and '890' versions of the LC8c engine, including its own 799 cc variant, used in the new CFMoto 800MT adventure bike.

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Can-Am returns to two wheels in 2024 By Ben Purvis

Bombardier Recreational Products (BRP) is finally bringing its storied Can-Am brand back into the motorcycle market in mid-2024 with the launch of a whole range of electric motorcycles that will rival the next-generation LiveWire machines from rival Harley-Davidson. The LiveWire 'Arrow' platform, due to form the basis of the upcoming LiveWire S2 'Del Mar', shows how the adoption of a modular electric platform means multiple different styles of bike can be made around a single, shared core section. BRP's new Can-Am bikes will follow the same thinking with its own patent-applied-for construction system. José Boisjoli, President and CEO of BRP, has confirmed the Can-Am motorcycle plans, releasing a statement alongside a teaser video that shows glimpses of some of the upcoming models. He said: "With the motorcycle industry shifting to electric, we saw an opportunity to reclaim our motorcycle heritage and to re-enter the market. This new product category is extremely important to us, and we are thrilled that Can-Am motorcycles are the first EV models in BRP's electric line-up to be confirmed to consumers. The bikes will reach dealers in mid-2024, but we can expect a full unveiling of the machines in 2023 to coincide with the 50th anniversary of the Can-Am brand, launched by BRP in 1973. Can-Am ran as BRP's motorcycle arm until 1987 when the last Can-Am branded machines, by then made by CCM in the UK, were discontinued. Can-Am came back in 2006, focused on ATVs and three-wheelers, but the new electric models will be the first production motorcycles to wear the badge since the 80s. The LiveWire Arrow modular platform includes a battery case that doubles as the

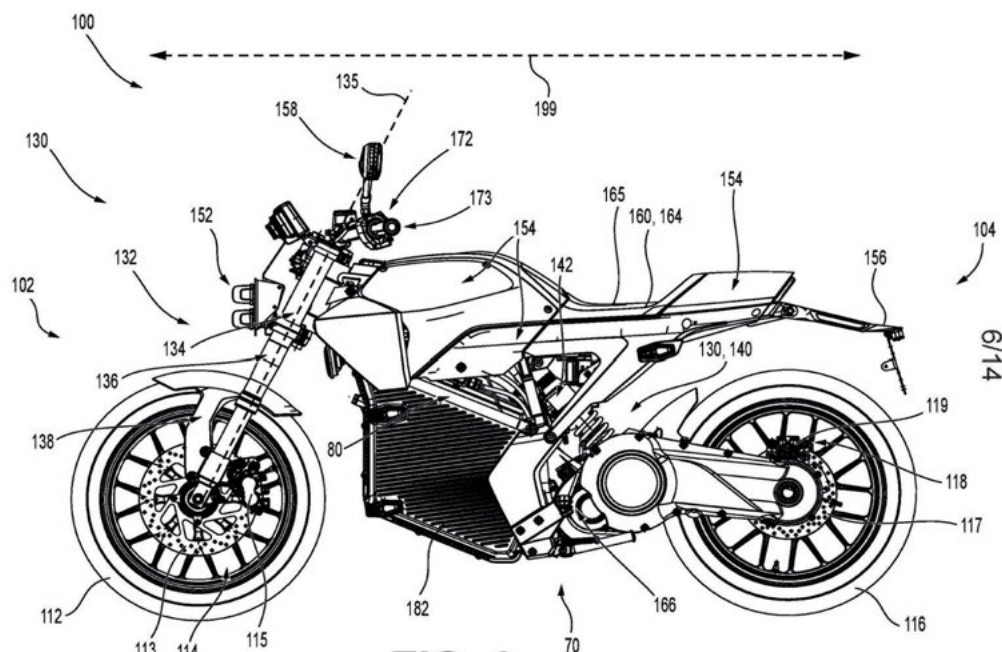


FIG. 6

structural part of the chassis, with bolt-on subframes to alter the bike's steering geometry and rear structure, as well as a variety of different motors, forks and swingarms.

BRP's design follows similar thinking, but with a slightly different approach, using a tubular steel frame to hold the battery and control electronics, as well as the steering head, while the motor is mounted in the swingarm. That means the front frame section, battery and electronics can be shared across all models, with different motor/swingarm units, forks, seat subframes, footpegs and bars to change the geometry and riding position to suit each model. The angle of the whole

frame/battery is altered to adjust the rake, where the LiveWire Arrow has bolt-on steering head subframes to achieve the same goal.

BRP's combined motor/swingarm is also innovative. It positions the motor near the pivot, so while it moves with the suspension there's relatively little inertia. The motor drives a main reduction gear in the front of the swingarm that's attached the front sprocket, with a chain final drive to the rear sprocket. Unusually, the whole chain is enclosed, protecting it from dirt and allowing it to run in an oil bath to vastly reduce wear, with an automatic tensioner to keep it taut. Enclosing the chain also reduces its noise.

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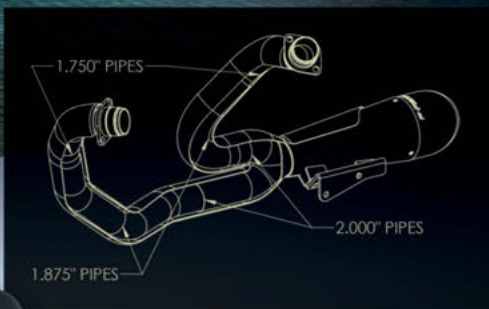
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KTM E-Duke to head electric range?

By Ben Purvis

KTM is to launch the first of its next-generation electric bikes as part of its 2023 model range in a move that will eventually see a battery-powered E-Duke join the line-up.

Having learnt from eight years manufacturing the Freeride E, PIERER Mobility, which owns KTM, Husqvarna and GasGas, has plans to become the global market leader in electric bikes from 250 watt power-assisted bicycles up to 15 kW motorcycles. The company has since added the SX-E 5 electric

"aerodynamic lower bodywork"

mini-croser to its range, and the badge-engineered Husqvarna EE 5 and GasGas MC-E 5 versions, as well as the GasGas TXE electric trials bike - plus a duo of battery-powered balance bikes.

Later this year, the Husqvarna Vektorr scooter will be launched as the first Husky-branded product from a project with shareholder Bajaj to create a range of 48 volt electric models, from 4 kW to 10 kW, which will be manufactured in India.

However, that's just the start: there are several more higher performance electric models under development. The most interesting of these is the planned KTM E-Duke, which has been pictured in a new document outlining KTM's plans.

Mechanically, the E-Duke will share its components with the upcoming

Husqvarna E-Pilen, which was shown as a concept last year. Features include the same tubular steel frame that will be used on the next generation single-cylinder Duke models. They are yet to be launched, but have been seen on test with this chassis.

The E-Pilen and E-Duke will also share the same banana-style, externally braced swingarm that will appear on the next generation of small internal combustion engine Dukes, with a direct-acting monoshock on the right-hand side. The E-Duke also shares the same WP forks and five-spoke wheels as the E-Pilen concept, but gets completely different styling.

The bodywork is unlike either the E-Pilen or existing Dukes, with much more extensive side panels to help hide the chassis-mounted battery pack that fills the space that would normally be occupied by the fuel tank and the upper part of the engine. The electric motor is mounted in a unit with the single-speed transmission below it.

More unusual is a lower bodywork

section that extends all the way from the bellypan to the rear wheel, running under the swingarm and wrapping around the lower section of the rear brake rotor. This potentially aids aerodynamics to improve the bike's range.

In terms of performance, KTM's document says the E-Duke will have a 'nominal' 10 kW (13.4 hp), although that's probably a 'continuous' output, leaving potential for a peak figure that's significantly higher. A 5.5 kWh, 48-volt battery pack supplies the electricity, with the production version of the Husqvarna E-Pilen expected to have identical specifications.

KTM's information says the E-Duke and the E-Pilen will have fixed batteries rather than swappable packs. That's a surprise, as the E-Pilen concept featured a trio of removable batteries and KTM is a member of the European Swappable Batteries Motorcycle Consortium with Honda, Yamaha and Piaggio.

Together they are aiming to establish



a common standard for swappable battery packs, so models from all four manufacturers will be able to use the same parts, replacing them at filling stations when they run flat rather than having to wait for them to recharge. Like the E-Pilen and E-Duke, the Freeride E LV is set to use a 5.5 kWh battery pack, but unlike those machines, it will be a removable unit. There's no indication whether the pack

"mix of fixed and removable batteries"

will be interchangeable with those from other manufacturers, but if the Swappable Batteries Motorcycle Consortium's efforts come to fruition, hopefully it will be a standardised unit - though KTM is calling the battery 'removable' rather than describing it as 'quick-swap', which is used to refer to the batteries intended to be used in some other future models.

In terms of market position, the Freeride E LV appears to be an enduro-style machine, clearly intended for off-road use, but potentially also street-legal. There appears to be a headlight built into the front number board, and there's clearly a side stand, so it's not a pure competition motocross model.

The planned top-of-the-range E-Duke will share most of its components with the upcoming 'Husky' E-Pilen.



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Yamaha

E01 PoC

Yamaha Motor Co., Ltd. has announced that it will progressively introduce the E01, an 8.1 kW class electric scooter using a fixed (non-removable) battery design, to Europe, Indonesia, Malaysia, Japan, Taiwan and Thailand for real-world proof-of-concept (PoC) testing from July 2022. The E01 is an electric scooter "featuring usability equal to a 50-125 cc class gasoline-powered scooter and performance suitable for interurban mobility. With an eye on constructing



EV infrastructure, vehicle sharing business frameworks and the like, the E01 will also serve as a PoC model aimed at vehicle sharing operators, local governments, government agencies and other parties for the purpose of grasping real user needs, ascertaining possibilities with related businesses, opening up new markets, and more." The model will be manufactured at Yamaha's Iwata main factory in Japan.

The E01's main features include an electric motor developed and manufactured in-house by Yamaha; a battery delivering approx. 104 km of

cruising range from a full charge, along with three different charging systems to choose from to best suit usage; a model-specific frame with a design reflecting the technology garnered through sport bike development, and styling based on Yamaha's Jin-Ki Kanno EV Design concept that "places the MOTOROiD concept model at the top of the pyramid".

Yamaha's MOTOROiD is a proof-of-concept experimental electric motorcycle employing artificial intelligence which was exhibited at the 2017 Tokyo Motor Show. It is aimed at new forms of personal mobility "in which the rider resonates harmoniously with the machine".

The Yamaha Motor Group Environmental Plan 2050 "sets a goal of reducing Scope 3 CO2 emissions (emissions produced from the company's value chain, e.g., use of sold products) by 90% by 2050 compared to 2010". The E01 is a strategic electric vehicle enroute to achieving that goal.

TY-E 2.0 trials bike

Yamaha Motor has made another electrification announcement with the development of the TY-E 2.0 electric trials bike - Yamaha says it plans to enter the bike in select rounds of the 2022 FIM Trial World Championship. Originally formulated in 2018 and reviewed in 2021, the Yamaha Motor Group Environmental Plan 2050 has a new goal of aiming for carbon neutrality throughout all of its business activities - including across the life cycles of its products - by 2050.

Under its FUN x EV development concept, the TY-E 2.0 "aims to provide more fun than internal combustion engines by taking advantage of the traits unique to electric vehicles, such



as powerful low-down torque and strong acceleration.

"The TY-E 2.0's development progressed based on the first TY-E model announced in 2018 and features a newly designed monococque frame made of composite laminates, housing an electric power unit with improved performance through a combination of mechanical parts and electronic control. The bike also mounts a newly developed lightweight battery with approximately 2.5 times the capacity of the previous model".

The new TY-E 2.0 is scheduled to participate in the FIM Trial World Championship from June this year with Kenichi Kuroyama on the Yamaha Factory Racing Team, who also serves as its development rider.

NEO'S - "strategic electric vehicle"

Yamaha Motor Co., Ltd. has announced the European launch of the 2.5 kW class NEO'S electric scooter utilising a removable battery design. The company also plans to release the model to ASEAN markets in stages.

"The NEO'S is an electric scooter with a simple yet stylish body and features the smooth and agile performance unique to EVs.

"In Europe, a new segment of users is emerging from the shift away from car-based commuting to two-wheeled commuting, driven by changes in urban systems such as no-entry zones for vehicles, parking problems and traffic

congestion.

"The traditional user base for 50 cm3 scooters is also shifting to electric alternatives, thus demand for electric scooters in the equivalent 2.5 kW class is expected to grow in the future. The NEO'S is aimed at answering the needs of Europe's electric scooter market, and the model itself will be manufactured by Yamaha Motor Vietnam Co., Ltd." The main features include the Yamaha Integrated Power Unit II (YIPU II) "delivering quiet but long-lasting acceleration"; a battery offering approx. 37 km of cruising range from a full charge; a model-specific frame design and new low-loss tyres "for a comfortable, energy-efficient ride" and styling based on Yamaha's Jin-Ki Kanno EV design concept that "places the MOTOROiD concept model at the top of the pyramid".

The company's Yamaha Motor Group Environmental Plan 2050 sets a goal of reducing Scope 3 CO2 emissions (emissions produced from the company's value chain, e.g., use of sold products) by 90% by 2050 compared to 2010. The NEO'S is a strategic electric vehicle that will be introduced to the market in order to help achieve this goal. The initial sales target is 10,000 units a year in Europe with an MSRP of €2,999.


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QJMotor develops 700 cc twins

By Ben Purvis

China's Qianjiang has launched a stunning number of bikes over the last couple of years - largely using Benelli models as a template, but already with a range that outstrips that of its European sister company. Now it's adding an array of new machines around a 693 cc parallel twin engine that has yet to appear under the Benelli badge.

The first of these, a naked roadster called the Chase 700, was shown in China last year, but now there are plans for a horde of bikes from fully faired sports models to cruisers under development using the same engine.

The engine itself is all but identical to the 693 cc twin used in CFMoto's 700CL-X, itself derived from CFMoto's earlier Kawasaki-inspired 650 cc twin. However, QJMotor's version is manufactured by Qianjiang, a situation that's not unusual in the Chinese motorcycle industry, where multiple companies manufacturing near-identical engines is the norm. Spec-wise, it matches the CFMoto engine's 693 cc capacity, its 83 mm bore and its 64 mm stroke, and unsurprisingly achieves the same level of power at 56 kW.

The sports bikes with the engine will be called the 701 and 701R, where the 'R' inevitably indicates a higher specification. Both machines use the

same tubular steel frame that's debuted in the Chase 700, but wrapped in modern-looking sports bodywork including the inevitable winglets that seem to be part of the uniform in the 2020s.

Photos of both versions have emerged in Chinese type-approval documents, and they're undeniably handsome, and will clearly be rivals to Yamaha's R7 - itself recently launched on the Chinese market and spearhead of a new generation of mid-sized parallel twin sports bikes.

Both versions of the bike have inverted forks, probably Marzocchi units since Qianjiang has recently signed a deal to take on manufacturing responsibilities for the Marzocchi brand, and already uses the parts in its other models. Nissin provides the brakes, which are, unusually in today's market, axially mounted rather than radial.

The 701R version is uprated with gold-coloured fork legs, suggesting higher-spec parts, and more notably with a single-sided swingarm in the place of the base version's dual-sided design. That single-sided arm adds to the bike's weight, though - the 701R is 198 kg wet, where the 701 is 193 kg. It's clear that both bikes take Ducati



inspiration when it comes to paintwork, with the 701 finished in glossy red and the 701R mimicking the 'Winter Test' paint of Ducati's Panigale V4 SP, with matt black paint, red stripes and a silver fuel tank.

As well as the sports bikes, QJMotor has revealed sketches of two new custom cruisers to be built around the same engine. Both adopt standard cruiser styling cues, with flowing fenders and a teardrop-shaped fuel tank, but while one model is a custom-style machine, with a small headlight cowl, pulled-back bars and no screen, the other is a bagger with hard side cases, a batwing fairing and repositioned pegs and bars. Both are due to be launched imminently.



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NCCR Rotax/Buell 'Helicon' SuperSingle By Ben Purvis

It has been nearly 30 years since Ducati's legendary but limited-production Supermono demonstrated the potential of converting a V-twin engine into a balanced single-cylinder - and now Swedish company NCCR is performing the same trick on the Rotax-made Buell Helicon engine.

The Helicon was the basis of the final generation of original Buell machines, including the 2007-on 1125R and 1125CR, and went on to form the basis of the Erik Buell Racing 1190 models that emerged from the ashes after Harley-Davidson closed Buell in the wake of the 2008 financial crisis, with power ranging from 146 hp to 185 hp. By turning it into a single, with an initial capacity choice of 562 cc or 595 cc, depending on whether it's based on the 1125 or 1190 Helicon, NCCR expects around 70 hp, with the option to increase that to 90 hp with a planned big bore kit to raise capacity to 660 cc - 700 cc.

Why build a single from a V-twin? The answer today is the same one that Ducati explored in its 1992 Supermono: the unused cylinder forms the basis of a balancer mechanism to eliminate the usual single-cylinder

vibes. In simplified terms, the piston and cylinder are removed and the conrod is bolted to a pivoting balance weight mounted in a new casting that bolts on where the cylinder should sit. It's a balance system that worked not only on the original Supermono, but more recently on BMW's parallel twin models, which have a rocking balancer below the crankshaft.

The NCCR engine isn't simply a Ducati Supermono copy, though. The initials stand for Northern Classic, Custom and Race, and NCCR was EBR's European partner. The company also looks after the original EBR WSB race bikes, as well as EBRs that competed at Macau and the IoM TT.

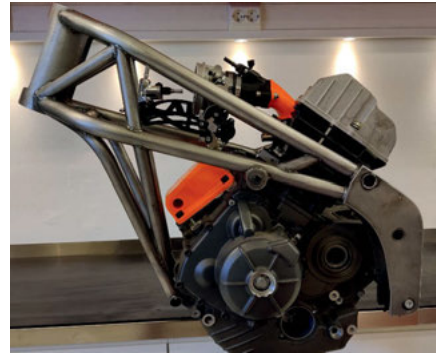
To create the first SuperSingle, NCCR has opted to remove the V-twin's front cylinder, where Ducati sliced off the rear one. The result is a backward-leaning single-cylinder with a reverse cylinder head - intake at the front, exhaust at the rear. It's an unusual layout, but not unique; Honda's Moto3 race bikes use the same rear-leaning, reverse head idea, as do certain Yamaha motocross bikes and BMW's single-cylinder G310 models. However, there's little reason that the

same kit of conversion parts couldn't be used to remove the rear cylinder and keep the front one if the layout works better for some applications.

Jens Krüper, co-founder of NCCR, explains: "The SuperSingle concept gives us some great opportunities, like positioning the working cylinder front or rear, depending on which weight distribution you are looking for. Modern standing Enduro riding styles always generate bad rear wheel traction, that's why we use the rear cylinder position for our first build now. It also gives us excellent packaging possibilities to protect other components like the radiator and the exhaust system."

"Imagine how reliable that engine will be - three litres of oil plus a clutch and gearbox that can easily handle more than double of the power we're aiming on. The Helicon is a very reliable and long-term proven engine platform. The engines are fairly cheap to find, and last but not least, we have more than a decade of experience with it."

NCCR is initially building the engine into a 'travel enduro' demonstrator, but also envisages a future for the engine in a Sound of Singles race



machine using the big bore version of the Helicon based unit.

Birgit Krüper, CEO at NCCR, explains that the company will make the engines available along with chassis kits, and may even offer complete machines: "We see a clear business opportunity in developing the SuperSingle engine concept. In times when most bikes get heavier and heavier and have more and more technology on board, a light and simple but rugged and reliable set-up will have its market. With making engine and chassis components available, we plan to support cost-friendly individual bike builds."

BMW Motorrad 2021 - "Best sales results in history" By Ben Purvis



BMW says it delivered 194,261 motorcycles and scooters to customers worldwide in 2021 for a +14.8% unit increase over 2020 (169,272 units sold in 2020).

Europe showed strong sales growth in 2021 - Italy (16,034 units/+15.2%), Spain (12,616 units/+14.4%) and France (19,887 units/+13.4%) "were the most important growth drivers and able to continuously increase their sales figures. In total, 9,100 more vehicles were delivered in Europe, including Germany, than in the previous year.

"The Asian market is also continuing to expand - China (14,309

units/+21.4%) is also one of the strongest growth and volume markets in Asia with double-digit growth. India continues to develop well, posting growth of 102.5% and a remarkable 5,191 units."

Germany remains by far the largest single market for BMW Motorrad. With 25,972 units sold, BMW was the most successful motorcycle manufacturer in the German market again in 2021.

The market in the USA also developed very positively for BMW Motorrad in 2021. "With 16,030 motorcycles and scooters sold (previous year: 12,135 units), BMW Motorrad achieved an impressive +32.1% growth in the

USA. Sales in Brazil are not growing quite as fast, but they are increasing steadily. With 11,150 vehicles sold (previous year: 10,707 units) and a growth of +4.1%, the South American market is among the top seven BMW Motorrad markets in 2021.

"Fortunately, the UK's exit from the EU had no significant impact on BMW sales with an increase of 26.6% and sales of 9,263 units in Great Britain/Ireland (previous year 7,315 units)."

A total of over 60,000 units of the two touring enduros R 1250 GS and GS Adventure were delivered to customers in 2021. Sales of the traditionally strong R Series increased significantly overall. "Thanks to the new top-of-the-line R 1250 RT tourer and the four emotional BMW cruisers from the R18 model family, sales figures in the flat-twin boxer segment once again grew strongly, accounting for around half of the total 194,261 vehicles sold.

"The BMW M 1000 RR was the first true M motorcycle from BMW Motorrad to enter the market in 2021. With 1,070 units sold and numerous

sporting successes on the racetracks of the world, this powerful sports motorbike once again underlines the high innovative strength and passion of BMW Motorrad. A clear commitment to the sporty four-cylinder is demonstrated not only by the S 1000 RR and S 1000 XR, but also by the S 1000 R, which was launched in 2021 and which achieved an excellent result with 4,796 units sold following its comprehensive update." Markus Schramm, Head of BMW Motorrad: "I look forward to 2022 with great confidence as we start the year with what is sure to be the strongest product offering ever. Our four cruiser models from the BMW R 18 model family are entering their first full year of sales together. In addition, in the first few months of 2022, the market launches of the all-electric BMW CE 04 and our upgraded four superior 6-cylinder models (K 1600 GT/GTL/B and Grand America) will generate a further sales drive in the first half of the year."



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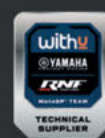
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Colove brings back the 400 cc four

By Ben Purvis

Even among the hordes of upstart Chinese bike brands, Colove is a relative newcomer. However, it's one that is showing a huge amount of ambition by demonstrating a new 400 cc four-cylinder engine that's destined for a baby sports bike in the near future. Colove, which also uses 'Kove' branding and sells its bikes under the 'Excelle' name, presented the new four-cylinder at a press demonstration earlier this year - as well as showing design drawings for the machine that will use the engine. Not only was the engine shown, but it was started and revved on stage, with the company's president stating that it's an entirely in-house design. He even pledged that if anyone could prove it was a clone of another company's design, he'd personally eat the engine! While 400 cc fours were commonplace in Japan in the 1980s and early 90s, the format has always been relatively expensive to build, and they've fallen from favour in recent years. A high-revving 400 cc four has as many components and needs to use the same high-tech materials as a superbike's 1000 cc four, so they aren't much less expensive to manufacture. Also, European emissions rules, with a focus on hydrocarbon emissions, don't favour high-revving engines - they require a lot of valve overlap to fill and empty the cylinders efficiently at high rpms, which in turn can allow unburnt fuel into the exhaust when they're not revving high.



Colove's engine, measuring 399 cc, has a wide 59 mm bore and short 36.5 mm stroke that lends it to high revs - the redline being set at 16,000 rpm. Peak power is claimed to be 72.4 hp at 13,500 rpm, with 32.4 lb-ft of torque arriving at 12,000 rpm. Unlike the old generation of Japanese 400 fours, it's fuel injected to help meet emissions limits. The design sketches for the bike it will appear in, the 400RR, reveal it to be a trellis framed, full-faired sports machine with a hint of Ducati in its styling, which includes features such as a single-sided swingarm and side-mounted winglets as well as a large, central air intake to feed the screaming engine. While only presented as a drawing so far, Colove says the bike will weigh less than 160 kg and hit a top speed north of 220 km/h (135 mph). The development of a totally new four cylinder isn't the only challenge on the company's agenda, as it's also creating a whole range of 800 cc parallel twin models, all built around an engine that looks suspiciously like the KTM LC8c design that's built in China by rival CFMoto.



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Honda Q3 - "Strong demand driving growth"

By Ben Purvis



Honda's third quarter results show that in the first nine months of its financial year (the period to December 31, 2021) it experienced a strong recovery compared to the Covid-hit sales of 2020. Globally, increased motorcycle sales are helping to offset a decrease in Honda's automobile sales caused by hangovers from the pandemic, and particularly the continuing semiconductor shortage. Honda's YTD group motorcycle unit sales, including affiliates and joint ventures, were up a strong 2.184 million units (+20.6%) compared to the year-ago period. In contrast, the group's car sales in the same period declined -12.4%. Overall, for FY22, Honda is forecasting sales of just over 17 million bikes, including affiliates and joint ventures (+12.6%). Looking at Honda and its subsidiaries alone, the forecast is for 10.695 million motorcycle sales globally in FY22, up +4.2% on FY21, although the nine-month YTD sales are up +9.7% at 7.964 million.

In Europe, FY22 sales hit 240,000 Honda bikes in the first nine months, 81,000 more units than the first nine months of 2020.



The CB300R 'Neo Sports Café' lightweight was updated with 41 mm Showa 'separate function front fork big piston' USD forks, an assist/slipper clutch and Euro 5 compliance for 2022. It completes Honda's 'Neo Sports Café' family - joining the CB1000R, CB650R and CB125R.

In Japan, Honda's domestic unit sales are up 25,000 from 155,000 to 180,000; North American sales were +92,000 from 240,000 to 332,000. Asian market sales were up more than 1.6 units to more than 10.9 million in total.

In financial terms, those numbers mean Honda's motorcycle sales revenue is up from 1,258bn yen in the same period in FY21 to 1,620bn yen in FY22. The operating profits from Honda's motorcycle business rose from 152.3bn yen in the first nine months of FY21 to 232bn yen for FY22 YTD.

Despite the positive news for the first nine months of the year, the third quarter (Oct-Dec 2021) saw sales slowing in several markets, leading Honda to reduce its overall FY22 forecast from 17.5 million global motorcycle sales to 17.04 million. The forecast for Europe remains unchanged at 320,000 units; Honda has cut 460,000 units from its FY22 forecast for Asia.

Aprilia working on Niken rival

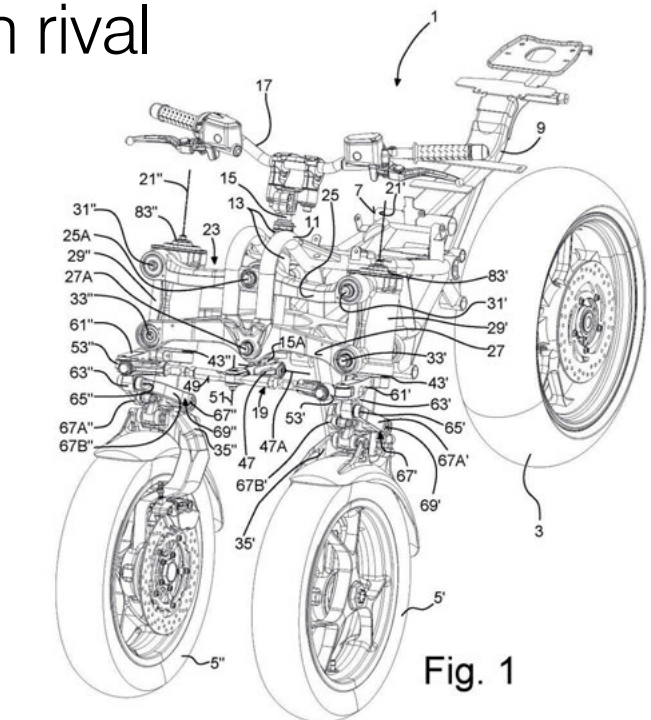
By Ben Purvis

Yamaha's Niken might not be a common sight on the road, but as a large-capacity, tilting three-wheeler that rides like a motorcycle rather than a scooter, it's a unique proposition. But maybe not unique for long as Piaggio is working on a similar machine that may see production under the Aprilia name. Piaggio has been filing patents for variations of the design since 2020, initially basing the machine on the rear section of the now discontinued Aprilia Mana, complete with its 850 cc V-twin engine and CVT transmission, but it has now evolved into a different proposition that might be well suited to its new 660 cc parallel twin.

The latest iteration of the design features a much simplified front suspension layout. Originally, the Piaggio patents featured two vertical front struts, attached to a parallelogram-style tilting linkage, similar to that of the MP3 scooter at the top, but with miniaturised car-style, double-wishbone

suspension for each front wheel. The latest version is quite different, with each front wheel suspended on a single sliding strut similar to the design used on the radical Gilera CX 125 of the early 90s.

There are actually two designs in the latest patent. On the first, a scissor-style, two-part linkage connects the upper and lower parts of the strut to keep them in line and provide a connection to a fairly conventional steering stem connected to the bars. The second version has a single link between the upper and lower sections and a ball joint at the top of each front strut, and so that the suspension compresses, there's up to three degrees of movement, effectively making the rake steeper as the suspension compresses. This is intended to be a pro-dive system, making for a more familiar feel to riders used to conventional two-wheeled bikes. The front wheels themselves are smaller than a normal motorcycle's, appearing to be around 15



inches in diameter, while the single rear wheel is a conventional 17-incher. While the latest patent doesn't show an engine, Aprilia's 660 cc parallel twin - derived from the company's V4 superbike engine - would seem a good fit in terms of performance. With at least two years' worth of development already invested in the project and multiple design

changes during that time, it appears that Piaggio is as dedicated to the three-wheeled tilting idea as it was when the MP3 was first launched more than 15 years ago. A large-capacity machine, potentially able to be ridden in Europe using a car licence rather than a motorcycle permit, could open up an untapped market for higher-performance trikes.



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Suzuki Q3 financials

By Ben Purvis

Figures from October-December 2021 show that Suzuki's global motorcycle sales grew in the third quarter of its financial year, by +14.9% year-on-year, reaching 8.4bn yen, with higher-end models, including the new Hayabusa, and depreciation in the value of the yen responsible for the increase.

However, the increase in profit from Suzuki's motorcycle arm was only 0.1bn yen (a +7.8% increase on the same period in 2020) thanks to rising raw material prices, taking it to a total of 2.3bn yen.

For the nine-month period from the start of FY21, Suzuki's motorcycle sales rose to 1,206,000, an +8% increase on the same period in 2020, but still substantially lower than the 1,344,000 bikes sold in 2019.

However, in Europe, the company's sales for April-December 2021 were down by 1.1bn yen, from 22.8bn yen in the same period of 2020 to 21.7bn yen in 2021.

Those numbers reflect 22,000 Suzukis sold in Europe from April-December 2021, a drop of -29.1% year-on-year. It was worse still in North America, where 22,000 bikes were also sold in the first three quarters of the financial year, but for a decline of -40.8% on the same period in 2020.

There were substantial increases elsewhere, particularly Asia, where 975,000 Suzukis were sold in the period, up +11.2%. In total, during the first three quarters of 2021, Suzuki's net motorcycle sales came to 183.7bn yen, up 38.3bn on the same period in 2020.



For the full year to the end of March 2022, Suzuki's latest forecasts predict 1,616,000 bike sales, up from 1,535,000 the previous year, with Europe and America again set to see decreases. European sales are

expected to come in at just 30,000 units, down from 39,000 in FY21, while North American buyers are only expected to account for 31,000 bikes, dropping from 46,000 in the prior period.

Dot Motorcycles reborn

By Ben Purvis

The name Dot Motorcycles is not one of the best-known British brands, but it has its roots in the very earliest days of motorcycling, and even has a TT trophy win to its name. The company has been revived with a duo of Kawasaki-powered twins after decades of lying dormant.

The Dot Demon scrambler and Dot Reed Racer café racer are both based around the same artistically-crafted steel trellis frame, housing the parallel twin engine from Kawasaki's Z650 and tailor-made to each customer's demands. Each model makes 69 hp, like the Kawasaki they're based on, but weighs only 169 kg to gain a performance boost compared to the mass-manufactured donor bike.



Identical Brembo brakes are used on both Demon and Reed Racer, with twin 300 mm discs and four-pot, radial-

mount calipers at the front and a 220 mm disc and single piston caliper at the rear. Despite their very different

styles, the bikes both have the same 1,438 mm wheelbase and Showa suspension and use 17 in wheels at both ends, alloy on the Reed Racer and wire on the Demon. Each bike is built to order to a customer's own specifications.

The brand was founded in Manchester in 1903 and scored a twin-cylinder class win at the Isle of Man TT in 1908. The company manufactured bikes until 1932, returning to small-scale production with a focus on competition machines in 1948. A team award at the 1951 Ultra Lightweight TT followed, along with an increased focus on trials and scrambling, and success during the 50s and 60s. Manufacturing had ceased by the early 80s.

Classic Legends revives Yezdi

By Ben Purvis

The trend of reviving deceased bike brands has spread beyond the obvious global names with the relaunch of Yezdi - a big name in the history of domestic Indian-sold, Indian-made motorcycles.

Yezdi has been revived by Classic Legends, the Mahindra-owned subsidiary company behind the revival of Jawa and BSA. From 1973 to 1996, Yezdi was the name used on licence-built Jawas manufactured by Ideal Jawa in India, which had been making the Czech-designed machines since 1960. With Jawa itself now an Indian-owned enterprise, it makes sense for the Yezdi name to be reintroduced for the Indian market, although it's not yet clear whether the company will be offering it elsewhere.



Since Classic Legends has taken a very retro approach to the new Jawa range, the Yezdi brand is an opportunity to sell some less overtly old school machines; all three initial models have 17" rear wheels and are very traditional in their styling and engineering. The Yezdi Roadster is

effectively a modified version of the Jawa 42, with an 18" front wheel and similar chassis and styling. The 19" front-wheeled Scrambler has a more off-road look, but similar mechanicals, while the rear mono shock Adventure, with its 21" front wheel, is a very clear competitor for the Royal Enfield

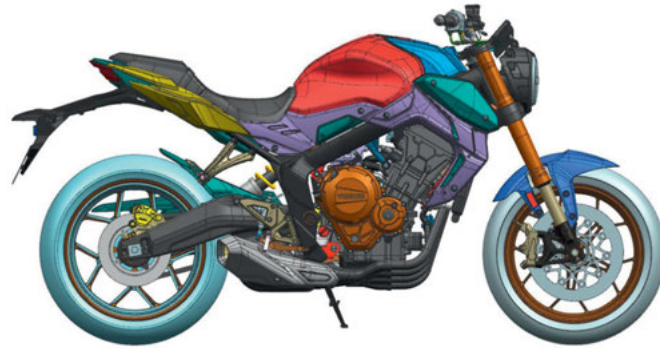
Himalayan, right down to the styling and the luggage racks either side of the fuel tank.

Mechanically, all three Yezdi models use the larger 334 cc version of Jawa's single, with a 5 mm bore increase to boost capacity from the 293 cc of most current Jawa models.

Weisenke 800 cc four-cylinder revealed By Ben Purvis

China's bike industry is accelerating at breakneck speed at the moment with hordes of little-known brands launching surprisingly ambitious and increasingly large-capacity models. The latest is Weisenke - which has patented designs for a new 800 cc four-cylinder machine under the 'Viselike' brand name. The bike itself is clearly a close copy of Honda's CB650R, but with a larger engine than its Japanese inspiration.

The engine itself first appeared in patents two years ago, before being shown in the metal last year. It's a 796 cc four that obviously owes a lot to the Honda CB650's motor in terms of its layout and general design, but has been substantially reworked to offer



more capacity and performance. Power is rated at 86 kW (115 hp), compared 70 kW (94 hp) for the smaller Honda engine, and is reached at 11,500 rpm. Peak torque is 93 Nm (69 lb-ft) at 9,500 rpm.

Called the VESK800, the new bike that the engine is destined for uses a frame that's shaped almost exactly like the CB650R's as well as a near-identical swingarm, while the exhaust also blatantly copies the Honda's design,

with four parallel pipes slanting from the engine in tribute to the original CB400's system, before merging into a single, under-engine collector.

The styling is again a close copy of the Honda's, with a neo-retro look from a circular headlamp and almost identical proportions to the Japanese bike that it copies.

Given the ambition of the Viselike 800 cc engine, and its relatively high performance, it's a shame to see that the bike it is intended for is such an unimaginative clone of an existing design, particularly given that rival upstart companies from China (notably Benda) have recently unveiled much more distinctive-looking bikes in the same category.

Yamaha Motor - 2021 income highest in history

By Ben Purvis

While Yamaha's global motorcycle sales remained lower in 2021 than in 2019, the company's fortunes are clearly on the up. Unit sales have rebounded compared to the pandemic-hit figures from 2020 and over the full year, Yamaha Motor's income was higher than ever before.

Although the end of 2021 was hampered by the appearance of new Covid variants, slowing down global economic recovery, and the semiconductor shortage, the lessons learnt from the height of the pandemic



in terms of logistics and agility have helped Yamaha achieve record results. Net sales rose 23.2% compared to 2020 to 1,812.5bn yen, with operating income increasing 123.3% to 182.3bn yen. Ordinary income rose 116% to 189.4bn yen and net income by 193.1% to 155.6bn yen.

Back in 2019, Yamaha sold 5,056,000 bikes globally, dropping to 3,802,000 in 2020, but recovering somewhat to 4,490,000 in 2021. However, 2021

sales in Europe, North America and Japan were all higher than in 2019.

For 2022, Yamaha forecasts further growth, particularly in Europe, where sales are expected to rise from 189,000 in 2021 to 210,000 this year, and in America.

Yamaha has also revealed details of its medium-term management plan, promising a significant investment in improving its environmental performance. Targeting a 44% reduction in CO2 emissions by 2024, compared to 2010, Yamaha will



The 'all-new' 2022 XSR900 with new generation 'Deltabox' frame - the ultimate "Faster Son" in Yamaha's Sport Heritage range.

introduce at least ten battery-powered electric motorcycles by 2024, as well as expanding its R&D facilities to pursue development of a variety of other green powertrains, including hybrids, hydrogen-powered combustion engines and those powered by renewable e-fuels.

Motobi debuts 400 cc twin By Ben Purvis

The Motobi brand might have been born in Italy in the 1940s, but the current iteration of the company is Austrian - operating as an importer for Chinese-made machines that are rebranded to be sold under the Motobi name.

While the company has been

offering a line of 125 cc single-cylinder machines for a while, Motobi is debuting a new 400 cc parallel twin of the DL 400. The DL 400 will be almost identical to the Senke SK400, a

machine that's already offered in China and which features some interesting specs. It's built around a Zongshen-made 378 cc twin with 37 hp and 35 Nm of torque, with Delphi fuel injection, a slipper clutch and Bosch ABS brakes.

Less commonplace is the fact that the Senke model also has a built-in USB and Bluetooth system to connect to your phone, with a tank-mounted control pad to alter volume and skip tracks, along with additional LCD readout. Other known specs of the Senke model include a 16-litre fuel tank and a 1,410 mm wheelbase, while the steel-framed machine weighs a respectable 181 kg wet.



The first images of the Motobi DL 400 show it with large side scoops and a circular headlight. Senke also has two other styles for the same machine, one with a more aggressive-looking headlight (identical to that used on a smaller 125 cc Motobi model), the other is a more overtly retro design, with the circular headlight, but a more traditionally shaped tank.

Feature-rich M46R monoshock series

Noted Italian suspension specialist Matris' three-way "R" adjustable shock is a sophisticated unit intended primarily for race and track use. It is equipped with three independent hydraulic control adjustments: high and low speed compression and rebound damping. The ride height is also adjustable, and the spring preload is by hydraulic preload unit. Computerised engineering systems are used to design, project and produce all the components "and only materials of high-end technical and mechanical characteristics are used - with the objective of reducing weight, promoting high temperature stability and fine damping adjustment to ensure the greatest sensitivity and confidence to the rider, plus excellent stability of the rear axle". The difference in damping is easily noticeable with every click of adjustment. There is a separate pressurised expansion tank (nitrogen gas) with a fully floating piston. The M46R is supplied as standard with "HP" hydraulic spring preload and



the flow dynamics of the 46 mm diameter piston have been specially designed for better control of the suspension dynamics. Additional features include a high tensile alloy steel 16 mm diameter piston rod, hard chrome coating and lapped finish with PVD TIN (Titanium Nitride) surface treatment; the springs are in Si-Cr alloy steel - available in different rates based on the bike model and rider weight (available in orange and black). On demand, Matris also offers a pneumatic spring preloading system and rechargeable tank with quick connection for racing.

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'Vega' functional jacket

The Hevik 2022 collection includes the short, two-layer 'Vega' city jacket with a removable thermal layer, in a wide range of sizes. For this 2022 collection, the Hevik brand has taken a direction that favours "functional minimalism", consisting of "smart, transformable garments and accessories, with great attention to detail".

The 'Vega' is a jacket in the Urban line named after one of the five brightest stars in the night sky. Designed for variable weather, the jacket has an outer layer in resistant 450d polyester and a thermal, removable lining. Circulation is ensured by the effective patented Hevik Air Intake System with zippered openings at the shoulders and lower back area.

Safety is ensured by certified internal protectors on shoulders



and elbows and a back protector pocket. Numerous details are designed for comfort including seven pockets, waist, wrist and arm adjustments with press studs, plus a convenient front zip and button closure on the collar.

Lightweight, versatile and characterised by an aggressive and sporty look, Vega is available in two high-visibility colours: black/fluo yellow and ice/red. The garment is CE certified according to EN 17092-4:2020 Class A.

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Single swingarm rear lift

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 technical, accessory and apparel programmes for which it is the exclusive distributor.

Combining design with high-end technology, the ergonomically successful SIFAM single swingarm rear lift is "ideal for maintenance, wheel removal or fitting heated covers. It is designed specifically for lifting bikes fitted with a single arm". The spindle is optionally available as there is a range of different diameters.

SIFAM is one of the best-known France based motorcycle parts, accessory, gear and apparel distributors with a wide range of famous name and own brand products available from its 10,000 sq m headquarters warehouse.

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

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Puig - MT-09

Headquartered near Barcelona, leading parts and accessory manufacturer Puig has a prolific new product offer, always keeping model-specific and universal fit components up-to-date with new manufacturer model launches and updates. One of its core specialties are aerodynamically tuned windshields, and the new generation Sport style

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windshield seen here for Yamaha's popular MT-09 is manufactured in 3 mm methacrylate, a material that "guarantees high resistance to possible impacts and provides aerodynamic ergonomics for optimum comfort and protection".

All Puig windshields are virtual wind tunnel developed and tested, resulting in a model-specific



design that not only optimises performance but matches the aesthetic lines of the model. Available in a wide choice of colourways.

Additional products available for the MT-09 from Puig include GT.1 mirrors, R19 frame sliders, licence support and PIN turn signals, PHB19 front fork protectors, engine spoilers, Racing style footpegs, 3.0 levers and lever protectors, an oil plug, PHB19 swingarm protector and spool slider Pro, a brake fluid reservoir cover and Racing style grips.

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Progressive Suspension shocks

Seen here for liquid-cooled Triumph twins, these American made Progressive Suspension 412 Series shock absorbers "have rightfully earned a reputation as the best value replacement shock on the market today", according to distributor Motorcycle Storehouse.

"The double wall steel body construction with high-pressure nitrogen-charged, multi-staged valving ensures smooth, consistent damping - a five-position preload adjuster enables the rider to dial these shocks into their specific weight.

"Plus, with a choice of standard or heavy-duty progressive spring rates, and lengths from 12.5" to 16.5", Triumph owners can be sure to find the right shock for their needs and enjoy the benefits of improved handling and stability for years to come". According to Motorcycle Storehouse, additional features include improved handling and stability, an all-black finish and five-position cam style preload adjuster (wrench included).



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BMW R18 conversion by Hornig



German BMW accessory specialist Hornig clearly admires the 1,802 cc two-cylinder 91 hp 'Big Boxer', but far from letting that stop it wanting to improve it, the company has been inspired - seeing the R18 as a customiser's canvas on which to draw a new picture.

Starting with the reupholstered seat, Hornig has created additional levels of comfort, ergonomics and handling. A special edition, model-specific sissy bar with redesigned backrest adds to passenger comfort and security. A tinted touring screen reduces the wind pressure on the driver and a rear end kit raises the tail for a "more dynamic sitting and riding height by raising the rear 15 mm; the bike's wheelbase is shortened to achieve agile and sportier handling". To protect the engine, Hornig has mounted 38 mm black, custom-look crash bars, removable non-slip rubber footpads for a relaxed riding posture - a special aluminium cooler grid is available in silver or black.

Black, lockable leather saddlebags have a model-



specific support and 17 litre capacity (each); a model-specific suckers or magnets attached tank bag gives another 10-15 litre capacity.

Aluminium accessories include a T45 Tork key protected custom oil filler plug; a canter cap top yoke with emblem; adjustable stainless steel licence plate bracket; a RAM GPS support in combination with a clamp and a RAM plate mean many different navigation devices can be mounted.

A Remus CUSTOM V2 exhaust "offers an impressive sound and a great power delivery" and detailing finishing touches include hand-drawn pinstripes on the front mudguard to reflect the rear mudguard and tank details.

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SC-Project STR-1 for Trident 660



Created in-house by its on-site R&D Department, this new Euro 5 compliant STR-1 full system by Milan based SC-Project is described as representing a "full step forward in terms of tuning on the new three-cylinder Triumph Trident 660".

Manufactured in high-quality AISI 304 stainless steel with high quality finishes, male/female bushings for a perfect seal and clean room hand TIG-welding, the system is said to save 1.2 kg compared to the Triumph factory system.

This is said to add 1.2 hp and 1.0 Nm of torque at 8,000 rpm - with a resulting improvement in throttle response and riding experience throughout the engine range. SC-Project says that no ECU remapping is required.

A black option is available with a finish created by using a special, high temperature resistant ceramic paint process; the carbon fibre heatshield is autoclave manufactured to offer a unique style that harmonises with the motorcycle's design.

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Pata Yamaha with BRIX WorldSBK

In case you missed it, 2021 ended with Toprak Razgatlioglu winning the FIM Superbike World Championship in a tense fight that went down to the final round! Ferodo is back on board with the Pata Yamaha with BRIX WorldSBK team to defend the 'Triple Crown' (Riders', Teams' and Manufacturers' Championship titles) in 2022. Whether you ride on track or on the road, Ferodo motorcycle products ensure outstanding stopping power and control. **Brake like a WORLD CHAMPION with Ferodo Racing!**

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Lightech for 1200 RS Speed Triple

Lightech



Italian parts and accessory specialist Lightech has a new line of accessories for the Triumph Speed Triple 1200 RS.

"One of the most sought-after aftermarket products is always a replacement licence plate holder and Lightech's are among the most popular in the sector - known for their light weight and vibration resistance".

Made from a special PA12 polymer and carbon fibre compound, they are supplied as a kit with homologated plate light and retroreflector, or as a plate holder only.

"The licence plate holder complies with the requirements for street use and a kit of coloured special Ergal hardware (high strength, lightweight zinc aluminium alloy) is available for a full customisation. The approved and exclusive Lightech brand ABS LED turn signals with multi-pixel technology complete the set-up".

Another product series that Lightech is well known for, the precision CNC-machined billet aluminium rearset seen here "combines high quality design and that enhance the lines as well as the performance. It guarantees exceptional rigidity, ensures safety and performance in all riding conditions. All plates, levers and supports are machined in Lightech's in-house state-of-the-art CNC facility". Custom options include anodised footrest supports in different colours, heel guards in magnesium, aluminium or carbon, fixed or folding footpegs in various colours and folding toepegs.

Model-specific frame sliders combine a magnesium base plate with a soft rubber centre and an external puck made of nylon mixed with fiberglass for excellent sliding and impact energy absorption properties - the anodised aluminium rings and the rubber shock absorber can be swapped out for customisation. Lightech also offers handlebar balancers, brake pump reservoir caps and Ergal hardware.

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Fly screen and seat cowl for MT-09 SP 2022

These model-specific fitment fly screens and seat cowls from UK bodywork specialist Pyramid Plastics



are now available colour-coded for 2022 Yamaha MT-09 SP models.

"Specially designed in-house to give that OEM look and feel once installed, they have an eye-catching triple-layer metallic paint scheme with a lacquered finish. These are the only full SP colour-matched parts available off the shelf - anywhere on the market.

"We will also have an updated 2022 colour-matched MT-09 hugger and belly pan available soon".

Pyramid offers a full range of Yamaha MT-09 bodywork parts and kits - just one of a huge range of model-specific fitments available. Pyramid also stocks the full Puig, Ermax, CustomAcces, GB Racing and Pro-Race ranges - all available to dealers through its trade website portal.



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PYRAMID

KTM Enduro and MX clutch kits

Italian clutch specialist Surflex has leveraged its 70 years of clutch manufacturing experience in developing these new discs for KTM OEM replacement Enduro and MX applications.

These race-bred, competition grade discs for race and leisure use "meet riders' demands for the best performance from their bikes. These kits can be used by all fans with great confidence that they are using a clutch that is able to guarantee maximum efficiency and reliability".

The kit includes nine die-cast aluminium trimmed discs: eight middle steel discs. The advanced, special formula off-road-specific friction coating is a mixture composed of fibres and technologically advanced resins.

Surflex says the coating has been in development for a long time and has been specified to deliver a homogeneous delivery of material right across the friction track. The result is said to be consistent coefficient of friction and an excellent resistance to high temperatures and abrasion.

The clutch can be more easily modulated, and can avoid sudden breaking or lock-up, even in conditions that produce prolonged stresses, allowing for consistent and reliable power



transmission. The kits are 100 percent interchangeable with the original designs - for KTM models such as the 450 SX-F, 450 EXC-F, 500 EXC and XC-W.

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HP Corse for Suzuki GSX-R1000



One of the most celebrated of motorcycle models in recent years - certainly a flagship for Suzuki - the GSX-R1000/R has the track in its DNA, and so has Italian exhaust specialist HP Corse.

Based just outside Bologna, in Italy's famed 'Motor Valley' ("the land where speed was born"), HP Corse has three range options for the 'Gixxer' - the SP-3 Carbon Short, EvoXtreme and Hydroform Short R.

Conceived in its Bologna R&D Centre, the SP-3 Carbon Short 230 Titanium is one of the latest designs from HP Corse and is said to have been "inspired by the shape of a diamond".

The 23 cm long silencer body is made in titanium with carbon fibre end cap and heat shield and an aggressive cut that suggests speed - it is available in a racing version only, without dB killer. Extensively dyno-tested, the company says it delivers "superior performance compared to the OEM exhaust - at all revs".

The EvoXtreme has a 26 cm silencer body with an in-house designed, bracket-free slip-on mounting and "has been designed to completely redesign the profile and rear look of



ExoXtreme

the bike. Also available exclusively in a racing version only without dB killer, it has a titanium silencer body with laser-engraved logo. The irregular shape of the variable geometry silencer body tapers towards the fitting with an oblique cut carbon end cap. Thanks to its record low weight, the EvoXtreme enhances the handling quality and power of the 999.8 cc in-line four-cylinder engine".

Finally, the Hydroform Short R is a flagship product for HP Corse and parent company Steelform. "Because of the very high pressures created by hydroforming, we are able to create extraordinary shapes and variable diameters without having to cut or weld the steel. Through the hydroforming process, all the limitations of conventional exhaust design can be set aside, and new, unprecedented aesthetic goals achieved - an aesthetically unique, sinuous and exciting design without welding, without reduced sheet thicknesses, but with an extreme rigidity and strength for record low weights.

"Hydroform Short R is equipped with a very short, welded fitting and an anchoring system to the original manifold that allows it to be supported without a clamp or welded bracket. Also available only in the racing version without dB killer, it has an oblique cut end cap and MotoGP style metal mesh".

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SP-3 Carbon Short



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Kellermann Jetstream - "The world's most powerful motorcycle indicator"

Aachen, Germany based Kellermann GmbH is a global leader where LED technology and motorcycle indicators are concerned, noted for its advanced, durable, robust products, high grade materials, fit and finish - and as the global custom motorcycle industry's 'go-to' when discreet, stylish, high power lighting solutions are needed.

The new premium Kellermann Jetstream is probably "the most spectacular motorcycle indicator ever built," says LED design expert Guido Kellermann.

Available as a sequential lighting turn signal and as a 3-in-1 rear, brake and sequential lighting turn signal combo version, the design of the Kellermann

illuminating power of the Kellermann Jetstream contributes towards more safety on the road, because the motorcycle is better and sooner seen when approaching at high speed or in poor weather. Overtaking becomes safer as the vehicle ahead is strongly warned by the extreme illuminating power - reducing the danger of inadvertent or careless lane changing.

Made in Germany by Kellermann, the strong illuminating power also raises the safety bar during



Dr Stefan Wöste, Kellermann CEO

'two variants'

Jetstream "integrates elements from aviation design and has the shape of a wing with an integrated jet engine. The distinctively and shapely designed Jetstream is a guaranteed eye-catcher both for its looks and for its power."

"Safety is always our number one priority," says Guido, "but who says products can't also look great? The shape is extremely aerodynamic and therefore also very streamlined at high speeds, resulting in less airflow turbulence for improved safety and comfort." However, the illuminating power of the Kellermann Jetstream is also extreme - "no other motorcycle indicator with sequential lighting and ECE approval gets even close," says Kellermann CEO Dr. Stefan Wöste.

"The brightness is unmatched. The turn signal is

'dynamically pulsating'

all other turning or braking manoeuvres, with the sequential lighting turn signal at the front and rear - also the 3-in-1 combination during braking manoeuvres.

"This extremely bright and dynamically pulsating sequential indicator, with its unique light orchestration, pushes the envelope of what is technically possible and will define a new benchmark in the segment of exclusive motorcycle accessories."



'aviation design'

emitted as a super bright and slit-like beam along the edge of the wing. In the 3-in-1 version the equally strong rear and brake lights are added, with the well-proven Kellermann Atto technology placed in the jet engine channel."

Based on 16 high-power LEDs, the unbelievable

Initially, the Kellermann Jetstream will be available in two variants. As a sequential lighting turn signal it can be installed at the front and rear of the motorcycle. The 3-in-1 version, with a combination of rear, brake and sequential lighting turn signal, can be installed at the rear of the bike.

Kellermann 

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Polisport additions

Portugal based Polisport - the manufacturer of "Performance Plastics" for MX, On/Off-Road and (now) Street applications - has one of the most prolific new product application programmes in Europe. Seen here are just some of the new product and application update releases to come to market since the last edition of International Dealer News was published.

Products such as frame protectors for 200 and 450 cc Honda CRF/RX and Suzuki DRZ 400s, sprocket protectors for the new Sherco, Beta and Honda models and additions to the company's popular 'Fortress' skid plate applications such as for 250 and 450 cc Honda CRF-R/RX models.

Also seen here, Polisport's new 'Bullit' full wrap-around handguard with bar for Enduro/Enduro Extreme applications, the SM (Super Moto) fender, available as an undrilled universal or pre-drilled UFX model specific, and its new E-Blaze 6-LED number plate style headlight with plastic extensions to protect the triple clamp.



Frame protector for Honda CRF250RX



Sprocket protector for Sherco SEF



'Fortress' skid plate for Honda CRF450RX

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OptiMate made easy

TecMate has been designing and manufacturing OptiMate battery chargers for 27 years - the first OptiMate saw the light of day in 1994. Fast forward to 2021, and the range has expanded to 40 active models, and that's without considering the PRO Dealer range that includes BatteryMate and the OptiMate PRO.

TecMate CEO/CTO Martin Human says that even though each model exists for a reason, the inevitable questions are "Why so many?" and "What do they all do?"

"It can be a difficult question to answer," concedes Martin, "but no two users have the same needs, and most are not, or never can be expected to be battery experts.

"We've been working on a plan that explains the range from an end user perspective, but the problem - and opportunity - is that most users simply want the charger to decide what's required to keep their favourite vehicle ready to ride. However, there are users with specific needs or demands, and ones who prefer to select the charger that matches the battery or vehicle, or who prefer to have that special charger that exactly matches their specific battery platform.

"For example, some users may not have AC power where they park their favourite powersport vehicle, and professionals need a charger that can do everything in the shortest possible time!"

To reduce a complex matrix of needs and options to simpler present and understand guidance, TecMate now categorises its charger range into six categories - categories that not only present good, better and best options, but anticipate the many variances in how a rider will want to use their charger, what they will want it to do and how, and on which battery platform or platforms.

The TecMate BRONZE standard is its easy-to-use chargers - general "connect and forget" charging and maintenance devices.

The SILVER range are the SMARTER options that are still automatic, but can also save neglected 'dead-flat' batteries.

The TecMate GOLD standard are its ADVANCED chargers with selectable modes - these are the chargers that automatically save, charge, test and maintain, with the charge rate automatically adjusted according to temperature and/or battery size.

Then there is LITHIUM - EXPERT, specifically for LFP lithium (Lithium Ferrous Phosphate) batteries - the type of lithium used in powersports batteries. OptiMate lithium chargers save, test, charge, but can maintain and also reset deep discharge protection within advanced lithium batteries.

For those who need to charge when OFF-GRID, there are the TecMate ECO-SMART products, including SOLAR and DC to DC. This includes the OptiMate Solar DUO range, which works on both lead-acid and LFP lithium batteries.

For powersports vehicle dealers, there is the TecMate PRO line. These professional chargers are robust, durable and made specifically for the demands of the dealership environment, with selectable features that are designed to save time. The new OptiMate PRO-1 DUO can save, charge and test both lead-acid and lithium LFP batteries and it has a power supply mode for diagnostic battery support.

TECMATE
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OptiMate



SILKOLENE - new and improved 'small packs'

Global motorcycle brand SILKOLENE has introduced new 1-litre and 4-litre packs to the market with "maximised customer benefits such as new labels for better orientation, a more ergonomic design for better handling and improved carbon footprint by using 30% recycled materials in our new 1-litre plastic bottles, in addition to our bestselling 100% recyclable 4-litre Lube Cubes.

"In fact, FUCHS UK has saved over 1,130,000 kg of single use plastics through the use of innovative packaging since 2012 - with the new packs helping to further reduce their impact on the environment.

"Based on extensive dealer and distributor feedback, our easier to use new bottles feature an enhanced ergonomic design to offer improved weight

distribution with a larger and extended neck (plus tamper-resistant screw cap) for a smoother, drip-free pour.

"Our industry-leading Lube Cubes now feature new 'how to use' guidelines with clear 'push through' markings on the top. All SILKOLENE Lube Cubes are vacuum-sealed, allowing for a smooth pour without any glug, making them easier to use than ever before.

"The new bottles are made with 30% recycled plastic (PCR) and our ground-breaking 4l Lube Cubes are 100% recyclable. All our new small packs help reduce our/your carbon footprint whilst maximising the sales performance of your SILKOLENE inventory".

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STM enters the Ducati accessory market



Internationally respected Italian Slipper Clutch and clutch component specialist STM Trading used EICMA in November 2021 as the platform from which to launch a diversification of the product range that its dealers have access to.

The company is leveraging its design experience and precision-machining expertise to go into the highly competitive, high-performance sports bike accessory segment.

Initially for the Ducati 937 - STM is a Ducati Corse Technical Partner and offers clutches for most Ducati

models, including the Monster - the 2022 973 cc Monster and Monster Plus are lightweight, at 166 kg dry, agile and sleek - "representing all the essence of Ducati in the lightest, most compact and essential form possible".

Described as the "sport naked par excellence", STM has designed an initial selection of lightweight, durable, high-strength accessories that include a quick release tank cap, a choice of clutch master plates, risers, water pump casing, sprocket cover, clutch slave cylinder, dashboard cover, licence plate holder and more.

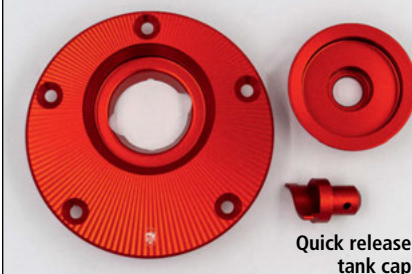
Founded in the late 1970s, and these days led by Valerio Gaffuri as CEO, STM has seen major manufacturing investments recently, and is forever closely linked with the Slipper Clutch (aka 'Back Torque Limiter') technology that first saw the light on Honda's ill-fated four-cylinder NR500.

STM didn't enter the motorcycle industry until the mid-1990s, with Ducati scoring two world titles with STM's anti-slip clutch design. Its motorcycle business really took off in 2003 when STM took the critical step of applying its anti-skid technology to oil-immersed clutches for the first time.



Clutch master plate

Clutch slave cylinder



Quick release tank cap



Water pump casing

Since then, the business footprint and precision-manufacturing reputation it has developed has made it 'brand' ripe for further development - these accessories being among the first such diversifications to come to market.

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Caberg - Avalon 'Forge' female full-face

Bergamo, Italy based Caberg (Caschi di Bergamo) has added to its popular Avalon range for 2022 with 'Forge' - a two-shell size female rider-oriented urban and long-distance full-face with a LG Chem hi-Impact ABS shell in polycarbonate, weighing 1,500/1,550g. It features a completely removable and washable lining in hypoallergenic and breathable fabrics with removable nose shield and lower wind stop. Ventilation is via a large adjustable two-way air vent on the chin guard that drives air directly to the inner side of the visor to avoid misting. There are two vents on top to channel fresh air inside the helmet, with a rear exhaust vent to keep the air fresh. The visor is Caberg's DVT (Double Visor Tech) - a sun visor and quick-release, transparent anti-scratch visor prepared for anti-fog lens, with an anti-scratch sunshade visor and glove-friendly lever. The Avalon 'Forge' meets ECE 22.05. Also seen here, the Levo 'Sonar' is an aerodynamically designed 'flip-up' touring helmet (a 'modular' helmet) in fiberglass or Levo carbon shells with a panoramic view that is new for 2022, offering "cutting-edge technical solutions and innovative design". Caberg says that the Levo 'Sonar' will "meet the needs of the most demanding motorcyclists. Riders can count on a comfortable, lightweight, silent and safe helmet that scored four out of five stars in the rigorous SHARP crash tests, backed by the double ECE 22.05 homologation (E3 - P/J) to guarantee the versatility of use - in both full-face and open-face versions with the chin bar raised". Available in three new colour variants - black, red and anthracite, matt black, white and



Levo 'Sonar'

anthracite and in white, blue, light blue and red - the new Levo 'Sonar' "reflects all the features you expect from a top of the range Caberg branded helmet ensuring maximum performance in terms of comfort, fit, safety and visibility for both touring and urban use".

The primary features include a "panoramic ultra-wide visor" that is said to offer one of the widest fields of vision in its category, giving an 82-degree visor opening, made possible by a redesigned, slender chin guard.

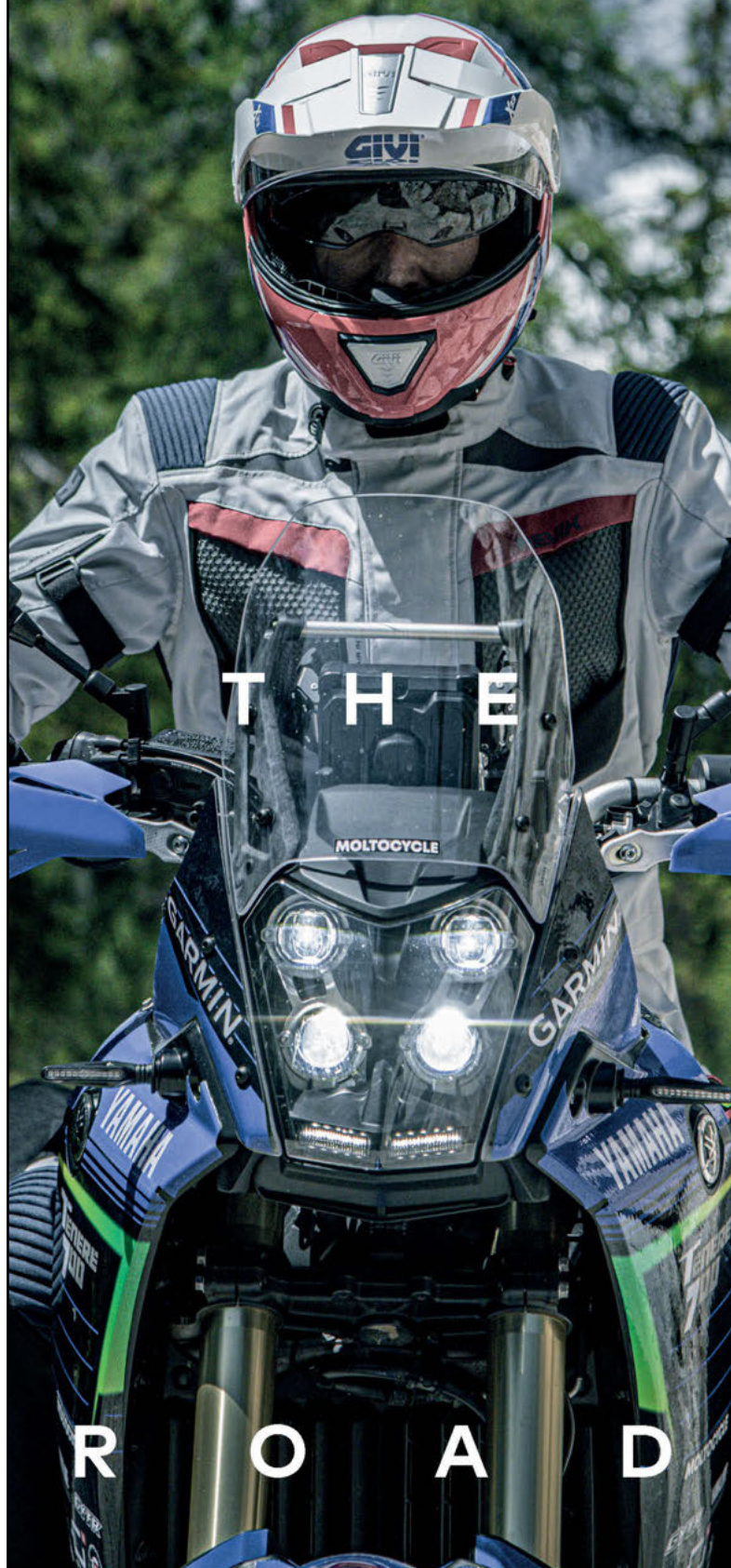
Levo 'Sonar' is equipped as standard with an anti-scratch and anti-fog Pinlock Max Vision lens and the glove-friendly Caberg DVT (Double Visor Tech) sun visor. It also features the Caberg JUST SPEAK EVO system or can be used with other aftermarket communicators.

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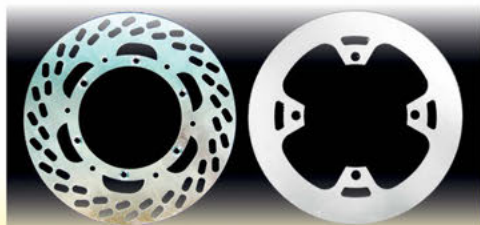


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PRO GUIDE

TracTive Suspension - "unmatched precision and handling"

Last month we featured the "TracTive Story". From being founded in 2010 by six former WP Suspension engineers and executives to a team of 45 in 2022, offering aftermarket suspension technology (and better!) that is available through its private label contracts and as own-brand aftermarket suspension products.

This month, we have details of more of the new products that the company introduced at EICMA in November 2021 ...

X-CHANGE PRO PDS rear shock - Africa Twin Adventure Sports



Honda installed the electronic EERA suspension into the Honda Africa Twin Adventure Sports "while the ride height functionality works fine, the standard spring and damping is mostly way too soft for the average adventure rider, and the electronic damping adjustment range is barely noticeable. The TracTive X-CHANGE solution solves this - it is supplied with the right spring for the weight of rider and provides the perfect damping for every application by manual adjustment. At the same time, the original ride height system is retained, and no errors will occur with the EERA system. It has separate low and high-speed compression adjusters for optimum tuning for different tracks and has an anti-bottoming PDSII system; available in various ride heights".

eX-CHANGE PRO rear shock - BMW R 1250 GS/R 1250 GSA



"With this product, the original ESA suspension system is brought to a new level. It allows use of the original auto-levelling spring preload system - a new damper is added with improved damping performance due to the patented TracTive DDA valve. Adventure riders will appreciate the higher thermal stability due to the larger oil capacity (larger piston and reservoir). The extra manual adjusters allow for optimal handling for different tracks. Because the shock functions with the original connectors and motorbike controls, there is no conflict with the original systems. Available in lowered and long travel versions".

eX-CELLENT set - S 1000 RR, S 1000 XR, S 1000 R



TracTive says it is the only suspension company worldwide that supplies full Plug & Play electronic systems for these models. The original BMW electronic suspension is manufactured by VRM Marzocchi and contains the patented TracTive DDA (Dynamic Damping Adjustment) technology. The rear shock absorber and the front cartridges fit to the original connectors and, besides full dynamic ESA compatibility, offer tuning features like spring choice, spring preload and additional manual damping adjustments.



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Top-flight range of bags

The seven bags that make up GIVI's X-Line family, introduced at EICMA last year and available now, are said to be "very sturdy, expandable and water-resistant, representing a coming-together of technologies, embracing innovative choices in terms of materials, fixing systems and options for mounting on specific motorcycle models".

X-Line shows the technical and aesthetic solutions devised by GIVI over the last two years. During this period, the company "has worked at full throttle on its 'soft' solutions", and the company now offers seven different product ranges.

The X-Line range comprises three cargo bags, one saddle bag and three tank bags. They all use a blend of high-quality materials (polyester, TPU and nylon), have expandable volumes and removable and

waterproof internal bags. Other important aspects include high UV resistance of the external bags, selection of materials that meet REACH standards, reflective inserts and a base in non-slip material, and zip pullers which are suitable for use with a lock.

In more detail, the range consists of the XL01 cargo bag, expandable from 15 to 20 l, the XL02 roll-top cargo bag (25 to 35 l - can be transformed into a backpack), the XL03 roll-top cargo bag (39 to 52 l - can also be used as a backpack), the XL04 tanklock tank bag (15 to 20 l), the XL05 tanklock tank bag (15 to 18 l), the XL06 universal tanklock



tank bag (15 to 20 l) and the XL07 saddle bag (9 to 12 l).

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AFAM MX6 chain - "the strongest link"

AFAM has launched a new MX6 chain - "a stronger and aesthetically refined chain that succeeds the MX5 and sets new standards on the market". AFAM has been known and recognised for more than 40 years for its power transmission expertise, renowned for high levels of precision manufacturing and quality materials. The evolution of the brand's product range has followed in-step with the increasing demands that motorcycle designs and power make on the materials and components that

are needed to "get the power down".

"AFAM chains and sprockets withstand extreme use and have minimum wear because of the special treatments we use and the very tight tolerances with which all our components are manufactured.

"There is no doubt that the most demanding use for motorcycle transmissions is in the off-road segment. After the super light steel sprocket (SLK) and the reinforced HDK sprocket, AFAM is now proud to introduce its new chain: the MX6.

"AFAM has greatly improved the aesthetics and the technical aspects by increasing the push-out force between the pin and the outer plate - as well as the strength between the bush and the inner plate, which allows to keep an optimal flexibility of the chain.

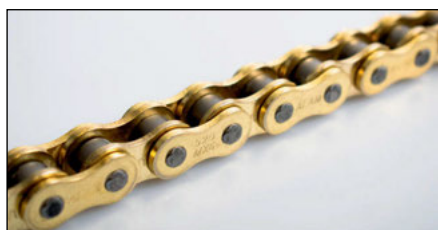
"We have increased the fatigue strength by at least 25% compared to our MX5 chain, and the result is a chain that is not only able to compete with the best



MX chains available on the market, but to set new standards in terms of durability and wear".

The MX6 chain is available in a choice of two finishes - gold inner plate/gold outer plate, and chromed interior plates/black exterior plates.

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Plug & play solution by BS Battery

The first manufacturer to develop a complete alternative solution to conventional and maintenance-free batteries, French company BS Battery is "leading the market with more than 80 types of sealed, activated and ready-to-use batteries

- that's the BS Battery 'Plug and Play' solution".

"Designed to make life easier for users, dealers and distributors, the 'Plug and Play' solution takes away all the unpopular complexities of dealing with acid - BS SLA batteries are 100% safe to use and work with," says BS Battery General Manager Benjamin Sebban.

"To ensure the optimal lifetime and performance of BS SLA batteries, our European Logistics Centre daily maintains, tests, recharges and controls all batteries before shipping. Compatible with SLA, SLA Max and Lithium batteries, our smart BS chargers - BS10 and BS30 - run safely, precisely and powerfully 24 hours a day, 7 days a week.

"They are designed with a patented microprocessor that can optimise lead acid and lithium battery power and durability. We can also provide our dealers with

our new BK20 - an automatic bank charger, so that they can build their own charging room."

Monitoring the market regulations closely (ref. to EU 2021 acid handling), Benjamin says that the BS Battery product team is "working to provide the most innovative solutions for our 80-country worldwide network. We are also accelerating our commitment to upgrade all dry and maintenance-free battery ranges to SLA and SLA Max ready-to-use technology simply because they are safer, stronger and more powerful."

BS Battery just released a complete range of 6V batteries in SLA version that would be ideal for restoration of older bikes and classic vehicles.

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Vertex Pistons - 2022 Road pistons line

Updated to include 2022 applications, the Vertex range of pistons for road-going sport motorcycles was developed in Moto3 in collaboration with the SIC58 Team and in the Superbike and Supersport GPs. These road pistons, developed exclusively for riding on the track, are offered in Replica or High Compression versions, complete with rings, wrist pin and circlips.

Vertex says that among the advantages, "the weight is at the lowest limits of the category, and they have an increased compression ratio that significantly increases engine performance without any loss of reliability".

Already on the market for Yamaha, Honda, Suzuki, Kawasaki, BMW and Ducati 600, 1000 and 1200 cc engines, Vertex Road pistons are also now available for the KTM Duke.

However, Vertex is not only about racing pistons, but also offers the market a made-in-Europe range of front and rear sprockets dedicated to off-road motorcycles "that have been fine-tuned with the collaboration of the factory Motocross and Enduro teams.

"All our rear sprockets are customised with the exclusive Vertex design, are CNC precision-manufactured with high quality materials, are



completely anodised to increase wear resistance and improve durability and have quality certification".

Three specifications are available - Steel-Sprockets, made in special black anodise finished C45 stainless steel; Alu-Sprockets in 7075 T6 heat-treated alloy with mud grooves on one side, and Duo-Sprockets, made with a 16CrNi4 steel outer with long lasting induction teeth and a core in 7075 T6 heat-treated core. Vertex' Alu and Duo sprockets are available in a choice of model-match colourways.

There are two front sprockets available - the basic

model K, and the KC version equipped with carefully designed and precision-machined lightening holes that do not compromise reliability. Both are produced in special 16CrNi4 steel, fully CNC-machined and come with quality certifications.

VERTEX PISTONS/VP ITALY S.R.L.

Reggio Emilia, ITALY

Tel: +39 0522 918888

info@vertexpistons.com

www.vertexpistons.com



KTM 50 stator



American specialist Rick's Motorsport Electrics, one of the world's leading manufacturers of aftermarket electrical components, has added a new KTM 50 replacement stator.

Fitments include 2004-08 50 Mini Adventure, 2006-22 50 SX, 2006-09 50 SX Junior, 2008-22 50 SX Mini, 2002-08 50 SX Mini Adventure, 2001-05 50 SX Pro JR/SR and 2002-07 50 SX JR/SR Adventure. Offered in direct response to dealer and distributor requests, Rick's says that "while the KTM 50 serves as a great launching point for new riders, and is also enjoyed by experienced riders and racers, the little bike is not without its flaws, most notably the failing stator.

"While most of dad's trackside toolbox is full of spark plugs and jets, junior's toolbox almost always has a

spare stator or two in it. Anyone that rides or races one of these little bikes will surely have replaced the stator at one time or another.

"Our new replacement stator is wound with high-temp insulated wire to combat the high heat and vibration that these little engines produce. This keeps the stator windings from breaking down and keeps the bike running perfectly". All of Rick's Motorsport Electrics' stators come with a one-year replacement warranty.

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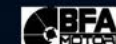
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K'Rugged bags

This new range of soft bags from Kappa is a modular set and includes bags with capacities from 10 to 45 litres, which can be used individually or combined. "Resistant and highly technical, the models in the line represent a valid alternative to the traditional aluminium trio".

The bags have a soft and minimal structure, enhanced by "remarkable technical features, although the real strong point is the modularity, which allows the bags to be easily configured to suit the bike and the rider's needs".

The K'LAB technicians "have developed a universal base specifically for the K'Rugged line of soft bags to create an attachment capable of guaranteeing maximum rigidity with minimum bulk, resisting the stresses of off-road use and allowing the rider to move freely on the bike".

The company says it only takes a couple of minutes to mount the AV00 BASE attachment system on the bike and only a few seconds to remove it. It allows the AV01 and AV02 bags to be used as side or saddle bags without the need to fit additional frames. Hook racks make it easy to attach to the rear wing for added stability on the move, while straps provide

additional mounting points to the bike. The AV01 and AV02 K'Rugged bags have capacities of 10 and 20 litres, and these models can be used as a single case, as part of a modular luggage system, or in combination with other bags or cases in the range. The roll-top closure ensures 100% waterproofing. Manufactured from a durable laminated TPU on the outside, the two bags feature a semi-rigid anti-grip rubber base to cushion vibrations. Safety and stability are enhanced by the acetal CAM buckles and the high visibility reflective prints.

The AV03 K'Rugged is a 45-litre bag featuring dual side openings that allow easy access without the need to remove the bag from the frame. The upper part features the M.O.L.L.E. system, indispensable for adding an extra load on top of the bag. This bag also features roll-top closure and CAM buckles, and with the supplied shoulder strap, the bag can also be worn as a shoulder bag.

The AV04 K'Rugged bag has a 40-litre capacity - this top-opening duffel bag has the same specifications



as the other bags from the range, adds versatility, and an adjustable shoulder strap also allows it to be carried by hand or as a backpack.

KAPPA
Flero (BS), ITALY
Tel: +39 030 268 0374
info@kappamoto.com
www.kappamoto.com

Street Bob gauge



Instrumentation specialist Koso has this D2 speedometer and tachometer application available for the 2018 and up Street Bob. It is a 'plug and play' gauge, featuring a combination speedometer and tachometer

with programmable shift light, gear indicator and a complete set of indicator lights - plus a choice of eight colourways so riders can match their instrumentation to their paint job.



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Ermax for Triumph Trident

Founded in Marseille in 1978 by Roger Sabater, 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 Triumph Trident, including a nose fairing, light black screen and mounting kit and seat cover.

The nose fairing gives a Café Racer look to the stock Trident; it, and the seat cover, are available in raw, painted, satin black (Black Line) or carbon look.



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WRP brake pads

Ravenna, Italy based distributor Wind Trading is the exclusive distributor of the WRP (Works Racing Parts) brand of accessories and performance components - a brand internationally recognised for its handlebars among other performance parts.

WRP is the official handlebar supplier of choice for factory MXGP, Enduro and Supersmoto teams, and is also a player in the brake pads space. WRP pads have featured with many leading riders and teams in the past decade, picking up championship wins with Team BMW Factory SBK/SSTK and Stefan Bradl in Moto2GP, and featuring with Team Speed Up and Team Intact GP in Moto2GP.

For 2022, WRP has "extended its range of state-of-the-art 100% European made brake pads. Made from high-quality materials, WRP high-performance brake pads offer 12 friction compounds, specifically developed for precise uses - eight types of pads for street applications and four for off-road applications, often offering better braking than OEM".



All WRP brake pads are suitable for the OEM cast iron and stainless steel discs currently in production.

WIND TRADING SRL
Ravenna, ITALY
Tel: +39 0544 64024
windtrading@windtrading.it
www.wrpracing.com



LV One EVO for Tuareg 660

LeoVince has developed a new line of exhaust systems for the Aprilia Tuareg 660 (2022).

The LV One EVO is a "synthesis between tradition and modernity. It combines the LeoVince classic style looks with innovation in the research of the best high performance and lightweight materials.

"The body is in AISI 304 stainless steel and designed to make the LV One EVO Stainless Steel slim and impact-resistant with a distinguished look - the square lines of the design give an exclusively compact look". LeoVince chose to shotblast the sleeve of the LV One EVO Stainless Steel, "for a unique titanium effect look. Unlike the usual LV One

EVO carbon fibre end cap, we chose a specific design for the Aprilia Tuareg 660," says CEO Roberto Morone.

"It is a design that fits perfectly with the style of the bike - combining the performance and adventure look without compromising the 'Made in Italy' style. The LeoVince logo is laser-etched on the silencer - a silencer that is produced from the highest-grade materials and the latest technological innovations." LV One EVO Black Edition is also available for the 2022 Tuareg 660.



LEOVINCE
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VStream windscreens for Tracer 700

The Yamaha Tracer 700 is a light, manoeuvrable and versatile twin-cylinder Sport Tourer that is destined to "do the miles" - shame then that the stock Yamaha sport screen is such a compromise, one that is clearly destined to become one of the first upgrade casualties.

World leading screen maker National Cycle has three sizes and three tints of its award-winning VStream screen concept available, so you can make sure there is one for most of those who see the 700 as the ideal urban and open road crossover.

The Maywood, Illinois based manufacturer says that "all will offer improved wind protection and riding comfort compared to the OEM or other aftermarket windscreens. VStream gets its name from its unique patented shape. The advanced 'V' profile and dimensional contours push the wind vortex out and away from the rider's helmet, resulting in a peaceful, quieter riding environment".

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

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

"Quantum hardcoated polycarbonate is the material of choice for serious motorcycle riders. It is 10 times more abrasion resistant than FMR hardcoated polycarbonate, and 30 times more than windscreens made from commonly used acrylic or aircraft plastic". VStream Windscreens are easy to install and are protected by a 3-year warranty against breakage.

Available in clear, light or dark tint and choice of 19, 21 or 23" tall (48, 53 or 58.5 cm).

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Vespa clutch/ crankshaft kit



German scooter specialist SIP Scootershop has this new 115 mm geared disc valve Vespa clutch/crankshaft kit available for Vespa 200 Rally/P200E/PX200 E/Lusso/'98/MY/Cosa 200 applications.

Features include 23 teeth, four SIP CR80 plates, ten springs, 60 mm stroke, 110 con-rod - for the "perfect connection between the crankshaft and the clutch on all Vespa largeframe models," says CEO Ralf Jodl. "Piaggio designed these engines with a cylindrical flange, a spring washer and an M12 nut holding the crankshaft and clutch together. Generally speaking,

this arrangement works quite well in a standard engine. Nowadays though, this tested set-up is not quite capable of reliable transmission of the power outputs that have become achievable.

"To solve this, we can now present a solution with the important advantages over the stock design - such as interlocking cog-teeth connection, simple de/mounting and a solid and enduring connection, for all mileages and power outputs.

"We now have a range of crankshafts and complementary clutches available with interlocking connections that are extremely solid and stable in operation. This technology has already been established in our BFA 306 engine design. These performance engines are easily capable of power outputs of up to 72 PS!

"When stripping such an engine, following operation, the clutch can be removed by hand once the holding nut had been undone, with absolutely no wear discovered. These achievements led us to transfer this advanced idea to more conventional engine casings, set-ups and clutch concepts.

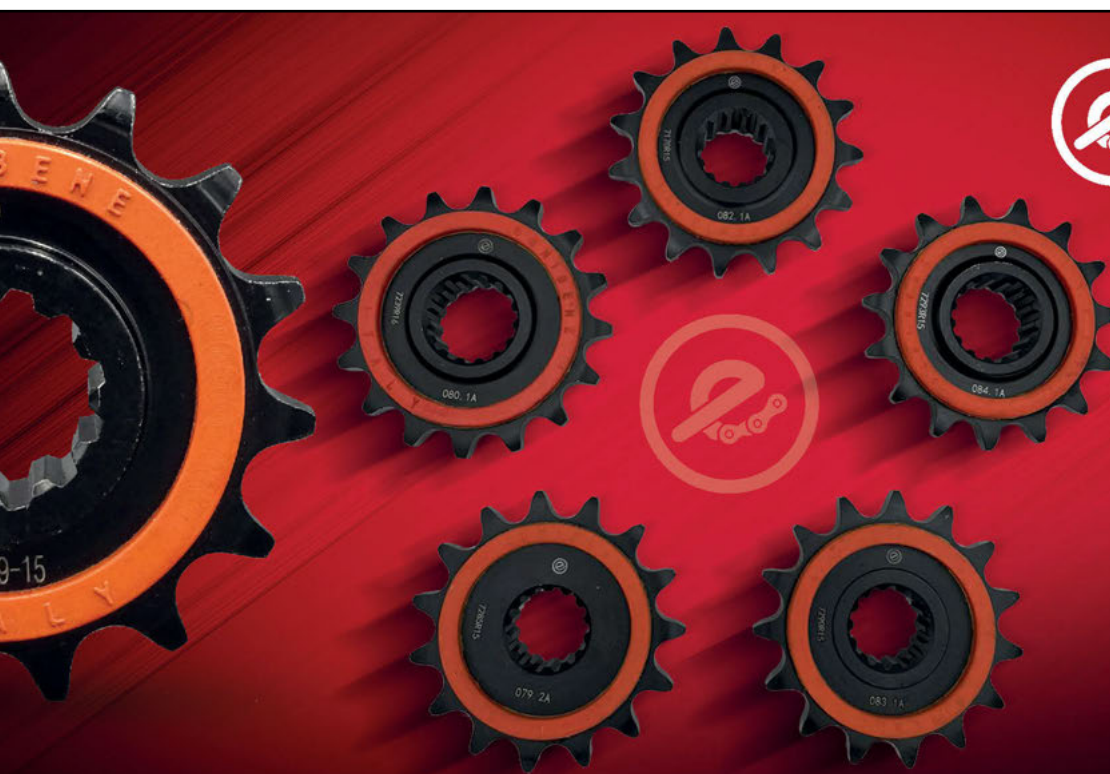
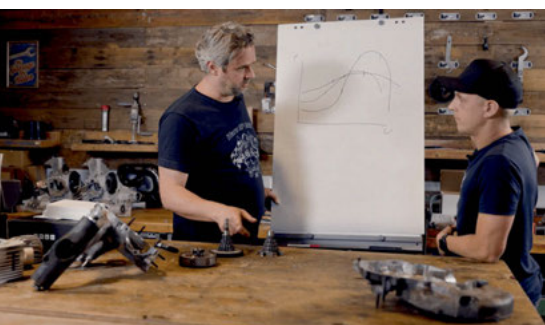
"All SIP crankshafts and clutches equipped with this interlocking connection are compatible with each other. With this system, the components are locked

together and held in position by the M14 holding nut, eliminating the need for a woodruff key.

"On original engine casings, a 3.5 mm thick spacer disc must be positioned between the clutch and bearing, with our SIP BFA engine casings, a thinner 2.5 mm spacer disc is used.

"The end result is a complete solution that eliminates once and for all one of the weakest links in the Vespa largeframe engine's drivetrain."

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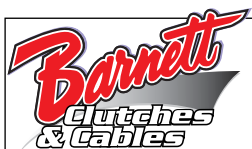
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NEWS BRIEFS

Italian suspension specialist Andreani Group (Pesaro) is taking its United States brand support a stage further with the establishment of Andreani USA Inc. The initial focus will be on the specialty Andreani suspension tools programmes and offering suspension courses for technicians. The new division is being headed up by Elisa Andreani.

KTM's World Adventure Week is planned for July 4th to 10th 2022. The programme is designed to "encourage mass participation by all adventurers, no matter what bike they are on - a unique opportunity to go out and ride". The main goal is to complete 1,000 km or more in seven days.

Russia was the fifth largest European retail market in 2021 - valued at €337.2bn; it won't be in 2022!

Honda Motor Co., Ltd has announced a one million euro donation to the Japanese Red Cross Society to support humanitarian aid for those affected in Ukraine and neighbouring countries. The donations will be used to support the crisis response in Ukraine, and the relief efforts in nearby countries hosting refugees.

The Board of Directors of the Fédération Internationale de Motocyclisme (FIM) announced its condemnation of the Russian invasion of Ukraine and its decision to suspend the Motorcycle Federation of Russia (MFR) and the Belarusian Federation of Motorcycle Sport (BFMS) as a result. The FIM Board also recommended that all affiliated members of the FIM and FIM Continental Unions take similar action. Consistent with this action, riders from these federations will also be prohibited from participation in FIM sanctioned events.

Yamaha electric power steering revealed

By Ben Purvis

Yamaha has officially unveiled its electric power steering system for motorcycles - promising to use the system throughout the year on its works machines in the All-Japan Motocross Championship before spreading it across more machines in the future.

You might initially wonder whether power steering is really something that bikes or riders are asking for, but its development is potentially a huge step forward for motorcycle safety systems. Modern electronics can already intervene in braking via ABS, acceleration via traction control and deceleration via electronic engine braking control systems - preventing lock ups or wheelspin, even during cornering with the latest designs assisted by inertial measurement units (IMUs).

Although less widespread, we've also

- and EPS is likely to be the same. That's why its proving ground is motocross, throwing the system directly against the toughest possible challenge.

Mechanically, Yamaha's EPS is quite simple. There's a powerful electric motor attached to the front of the headstock, geared to the steering stem to work as an actuator. A 'magnetostriuctive' torque sensor measures how much effort the rider is putting into moving the bars, while a computer measures that force and decides whether to use the actuator to help.

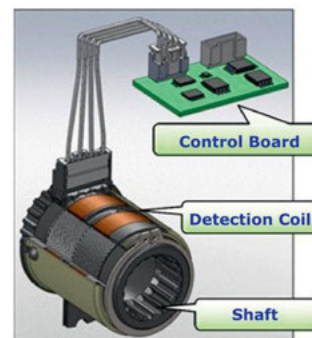
It's basically the same as the technology used on e-bicycles, which measure the

"The final piece in the rider-aid jigsaw falls into place"

pedalling effort being put in by riders to decide how much electric assistance to add. In its simplest form, the system - which was first run covertly during races in last year's All-Japan Motocross Championship before being publicly adopted by the works team this year - acts as the ultimate steering damper.

Because it can tell the difference between the rider's inputs at the bars and external influences like bumps that are trying to change the course of the front wheel, it can assist with the former while counteracting the latter. Yamaha says that the power steering side of the system is most significant at low speeds - when large movements at the bars are more common - while at high speeds the steering damper effect is more pronounced.

Even in this, relatively simple form, the system is hugely promising. It should be able to eliminate tankslappers,



potentially enabling bike designers to adopt more aggressive steering geometry for sharper responses. As it assists in steering, it also means geometries that would otherwise make the bars harder to turn can also be considered - opening the door to different rake, trail and front wheel and tyre sizes to maximise grip and cornering ability.

Looking further into the future, the system could also become more active, perhaps with programming to step in and help if a rider's inputs are likely to cause an accident. The idea of 'target fixation' - where riders unconsciously steer towards whatever they're looking at - is already well proven, and often blamed for crashes, particularly single-vehicle accidents where a bike runs wide on a corner. With the right combination of active steering control assisted by camera or radar technology, there's potential for a bike to step in and help in those situations.

Yamaha's MOTOBOT project, where a robot rider was given control of an R1 superbike on track, shows that the technology for auto-riding is already available. Honda and BMW have also both demonstrated self-riding bikes with servo-operated steering, and electronics giant Bosch is working on a similar set-up.

Active steering control is coming, and Yamaha's EPS is a huge leap towards getting it onto real-world machines.



seen electronically controlled clutches and gearchanges, which leaves steering as the only remaining element of purely human-operated control on some bikes. Yamaha's electric power steering (EPS) means that now there's a way for computers to intervene there, too. Traditionalists might rail at the idea of a computer stepping in, but when it comes to ABS and TC systems, there's no shortage of evidence that such rider aids can be lifesavers without being obtrusive

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