

# INTERNATIONAL DEALER NEWS

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JUN/JUL '22

ISSUE #167

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PUIG 'Ever Flowing Design'



MOTOFUTURE  
EMX XF30



DISTRIBUTORS  
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ZIEGER

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ASIAN POWERSPORTS



## Motorcycle and moped registrations in largest European markets continuing to increase in Q1

According to the latest data released by Brussels based ACEM (the European Association of Motorcycle Manufacturers), registrations of new motorcycles in the five largest European markets (France, Germany, Italy, Spain and UK) showed an increase of +14.6% (226,793 units) during the first three months of 2022, compared to the same period of 2021.

Most of the largest European motorcycle markets registered increases, including the UK (27,807 motorcycle registered, +56.4% compared to the same quarter of 2021), Germany (54,106 units, +30.4%), Spain (38,922 units, +16.3%) and France (45,702 units, +2.3%). Motorcycle registrations in the Italian market remained stable during Q1 2022, at 60,256 units (-0.4%).

European motorcycle markets remain very strong and have been consistently

growing since 2020, when countries exited the initial Covid pandemic lockdowns across Europe.

The moped segment also performed well during the first quarter of 2022. Moped registrations reached a total of 57,755 units in the six largest European moped markets (Belgium,

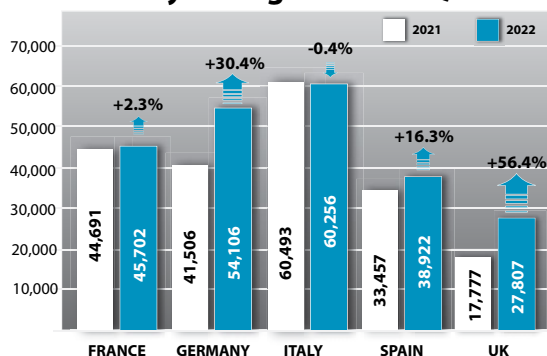
ACEM Secretary General Antonio Perlot, said: "The registration figures for the first quarter of 2022 show that the moped and motorcycle registrations in key European markets remained strong, in spite of the manufacturing and logistical issues created by the Covid-19 pandemic."

"Preliminary data for April indicates a slight slowdown for some markets, due to the shortage of semiconductors and shipping delays affecting the availability of some models. Sales in the coming months may also be affected, up or down, by factors such as rising fuel prices and the general economic situation in Europe."

"The registration figures for the second and third quarters will tell us whether the motorcycle and moped markets performed well in 2022, as most sales take place in spring and early summer."

StatZone pages 6-7 >>>

### Motorcycle Registrations Q1 2022



France, Germany, Italy, the Netherlands and Spain). This represents an increase of +3.5% in comparison to the first quarter of 2021.

Commenting on the current situation,



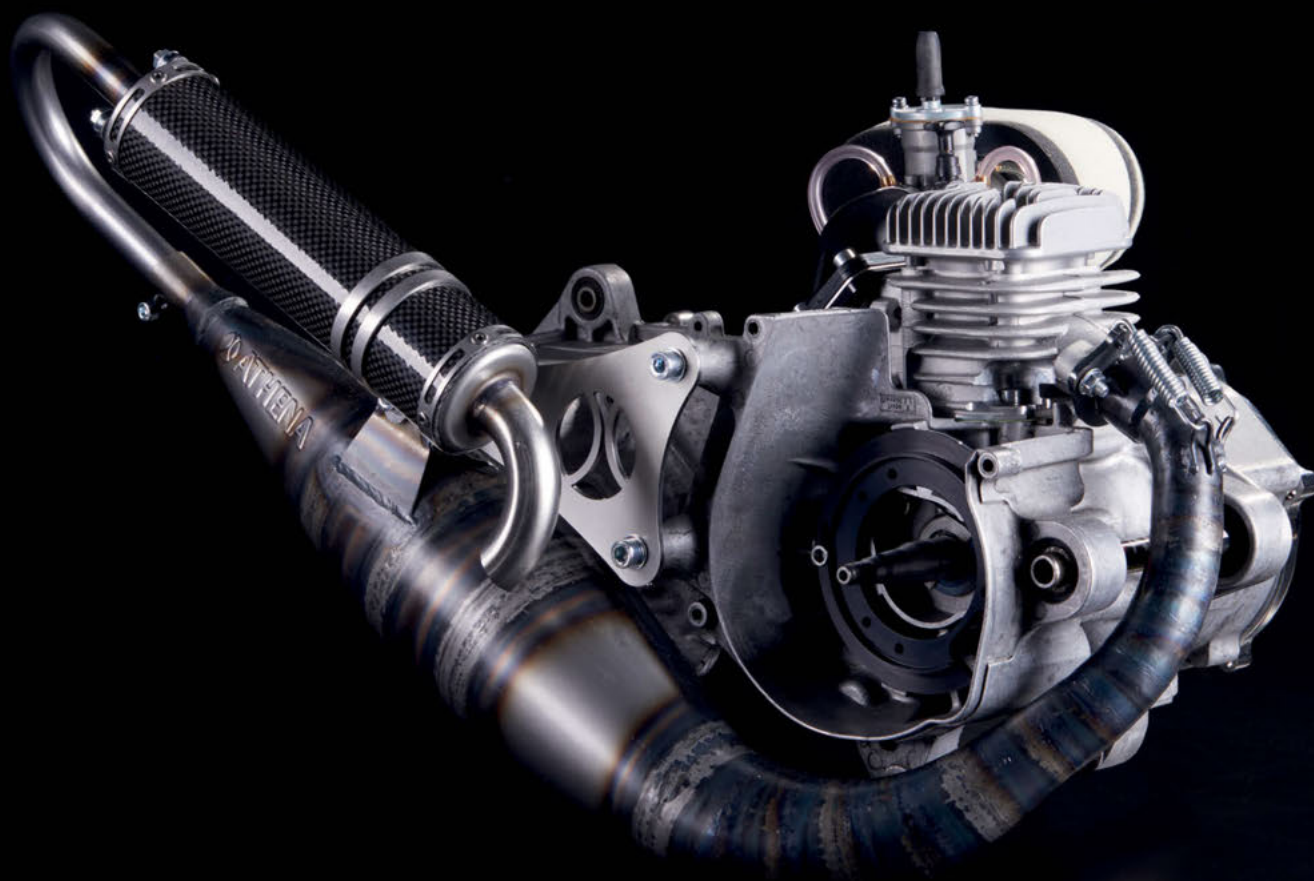
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PRINT BY WARNER'S MIDLANDS  
BOURNE, LINCOLNSHIRE, GB

**ISSN 1354-4047**

**NEWSROOM ..... 6-33,64**



**PUIG ..... 32-33**

The Barcelona based accessory and aerodynamics specialist presents 'DIABLO' - an aerodynamics and ergonomics research proving MT-09 to showcase its advanced 'Ever Flowing Design' concept.



**GALFER ..... 8**

The brake components specialist is continuing as the official brake products of choice for the FIM EnduroGP 2022 World Championship - striking a new deal that will take the company through to the end of the 2023 season as an Official Partner, in addition to its MX sponsorship.



**DISTRIBUTORS WANTED ..... 10**

Capacity expansion means that German Zieger accessory brand owner IBEX can now expand its European distribution network - the company is looking for partners in Spain, France and Scandinavia.



**BRADLEY REPORT ..... 20-31**

**HONDA:** The company's financial results point to strong profits and increased unit sales, but that isn't it from adding aggressively to its product offer. An NX500 will leverage its Dominator heritage and after 41 years the Dax is back in the European line-up.



**MotoFUTURE ..... 18**

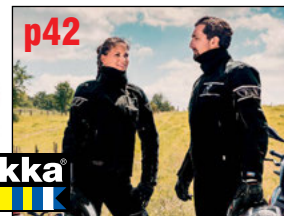
**LONCIN:** The Chinese manufacturer of the Voge range is setting up a new sub-brand for the electric PTW market to be called 'Bicose' - believed to be pronounced as "because".



**ASIAN POWERSPORTS NEWS ..... 14-17**

**GAOKIN:** Not yet well-known in Europe, Gaokin is the Chinese manufacturer of the Brixton brand. The company is set to make another play on the large displacement twin market in Europe with GK1000 'Thor' Cruiser.

**PROGUIDE ..... 34-60**



# Is relative net growth the best outcome for 2022?

The latest available data from ACEM shows Q1 new motorcycle registrations continuing to grow. After a strong first 60 days, the trend in most markets in March and April has seen the rate of growth decline or, in some cases, even entering negative territory by the end of April.

These days the ACEM data only reports the 'Big Five' markets - Italy, Spain, Germany, France, UK - but with those markets accounting for over 80 percent of the European total, it still gives us a bellwether with which to judge the market's direction of travel, even if the data since the end of 2019 has been unstable due, at first, to Euro 4/5 transition and then, of course, due the pandemic.

Consumer demand is a fickle mistress at the best of times, and these times are far from being "the best". What is remarkable about the 2022 market is just how robust the demand for PTWs has again been proving to be - so far!

There now have to be serious questions raised as to whether that growth can sustain. In 2020 the eventual response we saw to the pandemic proved to be counterintuitive.

Initially, it was explained as being deferred demand, delayed buying, but as spring became summer it became clear that something else was at play too. There was widespread concern about the potential health risks of mass transit systems in the urban setting - and any deferred demand was quickly absorbed and overtaken by a genuine 'bump' for demand. One that, until recently, had proven to be (mostly) sustainable.

There had already been some signs of the new-found growth in demand settling back to pre-pandemic demand patterns in some of Europe's markets. Then, just as we finally put most of the effects of the pandemic in our rear view mirror, along come a war, a major cost of living and inflation problem with energy prices and market instability sending global economies into reverse, and an unprecedented supply chain drama that hits raw materials, logistics and our now all-encompassing dependency on semiconductors.

The widespread concerns about a general worldwide recession are definitely gathering credibility. The global and European institutions charged with economic management and forecasting are all fumbling with their worry beads, and consumer anxiety is all around us. If 24 hours is a long time in politics, then two or three months is a millennium in economics.

The conventional wisdom is that in times of economic uncertainty, purchases such as motorcycles are generally quick to see the negative effects. If real-world consumer incomes are falling behind rising prices and belt-tightening becomes the priority, then we would expect to see PTWs suffer at least as badly and any other 'discretionary' spend. The PTW market more than halved as a result of the Financial Crisis and subsequent recession.

With petrol prices climbing and awareness about motorcycling's environmentally favourable narrative continuing to gain traction, there are "reasons to be cheerful", reasons why we may be in for another uptick instead of a downturn.

However, a financial crisis is one thing, but a war? A global shortage of computer chips? Rampant inflation in everything from raw materials and logistics to interest rates and energy? With health concerns not yet fully behind us and inventory in short

supply, early data pointing to possible downturn needs to be taken seriously.

If anything, a plateau in sales, maybe even a decline of low single digits, may actually be a good net growth result in the context of what could be headed our way. Real growth in terms of our share of available disposable income in a faster declining consumer spend environment might be the best we can hope for.

Even those who are suggesting that we are headed for global doom, gloom, hunger, poverty and conflict are not forecasting the kind of economic downturn in the developed world seen a decade ago. So far forecasters are suggesting that, if there is a widespread recession at all, it will be relatively shallow and of relatively short duration.

One of the biggest problems confronting the motorcycle industry is that it still has not been able to enjoy a sufficiently sustained, long-term period of stable and meaningful growth of the kind needed to replenish the capital reserves it burned through in its Financial Crisis existential struggle.

The absence of capital reserves goes a long way to explaining market consolidation, explaining why so many more Private Equity investors and other predators are being drawn into the PTW industry - there are bargains to be had. As a result, too much of the capital that industry profits generate is sucked of the industry, rather than reinvested. There have been some exceptionally overpriced, ill-conceived and poor-value acquisitions and 'flips'. Most

motorcycle and related businesses are relatively undervalued in their balance sheets and those that are publicly owned are trading at undervalued share prices - hence the aggressive share buyback programmes we are seeing from the likes of Piaggio.

Additionally, the multipliers being used to price M&A activity (especially in the EV and related sectors) defy all logic. There is a lot of the investment capital looking for alternates to the bond and stock markets. There is a 'lower bar' where the threshold for quality investments and returns are concerned - listen to Warren Buffet on the subject!

By way of an example, Harley's soon to be 'semi-independent' LiveWire electric 'subsidiary' is edging ever-closer to its SPAC-based Wall Street float with an offer prospectus that is based on 'Alice in Wonderland' forecasts for the number of EVs it intends to be selling in five years (100,000 units a year) and by the end of this decade (200,000 units a year).

With the semiconductor shortage still likely to slow us down (at least until the end of 2023) the eventual outcome of the present inflationary cycle is likely to resolve itself into stagflation, at best.

Russia's war on Democracy and decency will continue feeding uncertainty for a long time. It really will be a positive statement about the potential our industry has for a robust and healthy future if we are talking about net annual industry growth by the end of 2022.

“chip shortage to continue?”

Robin Bradley  
Publisher

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# Spain - motorcycles +10.74% YTD

After a statistically anomalous +50.10% (11,604 units) in January, the latest data from ANESDOR - the motorcycle industry trade association in Spain - show growth in decline. From +21.92% (12,421 units) in February, March was -3.40% (14,676 units) with April at -3.27 (14,041 units) - though that is still the third best April Spanish market performance since before 2009.

For the year to date the Spanish motorcycle market is still at +10.74% (52,742 units) but as elsewhere, registrations appear to be softening.

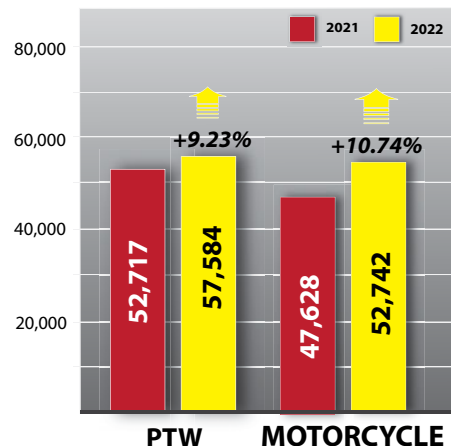
The total PTW numbers for Spain YTD are also "headed

south" with -4.53% for March (15,963 units) and -6.55% (15,145 units) for April, after strong growth in January and February to +9.23% for the first four months (57,584 units). Scooter sales were up by +9.7% in April.

ANESDOR General Secretary Jose Maria Riano is quoted as saying that there was one less selling day in April 2022 (compared to 2021) and that the decline was due to a combination of "high rainfall, the persisting supply crisis and worsening economic context." Honda is market share leader in Spain YTD with a 24.2% share (12,775 units) followed by

Yamaha (12.8%), Piaggio (6.9%), BMW (6.7%) and KYMCO (5.4%). For the Record - motorcycle registrations in Spain were +6.26% for the full year in 2021 at 165,115 units. The Spanish market had not yet caught up with 2019 registrations though (175,585 units) but 2021 was the second best motorcycle and scooter market performance in Spain since before 2009. In total PTW

Spanish registrations to April



terms 2021 was +3.26 (182,922 units) - also the second best since before the 2007/2009 financial crisis.

# Italy - motorcycles +11.49% to April 2022

The new year started strongly in Italy with motorcycle registrations +23.32% (7,756 units) and +27.81% (10,534 units) for January and February respectively.

However, the latest available data from ANCMA - the motorcycle industry trade association in Italy - show motorcycle sales growth appearing to soften for March at +16.81% (14,494 units) and down to -6.48% for April at 13,885 units. Aside from 2020, this was the second highest for an April in Italy for a decade.

Total PTW registration data for the first four months in Italy confirm a downward trajectory, with February (-4.87%, 18,352 units), March (-3.51%, 28,014 units) and April

(-8.86%, 27,430 units) all down and the market down by -3.45% YTD. At 87,602 units for the first four months, though, it is still higher than the same period in 2019, and (2021 aside) the best first four months in Italy since 2011.

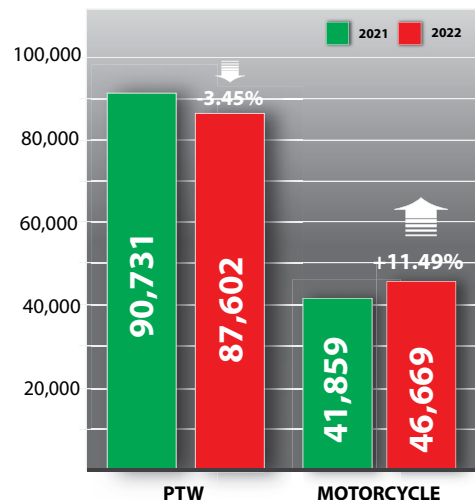
Of that 87,602 total, scooter sales in Italy for January to April were -16.24% at 40,933 units with motorcycles at 46,669 (+11.49%).

The Benelli TRK 502/X was the top selling motorcycle YTD (2,293 units) and in fourth spot overall, behind Honda's SH 125/150 and the Kymco Agility 125 R16. The BMW R 1250 GS is the second best selling motorcycle (1,589 units), followed by the Ténéré 700, Africa Twin, Multistrada V4/S and

Moto Guzzi V7.

For the record - Italy was again the largest market in Europe in 2021 with motorcycle registrations +26.49% (119,079 units) compared to 94,141 units in 2020 - the best for more than a decade. Total PTWs were +23.58% for the 2021 full year with a massive 270,232 total units sold - also the best for over a decade (218,677 units in 2020, 231,985 in 2019). The bestselling motorcycle in Italy in 2021 was the Benelli TRK 502/X (6,543 units).

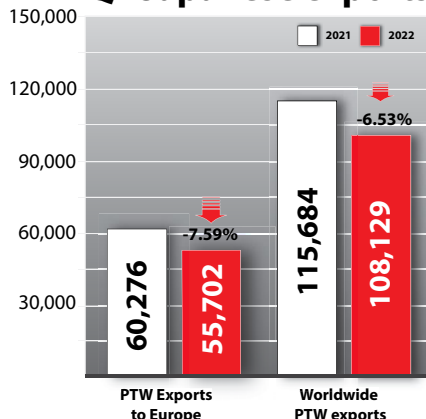
Italian registrations to April



# Japanese made motorcycle exports to Europe -3.43% Q1

After a massive 'bump' in January this year (+42.58%/ 17,574 units) the latest available data from JAMA (the automotive trade association in Japan, which includes representation of motorcycle manufacturers among its membership) shows exports of Japanese made motorcycles to Europe (over 250 cc) collapsing by -41.72% in February (13,825 units, down from 23,720 in February 2021)

Q1 Japanese exports



and down by -10.59% in March 2022 (19,337 units from 21,627 a year ago).

In total PTW terms European imports from the 'Big Four' Japanese factories were up in January (+51.74%, 19,979 units) but down in February (-39.79%, 14,914 units) and March (-6.85%, 20,809 units) and were running at -7.59% (55,702 units) for Q1. Japanese made motorcycle exports to the USA were down in January and February but +20.70% in March (7,640 units) and are running at -3.43% (17,933 units) for Q1. Total global PTW exports from Japan were up in January, down in February and flat for March and are running at -6.53% worldwide for Q1 (108,129 units).

For the Record - annual worldwide Japanese made motorcycle and moped exports (all PTW) fell off a cliff in 2009 to 583,879 from over 1 million in 2008, having peaked at 1.641 million units in 2000. They have continued to decline most years since then. Most recently they were 463,123 units in 2017; 456,758 in 2018; 396,379 in 2019; 311,998 in 2020 but significantly up in 2021 at 437,042 units (+40.08%). European PTW imports from the Japanese factories were +37.14% for the full year 2021 at 197,651 units - ahead of 2019 (191,144) and 2020 (144,127).

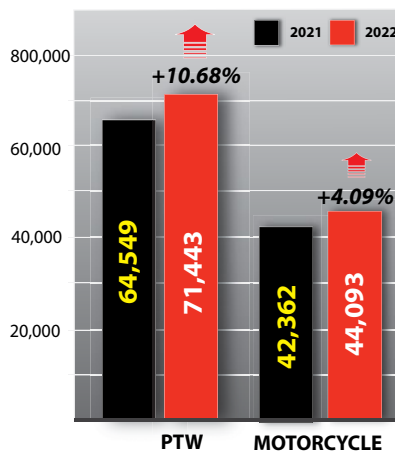


## Germany - motorcycles +4.09% to April, but trend is down

While most of Europe's 'Big Five' major markets (Italy, France, Spain, UK) showed motorcycle and PTW registration growth in 2021, Germany was the exception at -11.90% for motorcycles and -9.71% for total PTWs. The motorcycle registration figures in Germany for January 2022 were a statistical anomaly (+57.65%/3,503 units), with decline setting in since then - February was +12.01% (8,731 units); March was +4.40% (18,732 units), but April was -8.86% at 13,127 units. Although up on April 2020, this is the lowest April motorcycle registration figure since 2012 for what is usually one of the strongest months in Germany. The motorcycle market in Germany was still in positive territory in YTD terms at +4.09% for the January to April period (44,093 units), but the trend is clearly down. For a pre-pandemic comparison, 50,059 motorcycles were registered in the same period in 2019. In total PTW terms March was +7.66% (29,897 units) with April -1.41% (23,004 units); YTD total

new PTW registrations in Germany were +10.68% at 71,443 units. The top selling motorcycle in Germany YTD was the BMW R 1250 GS (4,217 units sold) - way ahead of the Kawasaki Z900 in second (1,419 units); followed by the Yamaha MT-07, Honda CB 650 R Neo Sports Café (950) and the Kawasaki Z 650 in fifth (949) then the Tenere 700, CRF 100 Africa Twin, CMX 500 Rebel, S 1000 R and CBR 650 R. With five models in the top 20 best sellers (and eight in the top 30), it is no surprise that BMW is (again) the runaway market leader in its home market with 25.24% share (11,131 total units sold). Honda is a distant second with a 13.11% share (5,779 units), followed by Kawasaki (11.66%/5,141 units), Yamaha (7.71%/3,398 units) and KTM fifth (7.53%/3,319 units). The top ten sees Triumph in

German registrations to April



sixth place, followed by Harley-Davidson, Ducati, Suzuki and Royal Enfield 10th (2.54% share/1,120 units). For the record - motorcycle registrations for the 2021 full year in Germany were -11.09% (116,407 units) with total PTWs at -9.71%/197,540 units (against 218,778 units in 2020 and 165,311 units in 2019). In 2020 the German motorcycle market grew by +16.89% (132,126 compared to a Euro 4/5 transition distorted 113,039 in 2019).

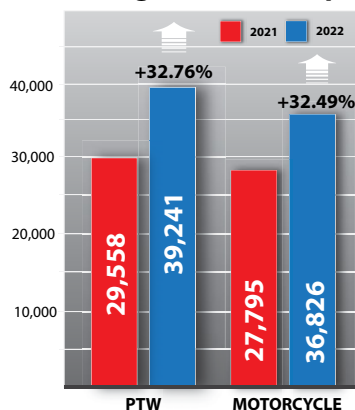
## UK motorcycle registrations +32.49% YTD

It is odd to be pointing to a downward trend in a market where YTD new motorcycle registrations are +32.49% for the first four months of the year, but the most recent available data from the MCIA, the motorcycle industry trade association in the UK, show exactly that, a downward trend. The UK saw statistically anomalous increases of +68.38% (5,789 units) and +87.12% (4,706 units) in January and February respectively. That was followed by +35.26% (15,704 units) in March - traditionally the best month for motorcycle sales in the UK - and a drop to +3.86% (10,627 units) for April. The YTD in the UK is +32.49% (36,826 units) the best since before 2009, but nonetheless the trend is down. The moped/low-displacement markets in the UK are small, just over 7,000

units for the year in 2021, so total PTW registrations for the UK so far in 2022 are showing a similar trend with 39,241 units sold in total, +31.76%. Scooter sales YTD in the UK were +31.8% at 11,211 units; total mopeds were +36.98% at 2,415 units. The top selling motorcycle in the UK in April was the Honda CBF 125 M (227 units) followed closely by the Royal Enfield Meteor 350 (226 units). The Suzuki GSXS 1000 T headed the Road Sport segment (146 units) with the Triumph Tiger 660 Sport the top selling ADV model. Honda was market share leader (2,099 units sold in April), followed by Yamaha, Triumph, Kawasaki and Royal Enfield. For the Record - motorcycle registrations for the full year

2021 in the UK were +10.17 at 106,355 units - the best UK annual market since before 2009. Total PTWs were +9.39% at 113,397 units. Scooter sales were 26,154 units (+17.5%).

UK registrations to April



## STAT ATTACK

Dutch PTW industry trade association Bovag RAI reports 4.9m e-bikes (pedal assists/e-bicycles) in the Netherlands, with a €9.5bn total market value. Multiscope research says one in three Dutch people owns one or more e-bikes; owners are generally older than 50 with above average income, however the number of buyers between 35 and 49 in particular increased significantly last year. The market value of the segment increased by €1.1bn in 2021. On average, the e-biker cycles about 43 km per week.

According to the FCAI, the motorcycle sales boom in Australia appears to have peaked - motorcycle, scooter and ATV sales were down by -10.7% in Q1 of 2022 (24,338 units). Off-roaders were the strongest segment, accounting for 39.6% of the available market, but at 9,644 units were down by -17.2%; road-going motorcycles (9,723 units) were up by +12% and were 39.9% of the available market.

Energica Motor Company (Italy) has signed KOZA INS. TIC. A.S. as its importer for Turkey - located in Ankara, the capital and second-largest city (population over 5.7m). Between 2020 and February 2022, Turkey saw a 150% increase in sales of electric PTWs. Among the latest Government initiatives to boost EV sales in Turkey are a 20 percent discount scheme and charging stations that will be open to renewable energy and storage integration.

**Brembo Q1 revenues of €857.6m were +27.0% (+18.7% on an X-rate parity basis) with EBITDA at €150.8m and net profit of €71.7m. The company made net investments for the quarter at €59.9m. Net financial debt was at €456.5m, up €17.6m compared to 31 March 2021. Executive Chairman Matteo Tiraboschi said that "these are positive results - a satisfying performance given the complex global scenario; we saw growth across all our business segments."**

Piaggio shareholders have authorised a share buyback programme that could see the company buying back up to 16,600,000 ordinary shares, for a maximum outlay of €41,331,787 - within the legal limits of 20% of share capital. At the time of the decision Piaggio held 1,182,448 of its own shares.

## NEWS BRIEFS

Nominated for its new Ott Architekten, Augsburg designed office and logistics building, German specialist SIP Scootershop has been awarded a prestigious 'Best Workspaces Award'. Best Workspaces is the first international architecture award for intelligent working environments. "Callwey Publishing House and its partners bring together the best workspace interiors judged by an independent jury of experts. The vision of the award is to recognise pioneering workspace design internationally".

**Sweden's Trelleborg Group has agreed to sell its Wheel Systems unit, incorporating its entire global Trelleborg off-road tire business, to Japanese tire giant Yokohama Rubber for \$2.3bn in a deal that will more than double Yokohama's existing \$970m off-road tire sales. Yokohama will absorb Trelleborg tire plants (ten of them) in seven countries - China, Czech Republic, India, Italy, Serbia, Sri Lanka and the USA. The brands sold include Maximo, Cultor, Interfit and, the best known in the motorcycle market, Mitas - which Trelleborg has only owned since 2015.**

Owner Kinderhook Industries, LLC flipped its Mentor, Ohio based Race Winning Brands (RWB) subsidiary in November 2021. The new owner is New York based MiddleGround Capital. Headed up by industry veterans Bob Brueggling as President and Bob Romanelli as acquisitions lead, RWB was originally carved out of Dover Corporation in 2017. It had "completed eight strategic acquisitions" under Kinderhook ownership. RWB numbers Wiseco Performance Products, Manley Performance, ProX Racing Parts, Rekluse Motor Sports and JE Pistons among its best known powersports industry "units".

**Dorna Sports has partnered with owner Meta to launch a new game on Facebook, "the MotoGP Pick & Play game brings fans into the action on one of the world's largest social networks". Launching exclusively on Facebook in 2022 it will be available to play free worldwide on mobile devices.**

# Yamaha Ténéré World Raid Rally programme

Yamaha Motor Europe has announced an all-new Yamaha Ténéré World Raid team to contest the Africa Eco Race, which will run from Monaco to the legendary finish in Dakar, Senegal from 15-30 October.

"Yamaha has a long and storied history racing in Africa, starting in 1979 with victory for Cyril Neveu in the first ever running of the Paris Dakar Rally. Contesting the Africa Eco Race brings the brand full circle, returning them to the spiritual home of the Ténéré, and confirming the new approach, which focuses on reconnecting Yamaha's Rally programme with the genuine spirit of adventure and with products that customers can also enjoy.

"Yamaha's goal in approaching a 12 stage African rally with a production machine is to prove the exceptional DNA of the new Ténéré World Raid, but also to prepare an extensive customer programme, which aims to support the racing spirit of Ténéré customers participating in national activities right up to international long distance Rally Raid events.

"The new Rally programme will also



**"Botturi and Tarres will take on this unique challenge aboard bikes based on the newly launched Ténéré 700 World Raid but further developed by Yamaha with the addition of specialized GYTR parts, such as a larger fuel tank and KYB suspension, to better withstand the extreme demands of a competitive Rally Raid."**

mark the start of a partnership with Riders for Health, a very special sponsor that Yamaha is proud to host on the Ténéré World Raid Team to raise awareness of the tremendous work carried out by the charity supplying, managing and maintaining motorcycles for health-focused operations in Africa.

"The Yamaha Ténéré World Raid Team

will be run on behalf of Yamaha by Rebel X Sports under the direction of Team Manager, and experienced Rally Raid campaigner, Manuel Lucchese. Italian Alessandro Botturi, winner of the previous two editions of the race, and Spaniard Pol Tarres will contest the 14th edition of the rally aboard a race version of the recently launched Ténéré 700 World Raid.

## Galfer renews EnduroGP partnership



**RIDING TO THE FUTURE**  
ON TRACK SINCE 1952

In addition to its sponsorship of the MX World Championship, Galfer brake components (Barcelona) is continuing as the Official Brake Products of choice for the FIM EnduroGP 2022 World Championship - striking a new deal that will take it through to the end of the 2023 season as an Official Partner.

"Well-known and valued in the off-road world for our high-quality, high-performance products, Galfer has been the number one choice among the top EnduroGP teams and riders for years," says Export Sales Manager Sandra Rossell.

Both reigning Enduro World Champion Brad Freeman and his teammate,

multi-champion Steve Holcombe (both riders with the Beta Factory Enduro Team), have used Galfer's G1396R Sintered Racing brake pads and Disc Wave brakes for the past six seasons - which is also how Beta motorcycles are originally equipped at the Betamotor factory in Italy.

"On the international Enduro scene, the Spanish brand is also the number one choice among some of the most prestigious and well-known teams and riders worldwide," said Sandra, "including the TM Boano Factory Racing Team, with riders Matteo Cavallo, Wil Ruprecht and 2021 Junior Champion Matteo Pavoni; the Fantic

d'Arpa Racing Team, with 2021 Junior Champion Albin Norrbin and Australian star Daniel Milner; the WP Eric Augé Team, with 2021 E3 runner-up Jaume Betriu; multiple Spanish World Champion Laia Sanz of the GasGas Factory Team; and the newly sponsored Team Sherco CH Racing, with riders Hamish Macdonald and Belgian Antoine Magain, among others."

[www.galfermoto.com](http://www.galfermoto.com)

### FIM ENDUROGP 2022 WORLD CHAMPIONSHIP CALENDAR

Round 1	6-8 May	Lalin	Spain
Round 2	13-15 May	Peso da Regua	Portugal
Round 3	24-26 June	Carpinetti	Italy
Round 4	1-3 July	Coimbra	Portugal
Round 5	29-31 July	Gelnica	Slovakia
Round 6	5-7 August	Zalaegerszeg	Hungary
Round 7	14-16 October	Zschopau	Germany





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## NEWS BRIEFS

Canadian Electric snowmobile (and PWC) manufacturer Taiga has made its European debut at SkiStar - the leading operator in alpine mountain tourism in Scandinavia - at its resort in Sälen, Sweden in April.

It is reported in the U.S. (ADVRider) that California is planning a pilot scheme to test the feasibility of a "Noise Camera" programme. "Sound-activated enforcement devices are designed to activate when a vehicle noise level exceeds the legal sound limit, capturing a clear photograph of the license plate". Vehicle owners will be notified but only fined on a second or subsequent violations. The trial will run from 1 January 2023 - 31 December 2027 in six as yet unidentified cities. California already has noise regulations: max 80 dB for motorcycles, 95 dB for cars. A similar trial was held in Canada, but the idea didn't work.

Yamaha brand ambassador Pol Tarrés achieved a new Altitude world record for a twin-cylinder motorcycle when he took a Ténéré 700 to a 6,157.5 meter altitude (20,200 ft) on the Mercedario Mountain in Argentina in March (... just because you can, doesn't mean you should!).

Ducati's inaugural #WeRideAsOne saw an estimated 13,000 enthusiasts ride through some of the world's great cities "from Florence to Sydney, New Delhi to Rio de Janeiro", in over 40 countries on the first Saturday of May. Organised by 224 Ducati dealers and supported by 120 international Ducati Official Clubs, it is now slated to become an annual event.

## Distributors Wanted - France, Spain, Scandinavia

Founded some 15 years ago by Frank Zieger, IBEX GmbH has been one of the fastest growing parts and accessory manufacturers in Germany in recent years and has not let the pandemic or other issues slow it down.

Although the economic environment has not been easy in the last 30 months, IBEX has taken advantage of the time and continued to invest in the expansion of its production capacity. During this time, a tube laser, a CNC bending robot and a new milling centre were purchased. The production capacity for licence plate holders, crash bars, centre stands and more has therefore been significantly increased. This has represented an investment of approx. €1m and further benefits the company's dealer network because all production can take place in-house in Germany - so IBEX has been able to avoid the dependency on supply chains that has been such an issue for many in the industry.

The new capacity means that IBEX can now be sure it can meet new demand, so is now embarked on an expansion plan that will see it appoint importers/distributors outside Germany with opportunities available to sell ZIEGER branded product line to dealers in France, Spain and Scandinavia.

Frank Zieger told IDN: "We attach great importance to our business relationships, to building a long-term, trusting cooperation. Our partners will find IBEX to be a reliable and supportive partner because only a mutually beneficial cooperation is a good cooperation." If you are interested in working with IBEX, you can contact the sales manager Dieter Klann - d.klann@ibex-parts.de / +49 3501 5719732.

[www.ibex-parts.de](http://www.ibex-parts.de)



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# BMW - Pure&Crafted, Motorrad Days July 1 - 3, 2022



Slated for Berlin on Friday 1st July, 2022, BMW's Pure&Crafted Festival is to make a one-day comeback in advance of the BMW Motorrad Days - making a Berlin debut on 2-3 July. Initiated by BMW Motorrad and first staged in Berlin in 2015, the event returns to the Sommergarten at Messe Berlin - with "indie heroes" The Pixies headlining a strong line-up of bands.

BMW is promising "breathtaking custom bikes in the Wheels Area", the General Store, motorbike acrobats around the Motodrom, a cinema, food trucks and additional entertainment spaces and stages - much of which will remain open during the BMW Motorrad Days.

The two-day BMW Motorrad Days (20th) that follows Pure&Crafted is making its debut in Berlin - "We believe Berlin is the perfect place for the BMW Motorrad Days. As an international city offering a rich cultural experience, a wide range of

excursions in the surrounding area and a unique lifestyle, the capital of Germany has everything it takes to make the BMW Motorrad Days even more diverse and attractive," says Dr. Markus Schramm, Head of BMW Motorrad.

BMW motorcycle production has been based at the Spandau factory in Berlin since 1969, and plant tours will be available.

"In addition to new products, spectacular stunts, test ride opportunities and ride-aways, visitors from distant countries such as the USA, Japan or Australia, sports, touring and enduro riders, customising freaks and motorsports enthusiasts will all find their personal highlights - be it during the day in the extensive grounds between old and new motorbikes or in the evening with live music.

"The Streetbike Stunt Show, the Trial Show and the FMX Show push the limits of riding physics. The great



tradition of steep wall riders, on the other hand, is revived in the original Motodrom, the oldest still travelling steep wall in the world. Here, Donald Gansmeier and his team thunder over the wooden boards on historical

motorcycles in breathtaking style. Motorcycle customising fans are fully catered for in the Wheels Area. The large number of test rides on offer will feature the entire product range."

[www.pureandcrafted.com](http://www.pureandcrafted.com)

## Peugeot adventure scooter coming soon By Ben Purvis

Honda seems to have started a trend with the X-ADV adventure scooter and the smaller ADV350 that followed it, with rival machines springing up from the likes of Kymco and Aprilia. Now Peugeot looks likely to be following the trend. Just as most 'off-road' cars never use their high suspension for anything more ambitious than parking on a curb, adventure scooters aren't really meant for travelling to the far corners of the earth. Like SUVs, they're at home in the urban jungle, using

their rugged design and increased ground clearance to shrug off potholes rather than ford rivers.

Last year, Peugeot test riders were spotted on test rigs for two new adventure-style scooters - one packing a 125 cc engine, the other using the 399 cc unit from the Metropolis 400i. The latter has now appeared in its final form in a set of patent images intended to protect the intellectual property of the bike's visual appearance. As befits this growing class of

machines, the bike has wire wheels and raised ground clearance, as well as styling that includes a nose-mounted 'beak' intended to mirror the high-rise front mudguard of a motocross bike. In these CAD images, the exhaust appears to hang far too low, but that appears to be an error - the prototypes spied last year had the pipe tucked neatly around the engine, flush with the lower bodywork.

What those prototypes lacked was the side fairings and seat bodywork that are visible here, so the patent images give a much more complete look at the bike. It's unusually proportioned with a surprisingly long wheelbase and a rear wheel that extends far beyond the rear seat. That matches the spied prototypes, though, so there appears to be a conscious decision on the part of Peugeot's designers.

Since the engine appears identical to the Metropolis 400i's 'PowerMotion 400' single, it's safe to assume its performance will be much the same. That means 26.5 kW (35.6 hp) at 7,250 rpm and 38 Nm (28 lb-ft) at 5,750 rpm. However, since the

new adventure scooter has only two wheels and loses the Metropolis's complex, tilting trike front suspension system, it will inevitably be much lighter than that bike's 265 kg. Something closer to 200 kg is likely.

The brake calipers have been missed out on the CAD images here, but the spy shots last year confirmed there are dual, four-pot radial calipers at the front. The CAD pictures also lack part of the right-hand side of the rear swingarm and, most notably, the rear shock. On the spied test rig, there was a large, single coilover shock at the back, mounted on the right-hand side and running parallel to the seat with an unusual linkage to actuate it. Last year's tests and the new design images suggest the bike will be ready for sale in 2023, with a show debut likely towards the end of 2022. The smaller 125 cc version is expected to look much the same, using the long wheelbase of this bike and the same unusual rear suspension but with a single front brake disc and smaller, narrower wheels.





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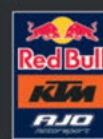
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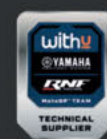
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# Gaokin V1000 Thor could be a Brixton in Europe

By Ben Purvis



Gaokin isn't a brand name that means much in the west, but it is one of the leading Chinese motorcycle engine suppliers, and is the company that manufactures the machines we know as Brixtons on this side of the globe. Now Gaokin has launched its latest large capacity model, the V1000 Thor, using a new DOHC V-twin engine in a distinctive, cruiser-style machine. The Thor's engine is an 80-degree V-twin that measures 997 cc, combining a 92 mm bore, 75 mm stroke and a 10.3:1 compression ratio to develop 88.5 hp (66kW) at 7200 rpm and 70 lb-ft (95 Nm) of torque at 6000 rpm. It is bolted to a cast aluminium frame with a distinctive design that reflects the engine's V configuration, with a monoshock rear end and upside-down KYB forks. Bosch supplies the engine electronics and the ABS for the radial-mount brakes. The bike's muscle-cruiser styling is emphasised by the use of a 240/40VR18 rear tyre, with a

130/70R18 front, and while the bike's weight - 252 kg dry or 269 kg including 20.5 litres of fuel - is far from light, neither is it vastly heavier than rival machines. At the moment, the Thor has only gone on sale in China, with a price that's equivalent to €9200, but most of the company's bikes are offered in Europe under the Brixton brand name. The Gaokin GK500 is the Brixton Crossfire 500, for instance, and the Bonneville-style GK1200 is the Brixton Cromwell 1200. While not Gaokin's biggest bike - the 1200 cc GK1200 takes that crown - the Thor is its most powerful. It's also relatively high-tech, with ride-by-wire throttles, multiple engine modes and cruise control. Given the company's European access via Austrian importer KSR, and the fact that Chinese emissions rules are close to those in Europe, if there's demand for the machine in Europe there should be relatively few barriers to importing it.

# CFMoto 450SR officially launched in China

By Ben Purvis

More power and less weight - it's a reliable formula for sports bike success and CFMoto is following it with the new 450SR, now officially unveiled in China. We have known about the 450SR for a while and included the first leaked picture of the production model in our last issue, but the official details make for impressive reading. The bike, which was teased by last year's SR-C21 concept, features an entirely new, 450 cc twin-cylinder engine that uses a 270-degree crankshaft to mimic the firing interval of a 90-degree V-twin. CFMoto claims the engine is entirely self-developed, with 4500 hours of continuous dyno testing to prove its reliability. With 37 kW (50.5 hp) at 9500 rpm and 39 Nm (28.8 lb-ft) of torque at 7600rpm, the engine is claimed to be more powerful than most 500 cc rivals - it certainly outguns the Honda CBR500R, although the bike's 35kW (47hp) is tailored to suit A2 licence restrictions in Europe. Just as Honda's original FireBlade intended to combine 1,000 cc-class power with 750 cc-class weight, the CFMoto 450SR has the power of machines a capacity class above it with the weight of much smaller bikes, coming in at only 168 kg wet - that's 24 kg less than the CBR500R. It's a promising combination, and the 450SR doesn't



disappoint in chassis terms either, with 37 mm USD forks and a monoshock rear suspension, allied to Brembo brakes at both ends with ABS as standard. There's a colour TFT dash to continue the impression of a high-end machine, and all the lights are LED. The styling was done in Europe by Modena 40, CFMoto's Italy-based design operation, and it's a resounding success, ticking all the sports bike boxes without being a slavish copy of larger superbike. There are even MotoGP-style winglets on the fairing sides and carbon-look panels on the fairing and tank. It is expected that CFMoto will launch a higher-spec 'SR-R' version of the machine with a single-sided swingarm to even more closely match the original SR-C21 concept bike. Although an official European launch isn't expected until later this year, CFMoto has already filed for European trademark rights on the 450SR name and logo. There is little doubt that this machine will be offered in Europe in the near future.

# Zongshen Cyclone RC401

By Ben Purvis

Zongshen is one of China's most well-established bike makers and one that's respected enough to have partnered with Piaggio among others. Now the company has launched its sportiest-ever machine in the form of the Cyclone RC401. Built around the company's own 33 kW (44 hp) 401 cc parallel twin, the RC401 has already been shown a couple of times, initially wearing the 'RC35' name before settling on the 'RC401' name. It has now gone on sale in China as part of a growing class of 400 cc sports models, and given the fact that Zongshen's machines have been

sold under various brand names in Europe and the USA before, there's a good chance it will emerge on global markets in the future - though not necessarily wearing Zongshen or Cyclone branding. Featuring a trellis-style steel frame, LED lights and upside-down forks, as well as twin front discs with Bosch ABS, the RC401 weighs in at 178 kg wet - not as light as some rivals, but not as unexpectedly heavy as some Chinese-made bikes. Visually, the RC401 is a convincing machine, ticking all the modern sports bike boxes with those LED lights tucked

between a pair of nose-mounted air intakes, and small winglets flanking them on the fairing sides. On board, it leverages the fact that China is overflowing with electronics brands, churning out low-cost colour LCD screens, offering a large, configurable TFT display in sharp contrast to some of the old-fashioned looking instruments that more established brands still use on their cheaper models. There are even backlit bar control blocks, although Zongshen has



stopped short of adopting the keyless ignition set-up that several Chinese rivals are using.





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## NEWS BRIEFS

**Airoh is an Official Technical Partner of the WSBK World Championship. The Italian helmet specialist commented that "for us it's a great honor and an opportunity to improve even more our presence in the on road racing world. For several years we have worked hard in order to improve our products. Being a WSBK partner represents the best way to raise the bar and to increase the performance of our products still further."**

Recently acquired by Duell of Finland, Dutch specialist off-road/MX PG&A distributor Techno Motor Veghel (TMV) has added distribution of Airoh helmets. "The new partnership with Duell means we have access to many interesting brands for European distribution, many of which will be new to TMV - good news for our dealers".

**The 'MOT' team at Hoya northern German distributor Hartje has hired a new motorcycle spare parts Business Unit Director - former Aprilia, Pirelli, Delticom and Niemann & Frey sales and marketing specialist Jens Engelking. He replaces respected former Matthias man Martin Trost.**

American motorcycle Drag Racing legend Larry "Spiderman" McBride made the fastest Top Fuel Motorcycle run in Drag Racing history at the Virginia NHRA Nationals in May. McBride's spectacular blast of 268.38 mph (431.91 kmh) gave him the fastest pass ever on two wheels, smashing his own November 2021 mark of 265.95 mph (428 kmh). McBride went 5.61-seconds on the quarter mile run - just shy of his quickest run of all time.

**Yamaha will participate in the Africa Eco Race later this year - a 6500 km, 11 stage rally raid through Morocco, Western Sahara, Mauritania and Senegal, with Riders for Health (RfH) as title partner. Yamaha has agreed a three year awareness raising partnership with RfH, a humanitarian organisation which provides accessible healthcare to some of the most remote communities in regions across Africa, by supplying and maintaining motorcycles and other suitable vehicles to health-focused organisations.**

# Benelli Tornado 402R spotted in patent

By Ben Purvis

A new patent from Benelli's Chinese owners Qianjiang has revealed what appears to be a Tornado 402R using the company's latest twin-cylinder engine design.

At the moment, Benelli's European range is sadly lacking in Tornado-badged sports bikes, even though there are plans in place for a new Tornado 550 twin and 650 four-cylinder in the future. However, some markets, including China, get the Tornado 302R sports bike, which was given a fresh design last year.

This new bike, which is codenamed 'QJ400GS-16A', has a larger 399 cc twin that was also recently the subject of a patent filing. The engine, going by the code QJ270MQ (the '270' means two cylinders with a 70mm bore), is virtually identical to Kawasaki's Ninja 400 and Z400 twin.

In terms of performance, the QJ270MW is good for 33 kW (45 hp), which is on a par with the Kawasaki that it takes



inspiration from, and is bolted to a steel tube frame in the new Benelli Tornado 402R. A single-sided swingarm at the back gives the bike a surprisingly high-end appearance, but while there are upside-down forks at the front the lack

of radial-mount brake calipers is an unusual omission.

The new bike's styling is clearly related to the smaller 302R, sharing a similar headlight design and LED strip side lights. The mirrors are direct carry-overs

## QJMotor SRT800

By Ben Purvis

Over the last two years Qianjiang's Chinese QJMotor brand has launched a jaw-dropping number of new bikes across a vast array of capacities and styles, and now another new generation of machine is on the way as revealed by type-approval filings for the QJMotor SRT800.

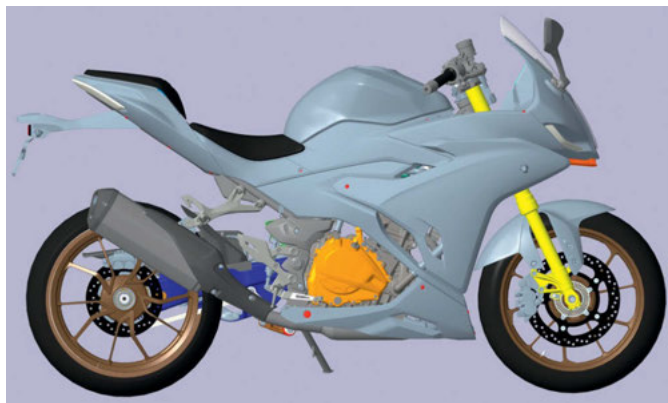
QJMotor's top adventure model is currently the SRT750, which is mechanically and visually a close relation to the newly launched Benelli TRK800. Benelli is QJMotor's European sister company, with both brands owned by Chinese giant Qianjiang. The SRT750 preceded the TRK800 and sports the same frame and 754 cc, 75 hp parallel twin engine, derived from Benelli's old 1130 cc three-cylinder engine. The newly type-approved SRT800 visually appears to be a relatively minor update to the existing QJMotor and Benelli models, but its specification reveals that the bike is intended to use a completely new engine, dubbed 'QJ288MW', with a capacity of 799 cc and an output of 95 hp - a full 20 hp more than the existing design. The 'QJ288MW' name links the



engine to a patent, published earlier this year, showing a Qianjiang-made parallel twin that's nearly identical to the 799 cc engine used in the KTM 790 Duke and Adventure models. That engine is made for KTM by Chinese brand CFMoto with the designation '288MW'. That suggests the new QJMotor version is a licence-built version of the same design. In Qianjiang's patent for the QJ288MW engine the design bears the Benelli TNT logo on the side of the cylinder head,

showing that the twin will be used in Benelli models as well as QJMotor machines. Chinese approval documents show that a version of the Benelli Leoncino 800 has already been developed with the 799 cc QJ288MW engine instead of the existing 754 cc twin. As well as being much more powerful than the existing QJMotor SRT750 (and the mechanically similar Benelli TRK800), the SRT800 is 9 kg lighter. In the form seen here, with side cases and a top box, it





from the 302R, but all the body panels are different, and the overall look is more sophisticated than the smaller bike.

In China there's an increasingly hard-fought battle for the 400 cc sports bike market, with contenders from a growing number of companies. Benelli's sister brand QJMotor has already launched its machine in the class - the 400RR - but while it has a similar single-sided swingarm to the one seen here, it's otherwise a totally different bike.

The engine in the QJMotor machine is an older design, derived from the

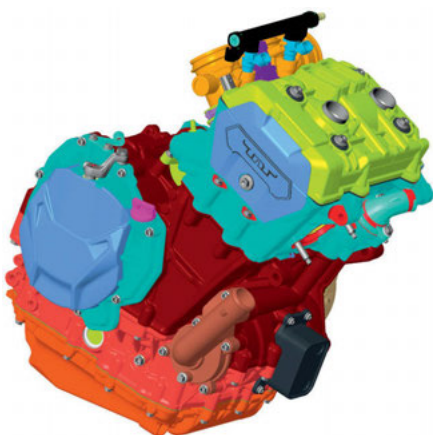
company's own 350 cc twin, and there are differences to the frame, suspension and brakes - for instance, the QJMotor 400RR has twin front discs. The QJMotor's styling is also unlike the Benelli model seen in this patent, with twin headlights mounted side-by-side in a style that's more Ducati-esque. We'll have to wait for an official launch to discover whether Benelli plans to sell the 402R globally, but in 2020 the company announced plans to offer twin-cylinder bikes in 400 cc, 700 cc and 900 cc categories, as well as 900 cc and 1200 cc triples and 650 cc and 1000 cc fours.

comes in at 247 kg including fuel, compared to 256 kg for the 754 cc version in the same state.

The new parallel twin isn't the only apparent connection between Qianjiang and KTM or CFMoto. The Chinese company is running in the Moto3 World Championship this year with the Avintia team, using KTM-made bikes emblazoned with the QJMotor logo, and the company recently patented the visual design of a new 1301 cc V-twin engine in China. Dubbed the 'QJ2V108MYL', it is identical to KTM's 1301 cc LC8, as used in bikes like the 1290 Super Duke R and shares the same 108 mm bore and 71 mm stroke.

QJMotor has also developed several new models with an engine that's essentially the same, both visually and mechanically, to the 693 cc twin used in CFMoto's 700CL-X. As well as the new look, the SRT800 promises improved technology. The TFT dashboard appears to be larger than the current 750's 5" display, and it looks like there's a forward-facing camera

mounted on the front mudguard, just below the headlight. That mirrors a recent trend in high-end Chinese bikes to have built-in dash-cams front and rear, started by the China-only Benelli 1200GT tourer. The Norton 650-powered Zongshen RX6 has also adopted the same system, and the QJMotor SRT800 looks destined to do the same. If it's similar to the systems in the other machines, there's also likely to be a camera at the back, and the dashboard will be able to display images from both cameras on the move. They'll also be able to record rides, either for posterity or as a precaution to prove fault or innocence in the event of an accident.



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## MOTO FUTURE

Vancouver based Damon Motors is showcasing its HyperDrive and HyperSport EV platforms at Los Angeles based Petersen Automotive Museum's "Electric Revolutionaries" exhibit.

**Porsche, Siemens Energy and a line-up of international companies are starting a pilot project in Chile to build the world's first integrated, commercial, industrial-scale plant for making synthetic climate-neutral fuels (e-fuels). Around 130,000 l of e-fuels will be produced as early as this year. Capacity is then to be increased to about 55m l a year by 2024, and to 550m l by 2026. The project will use wind energy in southern Chile. The fuel will allow vehicles with combustion engines, including motorcycles, to be operated almost climate-neutrally. Porsche has also increased its stake in e-fuels group HIF Global, which is planning a potential A\$1bn production facility in Australia that will be modelled on southern Chile.**

A project by the Politecnico di Milano has set a new World Record for a self-driving car - on the strait of the Space Shuttle airstrip at NASA's Kennedy Space Center at Cape Canaveral, Florida. 'PoliMOVE' recorded 192.2 mph/309.3 kph - "never before has a car driven by artificial intelligence alone been this fast". The previous record held by Roborace was 175.49 mph/282.42 kph. The speed was obtained as an average of over 1 km in two consecutive attempts in opposite directions (to eliminate the effects of the wind).

**Elektrek reports that Miami-based electric scooter company Fluid FreeRide has paid to have 1 million trees planted. Partnering with 'Trees for the Future', a non-profit, the company says it has been funding the planting of 100 trees for each electric scooter sold.**

It has been reported that a new type of battery technology could reduce the charge times of electric vehicles from hours to minutes. Calculations made by scientists at the Institute for Basic Science in South Korea revealed that so-called quantum batteries would reduce typical home charging times of electric cars from 10 hours to just three minutes.

## EMX Powertrain launches the XF30

EMX Powertrain (Helmond, Netherlands) has announced the much-anticipated new electric motocross bike - the XF30 - with 100 hundred XF30s, part of the first limited series, available to be pre-ordered immediately.

"After two years of development, EMX Powertrain is ready to unleash the ultimate electric motocross experience," says EMX Powertrain Founder and CEO Elmar Dohms.

"The XF30 has been designed for the purest riding experience. It combines the look and feel of proven motocross engineering with the thrill of electric power. It's the perfect combination of riding and clean power.

"Combining the best qualities of a motocross bike (X) with the freedom (F) of clean technology, the XF30 will offer a unique balance between the thrill of riding and easy handling. The platform in which the 30 kW electric powertrain is fitted has a proven pedigree. The aluminium double beam frame has been fitted with KYB suspension, making sure the feel of the bike will be familiar to an experienced motocross rider.

"Due to advanced and innovative cooling design, the electric motor and battery are built to deliver on a demand for high power at all times, while it requires limited maintenance,



making sure you can keep on riding as much as possible. Truthfully, the XF30 offers a beautifully composed combination of balance and performance."

Delivering 40 bhp, 720 Nm (at the rear wheel), and coming with a 4500 Wh battery, "the XF30 is up to any challenge. Whether it's an enduro trail you want to explore, a motocross track you want to race on, or if you just want to ride around, this bike can do it all." The XF30 is equipped with a mapping switch to make sure you have the perfect characteristics for your ride.

"We're extremely proud to finally show the XF30. I want to thank everyone within EMX Powertrain who worked extremely hard to get where we are. We started drawing up the bike

from a blank canvas, developed an electric powertrain, and built a motocross bike showcasing incredible balance and performance.

"We believe this first limited series will appeal to many early adopters and marks our first step in contributing to the future of the sport. I also would like to point out that the XF30 is the first commercial application of our EMX high-performance powertrain, to be followed by many more, starting with our street-legal bike in 2024."

EMX will kick off production of the XF30 with the limited series, due to be delivered from Q1 2023 on, "before ramping up production in the near future. Pre-ordered limited edition bikes come with a special tag on the frame."

## Loncin launches electric-only sub-brand

By Ben Purvis

China's Loncin - parent to the growing Voge range that's offered throughout Europe - is adding an electric brand to its portfolio with the launch of Bicose. Bicose (believed to be pronounced 'because'), is expected to have an official launch in June but pictures of its first model, the Real 5T, have already been released, showing a 100 km/h-plus maxi-scooter with a sophisticated look and some intriguing tech touches.

Although details are few in terms of tech, the bike has a steel underbone frame design and fairly conventional suspension, with its powertrain and transmission mounted on the swingarm like most petrol-powered scooters. However, on-board there's a massive touch-screen display that looks very much like a laptop computer - it even seems to have a hinge to allow the screen to be folded down into a

recess in the bars, potentially as a security measure when the bike is parked.

Although the dash is a touchscreen, the main functions are also operated via backlit, bar-mounted control blocks. The dash display image released by Loncin shows a large '12kW' readout on the left, perhaps

suggesting that a 12 kW motor is fitted to the bike, with the left-hand display showing its real-time output (replacing the rev counter that you might expect on a petrol-powered bike). On the right there's a digital speed display, and icons in the top corner appear to indicate Wi-Fi, Bluetooth and mobile connectivity.

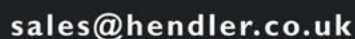






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# Yamaha - Q1 2022 Results

Yamaha has announced Q1 (January - March 2022) net sales of 315.4bn yen in its 'Land Mobility Business' division, which includes motorcycles (+25.0bn yen/+ 8.6% compared with Q1, 2021) with operating income of 12.2bn yen (-7.7bn yen/-38.9%).

"For the motorcycle business, demand is trending towards recovery thanks to measures to stem COVID-19 infections and the easing of restrictions seen in each country. Higher unit sales in Indonesia, Brazil, Europe, and other markets led to higher net sales for the business.

"However, profits declined not only due to soaring raw material prices but



also from procurement delays for semiconductors and other parts, which led to an insufficient supply of our premium segment models that adversely affected the model mix.

"With recreational vehicles (all-terrain vehicles, ROVs, and snowmobiles), unit sales of the Wolverine RMAX model series were strong but rising raw material prices and spiking labour expenses impacted figures and resulted in higher net sales but lower profits.



The TY-E 2.0 trials bike was among a slew of electrification announcements from Yamaha already this year, as the company finally starts to gear itself up for an "alternate power platform" future.



Yamaha Motor Europe announced that a record number of riders have registered to contest the YZ bLU cRU FIM Europe Cup in 2022. 395 young riders will race Yamaha's YZ65, YZ85 and YZ125 motocross bikes in 21 countries across Europe, as they compete for a place at the prestigious YZ bLU cRU FIM Europe Cup SuperFinale, which will take place this year at the MXGP of Charente Maritime in St Jean d'Angely, France from 19-21 August 2022.

## Tricity 125 3-wheel scooter

Featuring a "lively and economical new Euro 5 Blue Core engine, together with a refined chassis for increased feelings of comfort and stability", Yamaha says that "the latest version of our popular Tricity 125 is the clear

choice for commuters and urban dwellers who want a practical and easy-to-use scooter.

"Since its introduction in 2014, this high quality three-wheel urban mobility vehicle has attracted a strong following amongst independent-minded riders with an eye for style and quality who appreciate its unique combination of compact dimensions, low weight and the added confidence of a third wheel.

"For 2022, the Yamaha Tricity 125 is unique in being the only three-wheel model offered by any manufacturer in the important 125 cc capacity class - and being accessible with a A1-licence, this compact and agile scooter is an attractive proposition for riders looking for convenient and affordable urban mobility.

"Equipped with connected instruments that enable the rider to view smartphone and social media notifications, the Tricity 125 offers the mobility and agility of a conventional scooter combined with the class-leading ride quality and confident handling character associated with its three-wheel layout."



## XSR125 Legacy



Yamaha says its Sport Heritage model segment "goes from strength to strength", and the 2021 launched XSR125 saw the company close the circle with an entry level to the Yard Built programme derived, 'Faster Sons' philosophy imbued custom versatility of the popular XSR platform. Since its inception, the Yard Built project has seen the creation of more than 60 exclusive, one-off specials based on production Sport Heritage models, and Yamaha says that it will continue to invest in the Yard Built scene for 2022 and beyond - stating that "the company's mission can be summed up by the Japanese word 'Kando': That is to create deeply satisfying products that inspire the heart and spirit - and the new XSR125 Legacy is a perfect example of Kando in action."



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# NEWS BRIEFS

Just weeks after a 2022 schedule was announced, and after just one year, the IMS Outdoors powersports expo tour event series in the US has been cancelled. The series was a 'rescue' iteration of the venerable indoor, winter, expo center based International Motorcycle Shows programme that had been staged by Advanstar in leading domestic US markets such as LA, New York and Chicago for some 40 years. It looks like current series owner Informa (a UK based media and events conglomerate) has finally figured out that the world is a changed place!

Energica Motor Company (Italy) has signed E-ZY Move of Herault (Aude, Pyrenees Orientales) in France as a new dealer. With headquarters in Cap d'Adge (and soon to also open in Montpellier) E-ZY Move is a specialised electric two-wheeled vehicles sale and rental operator. In 2021, registrations of electric motorcycles in France grew by 61%, compared to a European average of 28%.

After spy shots were seen last year, BMW has now filed a patent for a spring and wind pressure based system of 'adaptive aero' moving bodywork. Unlike some of the electronic systems seen on some models (such as from E-bike manufacturer Damon in Canada) and the movable fairing panels on the Moto Guzzi V100 Mandello, the BMW system patents the concept of bodywork components "popping out" on springs. The panels then rely on the increased wind pressure as the speed increases to push them back in, closer to the bike.

Ducati has finally been able to re-open the doors of its Borgo Panigale Museum and run Factory visits full-time (closed Wednesdays). To celebrate the 50th anniversary of the 1972 Imola 200 won by Paul Smart, the museum is temporarily hosting the rider's '750 Imola' bike.

## Piaggio - Q1 Results

Piaggio Group Chairman and CEO Roberto Colaninno is quoted as saying that "the Piaggio Group closed the first quarter of 2022 with very positive results at global level.

"Consolidated net sales, EBITDA and net profit reached best-ever levels for the first quarter. Through careful cost management, we continue to monitor the effects of the Covid pandemic, the serious crisis between Russia and Ukraine (which has no impact on our financial statements) and the current difficulties in procuring electronic components.

"Thanks to the great strength of our brands, we are nonetheless winning growing numbers of customers around the world, and I believe we shall be able to return to normal company operations by September of this year."

The Group's two wheel activities sold 119,000 units worldwide (+15.3% from 103,200 at 31 March 2021), generating net sales of €374,000m, an increase of +26% from €296.9m in the year-earlier first quarter. The figure includes spares and accessories, on which turnover totalled €29.4m (€29.6m at 31 March 2021).

Two-wheeler sales in the first quarter of 2022 were particularly strong in Asia Pacific (+32.8%), followed by EMEA (+27.6%) and Americas (+25.8%).

In Europe, the Piaggio Group confirmed its leadership in the scooter segment with a share of 21% and maintained a strong position in the North American scooter market, with a share of 25.3%. In North America, the Group is also working to consolidate its presence in the motorcycle market with the Aprilia and Moto Guzzi brands.

The scooter sector reported an increase of more than +12.4% in global sales, driven primarily by the Vespa brand, which recorded a double-digit rise in volumes and significant performance in Europe, America and Asia Pacific (especially in Indonesia, China and Vietnam), and by Aprilia scooters.

In motorcycles, where overall sales rose by around +45%, Moto Guzzi reported a very strong first quarter, with volumes and net sales showing double-digit growth, thanks in particular to sales of the Moto Guzzi V7 and V85TT. The first quarter was also extremely positive for Aprilia motorcycles, chiefly as a result of sales of the new Aprilia Tuareg and Aprilia RS 660, which benefited from the excellent performance of Aprilia Racing in the MotoGP championship. Piaggio Fast Forward (PFF), the

Boston, USA based Piaggio Group robotics and future mobility company, expanded its offer with the presentation in September of gitamini, a new robot that condenses the



Piaggio Group Chairman and CEO Roberto Colaninno: "Consolidated net sales, EBITDA and net profit reached best-ever levels for the first quarter."



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technology and functions of gita, its revolutionary "big brother", in a lighter, more compact design. Gita and gitamini are made in the PFF plant in Boston's Charlestown district.

The first marketing phase for the robots focuses on the US market, where the circulation of robots on city streets is already regulated. PFF kicked off a series of pilot programs, together with partners active in various business sectors, to test further applications for gita in the travel, residential and retail sectors and in last-mile delivery.

Group consolidated net sales in Q1 were €455.8m, an increase of 18.5% (+15.5% at constant exchange rates), compared to 384.7 € /m at 31.03.2021), the best-ever first-quarter result. Industrial gross margin was €116.8m, up 5% (111.2 € /m at 31.03.2021), with 25.6% return on net sales.

EBITDA of €60.1m represents the strongest result achieved in the first quarter, with an increase of 7.2%. EBITDA margin was 13.2%, EBIT €27.7m, up 17.5%, EBIT margin 6.1%.

Profit before tax was €20.4m, up 10.4%; net profit €12.7m, again the best-ever first-quarter result, with an improvement of 14.1% from 11.1 € /m at 31.03.2021. The net financial position of 441.1 € /m is an improvement of 7.5 € /m from 448.6 € /m.



"The first quarter was also extremely positive for Aprilia motorcycles, chiefly as a result of sales of the new Aprilia Tuareg and Aprilia RS 660, which benefited from the excellent performance of Aprilia Racing in the MotoGP championship".





# Benelli TRK702 details leaked

By Ben Purvis

Made in China by Benelli's Qianjiang parent company, the Benelli TRK502 has been the best-selling motorcycle in Italy for the last two years despite its styling. Now a freshly styled successor is under development in the form of the TRK702 - seen for the first time in a new type-approval filing from China. The TRK702 replaces the 502's clunky bodywork and awkward proportions with an elegant look that's closely related to the recently unveiled TRK800. Those new panels are bolted to a tubular steel chassis that's visually similar to the 502's

despite the fact it was only unveiled last year, as does the fact that Benelli's parent company recently filed patents and approval documents for a KTM-inspired 799 cc engine. It has 95 hp available so is probably destined for a future Benelli TRK800 replacement. The approval documents for the new 702 show four derivatives of the bike. Two are road-biased, with 17" alloy wheels at both ends, one with luggage, one without. The other two are more adventure-styled, with wire wheels and a 19" front. Again, one is approved with



trellis frame, but which holds a completely different engine. Instead of the 499 cc, 46 hp twin of the 502, there's a 693 cc parallel twin that's nearly identical to the engine used in the CFMoto 700CL-X. With 75 hp, it matches the Benelli TRK800 on peak power, despite a 61 cc capacity deficit to the 754 cc engine used in the larger bike, and since the TRK702 is substantially lighter than the TRK800 - it's approved at 220 kg including fuel, while the TRK800 is 226 kg dry - it should have higher performance. That places a question mark over the future of the TRK800,

luggage, the other without. All versions have Brembo radial brakes and ABS, while the luggage - a top box and side cases - adds 18 kg to the weight. While the bike's styling is clearly related to the TRK800, the 702 gets useful additions including clear plastic wind deflectors either side of the headlights. It also might adopt the front and rear camera system that first appeared on the Benelli 1200GT in China - the raised centre of the headlight makes an opening beneath that would be the perfect spot to mount a camera.



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# NEWS BRIEFS

Yamaha Motors' President Yoshihiro Hidaka has gone on the record to state that, in his view, the priorities of the market should be Biofuel first, EV second, saying that "CO2 may be treated as a 'Bad Thing', but I believe that the engine itself is not." Those remarks came in a magazine interview and followed the news that Yamaha and, initially, Kawasaki are to invest heavily in exploring the potential of hydrogen power for PTWs. Honda and Suzuki are expected to come on-board with the research effort before too long.

**The NHTSA in the United States has issued what it is referencing as "final rules" for fully autonomous vehicle manufactures. There is a big, fundamental change. The new "rules" roll back the requirement previously stipulated within SAE J3016 for Level 5 full-time autonomy to still have controls for human override. That requirement has now been eliminated, meaning that vehicle manufacturers are not compelled to equip fully autonomous vehicles with manual driving controls in order to meet crash standards. General Motors Co. and its self-driving technology unit Cruise petitioned the NHTSA for permission to build and deploy a self-driving vehicle without human controls such as steering wheels or brake pedals. The rules revise regulations that assume vehicles "will always have a driver's seat, a steering wheel and accompanying steering column, or just one front outboard passenger seating position," according to the NHTSA.**

Airoh has signed as the main FIM ISDE Partner for a further three years, having first teamed up with the series in 2015. In 2022 the Six Days will take place in France, at Le Puy-En-Velay, from the 29th August - 3rd September. Airoh will be the first-ever naming rights sponsor of the ISDE.

**The Moto Guzzi Museum in Mandello Del Lario is reopening. Situated at Moto Guzzi's historic home on the shores of Lake Como, the collection has been completely and conservatively restored, the rooms renovated and the visitor experience completely redesigned.**

## BMW - Q1 Unit sales +11.3%

Motorcycles segment deliveries and revenues were up again in the first quarter of 2022 for BMW Motorrad - the company increased its sales volume by +11.3%, delivering 47,403 BMW motorcycles and scooters to customers (2021: 42,592 units). Segment revenues climbed +6.1% to €799m (2021: €753m). The motorcycle segment's earnings before financial result (EBIT) totalled €108m (2021: €135m), while the EBIT margin came in at 13.5%. However, as Roger Willis in BDN reported, Q1 cost of sales in its motorcycle division rose by 11.7% to around €800m resulting in operating profit actually being down by -20% compared to Q1 2021 at around €107m. Operating margin fell to 13.5%, compared to 17.9% for the year ago period, with net motorcycle segment profit down by 12.7% to €89m.

BMW M 1000 RR



To mark the 50th anniversary of BMW M GmbH (founded in 1972 as BMW Motorsport GmbH) BMW Motorrad is presenting this M 1000 RR 50 Years M anniversary model in Sao Paulo Yellow finish and with the historic 50 Years BMW M emblem. "With its striking M colours, this anniversary model lives up to the M philosophy and the racing spirit from almost 100 years of motorcycle construction by BMW Motorrad and 50 years of BMW M vehicles." The M RR 50 Years M is fitted with the M Competition Package as standard. No maximum production number has been set, but it can only be ordered between 21 May and 30 November 2022.

## R12 cruiser on the way?

By Ben Purvis

After a decade and a half away from the cruiser market, BMW's massive R18 was perhaps the perfect machine to launch as a statement that the German firm was back in the game and serious about its intentions. Given the R18's vast dimensions and weight, riders who want a BMW-branded cruiser with a little less excess will be pleased to hear that the chances of a smaller version of the bike reaching production have just increased.

BMW has filed trademark applications across the globe for rights to use the name 'R12' on a future motorcycle, and given the company's current naming protocol, that badge seems sure to be used on a cruiser similar to the R18.

The R12 name clearly sits alongside the R18, with the 'R' denoting a boxer twin engine and the '12' indicating a capacity of around 1,200 cc. The existing 1170 cc twin from the R nineT retro roadster would seem to be the ideal engine: with 109 hp it has got all the performance it needs to compete in the 1,200 cc cruiser sweet spot against machines like Indian's 1,133 cc Scout, Harley's 1,252 cc Sportster S and Triumph's 1,200 cc Speedmaster.

The proliferation of 1,200-cc class cruisers and the potential that the BMW R12 will join them illustrates how much the market has changed since BMW's last attempt at a cruiser - the 1997-2004 R1200C. While warmly welcomed by

reviewers, the R1200C was left behind by the early-2000s trend for ever-larger engines in the class. By the end of its life in 2004, rivals included the Honda VTX1800, Kawasaki VN2000 and, of course, the then-new, 2.3-litre Triumph Rocket III.

Speaking in 2004, BMW Motorrad's then boss, Dr Herbert Diess (now one of the most powerful men in the motor industry as CEO of the VW Group) said: "There will be no direct successor to the cruiser in our next model generation. This is due to technical considerations: The new engine you know from the GS is designed consistently for low weight and therefore - quite intentionally - offers only a small margin for an increase in engine displacement. Since the trend in the cruiser segment has now been pointing far beyond 1,400 cc for quite some time, a cruiser in its former, classic style with a smaller engine would no longer fit into our

concept for the future."

Even then, he left the door open for a return, saying: "This does not mean that we are turning away from the cruising philosophy with BMW motorcycles once and for all. On the contrary, it would be quite conceivable for us to reinterpret this theme quite differently at some time in the future."

Fast forward to 2022 and the market today is very different, with a thriving class of cruisers in exactly the capacity category where the R1200C used to be. Since BMW already has the right engine for the job - in fact the R nineT's 1,170 cc twin is directly descended from the identically-sized motor used in the R1200C - the development costs of a new R12 cruiser would not be great. In fact, there's already an aftermarket kit from NMoto - called the 'R sevenT' - that converts the stock BMW R nineT into a pre-war-style cruiser inspired by the 1934, one-off BMW R7.

**BMW's last venture into the Cruiser segment - the R1200C 'Independent' was launched in 1997, but dropped after 2004. The original R12 is legendary - it was an R11 successor based on a 1933 Alfred Boening Art Deco styled R7 concept. It was the first production bike to feature hydraulically damped telescopic front forks and ran from 1935 through 1942 - 36,000 were made.**





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# Suzuki - Financial Results for FY2021



For the period from April 2021 to March 2022 Suzuki reported an increase in net sales but a reduction in operating profit - citing raw material prices as the cause. In its motorcycle business net sales increased by 8.7bn yen (14.1%) to

69.8bn yen year on year, mainly owing to expanded sales of higher range models such as the new Hayabusa. However, operating profit decreased by 2.3bn yen (59.5%) to 1.7bn year on year, mainly owing that increase in raw material prices.

In total group unit sales terms, Suzuki reports sales of 1.634m motorcycles and ATVs (of which 15,000 were ATV units), 100,000 units up over 2020/2021 (+6.5%).

Sales in Europe were -27.1% at 28,000 units, down from 39,000 for the year ago period. North America was -37.7% at 29,000 units, down from 46,000.

Asian sales were +8.1% at 1.324m units, with India the company's largest market at 610,000 units (+9.5%), followed by China at 403,000 (+7.8%). The company's strongest growth in Asia came in the Philippines where they were +17.9% (161,000 units), but it had an awful year in Indonesia, where sales were off by -31% at just 18,000 units.

Suzuki's domestic Japanese sales were +4.6% at 53,000 units. Total consolidated global motorcycle sales revenue was 253.5bn yen on consolidated global unit sales of 1.292m units.

## Royal Enfield Scram 411

Royal Enfield's new Scram 411, described as the brand's first ADV Crossover, is described as "an engaging, accessible and capable street scrambler, with the heart of an adventure motorcycle".

Built on Royal Enfield's proven 411 cc single-cylinder engine platform and the Harris Performance chassis, Royal Enfield appears to be acknowledging that anything up to 80 percent of ADV miles are on-road and that some 80 percent of those are urban, suburban and peri-urban - describing it as a "sub-species that has the authentic vibes of a scrambler and adventure touring in its DNA".

The Scram 411 "combines spirited agility on urban streets, with competent rough-riding capabilities. Focused and purposeful changes in the riding geometry and ergonomics make it ideal for in-city riding, as well as unpredictable, challenging trails off the urban grid".

The new Scram 411 is already available in India, and will be available in Europe, Asia Pacific, North America and Latin America later this year. It features long-travel suspension, class-leading ground clearance and 19-inch front and 17-inch rear wheels - "playfully agile on city streets", the company says, "yet highly capable of tackling more rugged terrain".

## Ducati to assemble in Argentina

Backed by investment from parent company VAG, Ducati has struck an agreement with the Volkswagen group subsidiary in Argentina for CKD assembly of Ducati motorcycles to be distributed within the local Argentinian market. Assembly will start at the VAG facility at the Córdoba Industrial Center in northern Argentina by the end of 2022.

"The Argentinian motorcycle market is very interesting, Ducati has a strong positioning in this country in which over the years we have been able to achieve excellent results, both in terms of volumes and market share," said Francesco Milicia, Ducati VP Global Sales and After Sales.

"In Argentina we can count on a great collaboration with the Volkswagen Group which distributes our bikes, and it is also thanks to this strong relationship that we are able to take this

important step which will help to strengthen our position in this market even more."

The commercial relationship between Ducati and Volkswagen Group Argentina began in 2013, after Audi AG bought the Italian motorcycle manufacturer globally in 2012. Ducati currently has seven exclusive dealerships in Argentina, selling the full range of Ducati and Ducati Scrambler motorcycles.

The first model to be assembled in Argentina will be the Ducati Scrambler



The first model to be assembled in Argentina will be the Ducati Scrambler Icon.

Icon. "The Ducati Scrambler range has become the most appreciated in the Argentinian market, after the first local presentation in 2016. Its urban-inspired motorcycles, designed under the post-heritage concept, invite personalisation and self-expression while offering total versatility in their use".

This plan will make the VW plant in Argentina the third factory in the world outside of Italy to build Ducati models - Thailand and Brazil being the other two so far.

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# Honda - 2021/2022 full-year results



Honda has reported its Consolidated Financial Summary for the fiscal year ended 31 March 2022 and forecasts for the fiscal year ending 31 March 2023.

For its motorcycle business the company reports sales revenue of 2,185.2bn yen (a year-on-year increase of 22.3%) saying that "the increase is due primarily to a sales increase in Brazil".

Operating profit was 311.4bn yen (a year-on-year increase of 38.7%) with the increase "due primarily to related favourable sales factors rather than savings".

Honda Group motorcycle unit sales were 17.027m, a 1,895m increase over the 15.132m units sold in 2020/2021. Consolidated unit sales were also up by 0.457m units at 10.721m.

Motorcycle unit sales for the first three months of 2022 were 4.252m, down marginally from 4.541m, reflecting the supply chain and logistics issues that

are affecting all manufacturers.

The company is forecasting 18.560m motorcycle unit sales for the 12-month period to 31 March 2023. Motorcycle data includes all completed motorcycles, ATVs, Side-by-Sides and power products.

In corporate terms Honda stated: "Despite certain unfavourable factors such as the resurgence of COVID-19, a decrease in automobile unit sales due to the semiconductor supply shortage and an increase in the cost of raw materials, consolidated operating profit for the fiscal year amounted to 871.2bn yen, a year-on-year increase of 211.0bn yen, due primarily to success in reducing costs and controlling incentives, and favourable currency effects."

"Consolidated profit for the year attributable to owners of the parent company amounted to 707.0bn yen, a year-on-year increase of 49.6bn yen. The year-end dividend will be 65 yen per share; total dividends to be paid for



**A masterpiece of parts bin engineering, the Honda Hawk 11 creates a café racer from the unlikely bones of the Africa Twin, sharing the same steel frame and 1,084 cc, 100 hp parallel twin. Mix in the wheels and swingarm from the NT1100, Nissin radial brakes and Showa BPF forks, and the Hawk provides Honda with a low-cost way into a new market segment. On sale in Japan in September at 1,397,000 yen (around £10,000), there's no word yet on when or even whether international sales will follow.**

the fiscal year ended 31 March 2022 will be 120 yen per share, an increase by 10 yen per share compared to the previously announced forecast.

Total corporate sales revenue was 14,552.6bn yen (a year-on-year

increase of 10.5%); with an operating profit of 871.2bn yen (a year-on-year increase of 32.0%). For the record, Honda's automobile business sales revenue was 9,360.5bn yen (a year-on-year increase of 6.6%).

## The Dax is back

By Ben Purvis

After 41 years the Dax is returning to Honda's European line-up - ST125 Dax joins the Monkey and MSX125 Grom in Honda's unique European mini-bike line-up.

The Dax got its name from the Dachshund dog, with its short legs and long body, and the 2022 comeback iteration is based on the unique T-shaped frame which extends from under the seat to the chrome handlebars, in pressed steel, has an air-cooled 124 cc SOHC two-valve EURO5

engine, centrifugal clutch and four-speed gearbox with 31 mm USD forks, twin rear shocks, 12 in blacked-out mini-bike wheels and 'balloon' tyres.

"The 23YM Dax keeps the unmistakable iconic look of the original, with the frame (which also houses the fuel tank) providing plenty of strength for two-up riding. The balloon-like tyres allow effortless around-town agility. Lighting is full LED, and the Dax features a striking, compact negative LCD display and pillion grab rail". It is available in two colour options - Pearl Nebula Red and Pearl Cadet Grey.



## NX500 to leverage Dominator heritage

The golden era of the Dakar rally in the late 80s and early 90s is the latest retro trend that manufacturers are tapping into and with a glittering record from that period, Honda can't be blamed for making the most of it.

With the Africa Twin already proving a success and plans to revive the Transalp name on an upcoming 750 cc twin derived from the upcoming Hornet 750 that will debut later this year, Honda's adventure bike range is looking increasingly strong.

Next, the company seems set to revive the Dominator - previously offered in a host of capacities from the 1980s until the early 2000s. Honda has just filed for rights to use the trademarks 'NX' and 'NX500' on future motorcycles, reviving badges that were last used on Dominators from the NX125 to the NX650.

These days Norton holds a trademark on the Dominator name, potentially preventing Honda from using it, but by reviving the 'NX' badge there's no doubt what Honda is alluding to. While old Dominators were single-cylinder machines, sitting below the Transalp and Africa Twin in Honda's range of adventure bikes, the new NX500 is likely to be a twin. In fact, the clearest route to creating a successful Dominator revival is to give the CB500X adventure bike a 1980s-

inspired restyle and the new name, bringing its nomenclature and appearance into line with the Africa Twin. That would mean it uses the same 471 cc engine as the CB500 range and the upcoming CL500 scrambler that Honda is expected to launch later this year, using the CMX500 Rebel as its basis.

Honda's rivals are already jumping on the Dakar-inspired trend, most recently with Ducati's DesertX and MV Agusta's Lucky Explorer 9.5 and 5.5 models, which all take their inspiration from the Dakar-winning Cagiva Elephant. BMW's R nineT Urban G/S and Moto Guzzi's V85 TT have also adopted 80s-inspired adventure bike looks.

Honda's own Dakar winners of the era were all 'NX' branded, albeit pure prototype bikes in the form of the NXR750V and NXR800V machines that took four consecutive victories from 1986-89, spanning the absolute peak of the Dakar rally's popularity. Although a trademark isn't a guarantee that a bike will reach production, it is a reliable pointer to the bikes companies are developing, and given the ease with which Honda could cash in on its racing success at the very event that others are paying tribute to, it would be crazy not to consider capitalising on it.






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Pictured: 90/90-21 TL



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# Kawasaki - 2021/2022 full year worldwide unit sales +62%



Kawasaki is celebrating 50 years since the debut of the legendary, iconic, game changing X1 with four limited edition 'Z50' models - with inspiration taken from the Z1100GP from the 1980s - each comes with an equally limited edition Z Book which will not be offered for sale separately.

Citing retail market recovery from the effects of Covid-19 in Europe, Kawasaki has reported 2021/2022 unit sales of 71,000 for Europe (+12% from the year ago 58,000 units) and said that sales "remain strong".

The data for developed markets for the conclusion of the company's full financial year ending 31 March 2022 shows total worldwide developed market unit sales for the 12-month period of 208,000 (+62%). The United States was +32% at 86,000 units, Japan +15% at 31,000 units, with Canada and Australia essentially flat.

In emerging markets Kawasaki sold a global total of 283,000 units (+57%) with the highlights being the 161,000 sold in The Philippines (+18%); 45,000 in Indonesia (+15%) and 37,000 units sold in China (+11%). The Motorcycle and Engine division recorded total consolidated sales income of US \$3.659bn compared to \$3.041bn for the year ago period; total corporate sales income from all divisions of Kawasaki Heavy Industries (KHI) was reported at \$12.261bn. Motorcycle and Engine division operating income was of

## Kawasaki

\$374.183m compared to \$47.914m for the year ago period. Kawasaki says that demand for off-road motorcycles and four-wheelers remains and is expected to continue strong in the United States. While Southeast Asia saw improvement, the company says that the outlook "remains uncertain" and in common with all the manufacturers, cites supply chain risks - especially shortages of semiconductors and logistics disruption.



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# Puig Diablo - "Ever Flowing Design"



**B**arcelona based specialist Puig (Motoplastic S.A.) has become one of Europe's leading aerodynamicists, but like any design studio and advanced manufacturing set-up, the restrictions determined by the geometry of the OEM motorcycle design often result in compromise.

Puig is among the smartest in Europe when it comes to optimising parts and accessory design to work with, but still enhance the factory stock bike - and its use of advanced software, including being able to

test stock and aftermarket accessory design airflow behaviour, has been a cornerstone of its success.

However, "what if we could design without compromise" sounds like late-night R&D department bar chat, but that is exactly what drove Puig's designers and engineers when they started to work on Diablo.

Wanting to be able to have a canvas that would allow themselves to push their own limits and optimise accessory design, the project took on a life of its own and became a vision of the motorcycle of the future.

What features and accessories will motorcycles of the future give us and, in an ideal world, where would free flowing accessory design creativity that isn't

compromised by factory productionisation take us?

The answer that the Puig design team came up with is 'EverFlowing Design' - and Diablo is the canvas that epitomises motorcycle design dictated by optimised accessorisation, rather than accessory design dictated by motorcycle design compromise.

The result of this 'EverFlowing Design' concept is a design philosophy that can be translated into a design language that ticks all the most important boxes.

Such as accessories that are Functional - "without purpose, there is no design"; Adaptable - "versatile designs that can be purposed to different uses and needs"; Aerodynamic - "the basis of everything";







Ergonomic - "designs for every kind of rider"; Minimalistic - "designs with nothing unnecessary getting in the way"; Smart-Electronic - "technological and useful" and Interactive - "a bike that responds".

Puig says that this is what defines 'EverFlowing Design'. The project became the creation of a Naked+ motorcycle with an improved riding experience and aerodynamic performance - a dream bike that could be an everyday ride.

The platform Puig chose to showcase the 'EverFlowing Design' concept is a Yamaha MT-09 SP - one of the most popular and versatile of current

production models - an accessory designer's blank canvas, if ever there was one.

After evaluating and airflow testing the aerodynamics and ergonomics of the MT-09, the riding position was modified, bringing the rider further forward and lower in order to get a more sporting stance that allowed Puig to improve the aerodynamics and ride for a better customer experience.

Diablo includes side winglets, tank pads, side panels, a rear seat cowl and lenticular (biconvex) covers at the rear. Puig then added an electronic screen and deflectors for a 100 mm range of adjustable

aerodynamic protection; frontal naked winglets; servo motor powered downforce tuneable electronic winglets; an engine spoiler that gives the engine an optimal and aerodynamic airflow volume; a brake cooler and two-piece rear seat cowl cover with dual air channels and powerful but minimalist lighting. That is 'EverFlowing Design' Barcelona style!

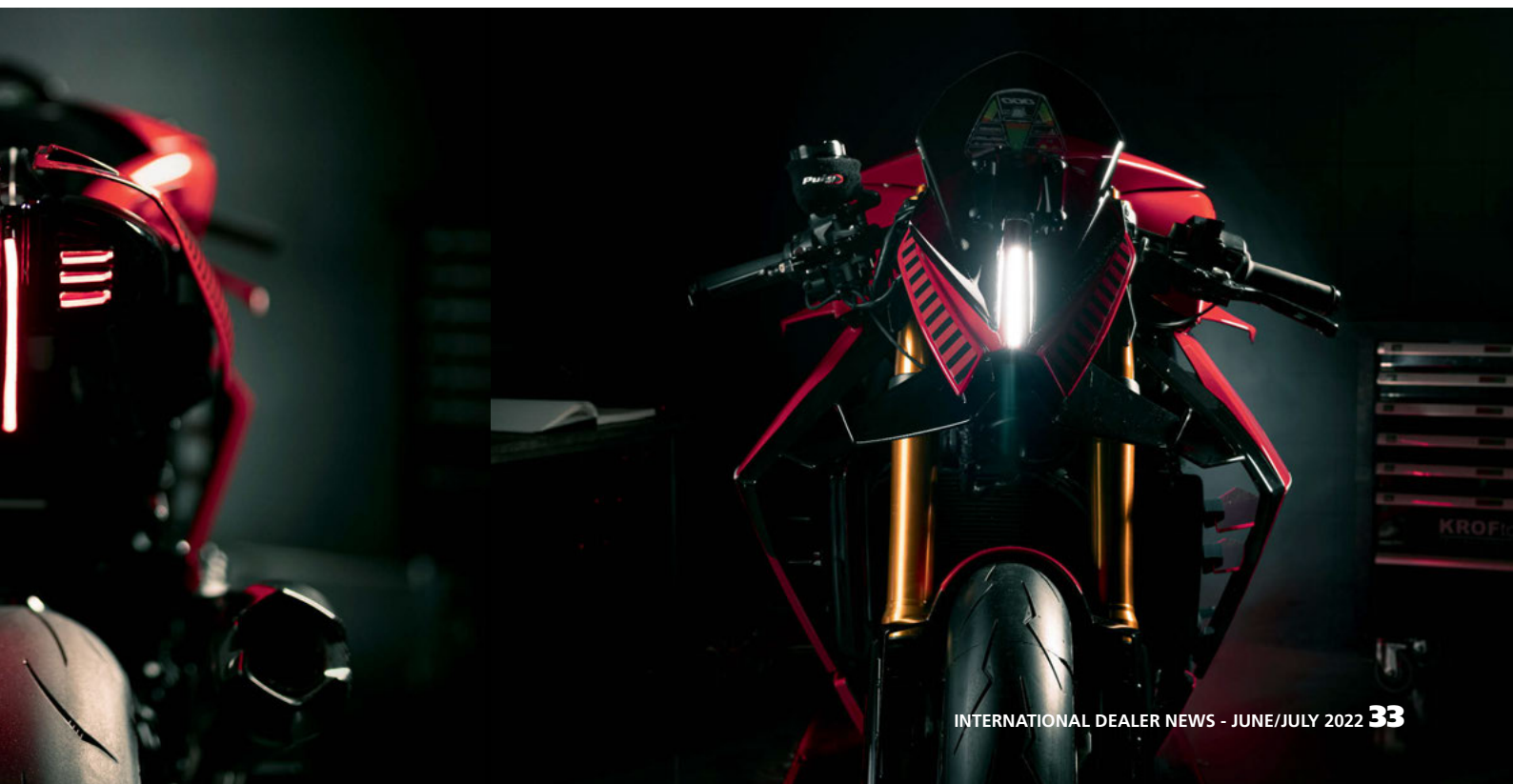
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## C-Light Evolution by PBR

The latest rear sprocket from Italian specialist PBR - the C-Light Evolution - is described as being its "technically most advanced off-road rear sprocket model yet and fully Made In Italy".

Manufactured in black zinc-coated C45 steel and tempered to further enhance its durability, it weighs in at just 0.74 kg thanks to its optimised design with 21.3% less metal than the standard C45 steel sprocket the company introduced in 2019 and 14% less than the previous C-Light model.

Developed together with six-time WMX champion Kiara Fontanesi, it is precision CNC-machined and available in different sizes for two- and four-stroke Honda, Kawasaki, Suzuki, Yamaha, Husqvarna and KTM MX and Enduro models. The design of the lightening holes is described as being so advanced that the C-Light Evolution is able to have a similar weight to an Ergal (zinc aluminium alloy) sprocket, while maintaining the strength of the steel.

PBR was the first manufacturer in Italy to specialise in motorcycle gears and has been producing rear and front sprockets there since 1969 and now numbers over 5,000 resellers among its worldwide sales network, with 3,368 application references in its catalogue and over 10,000 rear and front sprockets available from inventory at its ISO 9001 certified facility near Bologna.

The company says that around 18 months of R&D with MotoGP (now with Honda LCR and Aprilia racing team), Superbike, MotoCross and Enduro teams has gone into this



new sprocket design. PBR is a Tier 1 OE supplier to brands such as KTM, Husqvarna, Aprilia, Piaggio, MV Agusta, Fantic and Sherco.

**PBR SPROCKETS**  
**Osteria Grande (BO), ITALY**  
**Tel: +39 051 946746**  
**info@pbr.it**  
**www.pbr.it**

## Evo Join Lady helmet

Among the new for 2022 helmets from Kappa is the KV28 Evo Join Lady demi-jet, certified according to the new ECE 22-06 standard and recommended for urban use.

Manufactured with a thermoplastic shell, it is said to be comfortable even during the hottest months with an effective ventilation system consisting of two front air vents, positioned on the upper part of the shell, and a rear extractor.

KV28 Evo Join Lady stands out "by an



explosion of bright and saturated colours in shades of purple, pink and white bold graphics that extend over the entire shell" and features its "name with a pop twist". The design is enhanced by a glossy and shiny finish. It has a removable and washable soft padded lining in hypoallergenic fabric, an anti-scratch visor, a micrometric fastening strap and weighs 950 to 1,050 g +/- 50 g.



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## Rear brake disc guard

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

From exhausts to suspension components, skid plates and seats to radiators, controls, clutch and, as seen here, all important debris deflectors.

This rear brake disc guard protects the expensive disc from debris impact - an essential consideration when racing or out in the wild and far from home.

This superior strength replacement for the OEM part is a robust and durable design and features a replaceable fin. It is available for a wide range of makes and models, and a matching front disc protector is also offered.

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# Late model Vespa rims

These SIP Series PORDOI rims made their first appearance at the release of the company's 2019 Custom GTS of the same name. The company says that the "good response and positive feedback gave us the reason to finally bring these unique rims with their special features to the market".

Manufactured in aluminium and available in matt black (or a selection of colours) for front or rear, they are available for Vespa GTS/GTS Super/GTV/GT 60/GT/GTL 125-300 ccm in 3.00 12" or 13", 10-spokes with up to 140/70-12" tyres on 12" rim and up to 140/60-13" tyres for 13" rim.

They have road approval (KBA) and besides the modern design of the rim, the wide rim is a real eye-catcher.

"We deliberately made sure that the rim was visually wider," says SIP's Ralf Jodl. "That is so that these rims look much wider and more massive than all others - especially with the 140 tyre on the rear wheel, that makes the GTS look more powerful than ever."

The 10-spokes, some with a milled surface, round off the design. The rims are available in two versions. The 12" rim can be mounted front and rear, plug and play, with all tyres up to 140 mm width.



The 13" is the first existing 13" rim which can be used on the GTS without any problems with the ABE. No more legal grey areas, no more arguments with the TÜV inspectors or similar - fit the rims and the legal conversion to 13" is complete (EU law).

"But that's not all," says Ralf. "We even had the rim homologated with a 140 wide tyre on the rear wheel. What does that mean? Quite simply, instead of the standard 130" tyre, a 140/60-13" tyre can now be used legally on the rear. It has never been easier to legally put a conversion to 13" and wide tyres on the road."

"The primary thing to remember is that changing the tyre size also changes the transmission ratio of the tyres, which ultimately leads to a deviation in the speedometer display. Since the original speedometer deviates from the real value by up to 10% anyway, the deviation is still within the tolerance for 12" rims with 140 tyres as well as for 13" rims with max. 140 tyres."

"This can even be an advantage, because with the larger tyres the speedometer reading comes closer to the real speed. Both the 12" and the 13" rim come with KBA number and ABE."

"No additional mounting kit is required for the front wheel - it is true plug and play. At the rear the MV848039 socket is always required for rear mounting. For models equipped with ABS as standard on the rear wheel, a separately available mounting kit (e.g. MV000617K/MV000617) including new wheel bolts and screws for the tone wheel is required."

"After fitting the rims on ABS models, the ABS/ASR system should be recalibrated. The rims themselves are manufactured in accordance with ETRTO (European Tyre and Rim Technical Organisation) guidelines, the industry specification for rim and tyre production."



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**[www.sip-scootershop.com](http://www.sip-scootershop.com)**



## Modular De-KAT system for Ducati Multistrada V4

Earlier this year, Italian exhaust manufacturer QD released the new Mid Pipe No Kat for the Ducati Multistrada V4.

"It improves performance and sound," says owner Manuel de Liso, "and helps the awesome V4 to reach its full potential. The results are impressive - the power gain is +16 hp and the weight is reduced by -5.4 kg compared to the stock exhaust with catalytic converter."



The pipework and pre-silencer are made in AISI 304 stainless steel and TIG-welded. The first section of the Mid Pipe No Kat is 52 mm diameter, with a final 60 mm link pipe.

The Mid Pipe No Kat is modular, and it is possible to fit it either with a QD muffler or with the stock muffler. It comes also with a model-specific map to perfectly retune the air-fuel ratio; an ECU tuning module is also available.

**QD EXHAUST**  
**Vercelli (VC), ITALY**  
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## Eleveit 2022 - "On the Road Again"

Based adjacent to the former Oxtar factory in Veneto since September last year, Eleveit is the most recent incarnation of former Oxtar and TCX supremo Ivo Zanatta's storied career in the Italian motorcycle boot



manufacturing industry. Founded in 2018, his career is "On the Road Again" and the new-for-2022 range features many new products and highlights in all market sectors - from road and urban to off-road and touring. The headline news is the brand's diversification into technical clothing with the X-Treme line, consisting of a jersey, trousers and gloves for MX and Enduro and, seen here, the MUD MAXI range in three different colourways - orange and black, fluo yellow and black and red and grey. The jacket and trousers outfit for Enduro and Maxi Enduro lovers, and those who do the 'hard miles' on touring bikes, features a "very slim and aggressive fit" and is described as "suitable for all seasons thanks to the many zippered air intakes positioned on the shoulders, chest and back".

Manufactured from high-tensile strength stretch outer fabric and a highly breathable inner lining, "the technical know-how acquired on the racetracks has always been the great added value of Eleveit products - giving its collections all its expertise and racing identity, enriching them with details and innovative solutions that meet the real needs of the most demanding



motorcyclists".

The new high-performance MUD MAXI suit "makes no compromises between comfort and safety thanks to the presence of a special elasticated spandex fabric in the shoulder and elbow area that gives the jacket an optimal fit even when using additional protectors.

"Practical, comfortable and versatile, the MUD MAXI jacket has removable sleeves, two very large pockets with magnetic closure, two smaller zip closures in the chest area and rear pockets. The practical and safe closure of the MUD MAXI jacket consists of a zip, Velcro and magnets in the neck area. Matching MUD MAXI trousers are also available.

"Comfort and safety are the leitmotifs of the new MUD MAXI collection, which translate into extreme freedom of movement and maximum wearability, even when using protectors, thanks to the spandex fabric present in the back and knee area."

Eleveit says it has added a full-grain leather insert on the inside of the leg to protect the motorcycle from scratches and to avoid abrasions to the high temperature resistant, all-weather air intake equipped trousers.



Also seen here, the Eleveit X-Tarmac enduro boot (in waterproof and standard versions) is designed to complement the MUD MAXI suit.

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# 'Aeromax' screen for GSX 1300 R Hyabusa

Founded in Marseille in 1978 by Roger Sabater, Ermax has grown from a 50 sq m workshop into a 6,000 sq m 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. Ermax 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 - this 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 its huge range of screens, seen here is the recently added 'Aeromax' screen for the Suzuki GSX 1300 R Hyabusa (2021 and up). The 'double shape' screen design is said to "considerably improve rider protection compared to the original Suzuki design".

Made in 3 mm thick thermoformed cast PMMA (methacrylate), like all ERMAS screens it is delivered ready to fit. Available in a choice of 14 colours, it features black silk screen printing at the bottom (except on the dark, black and satin options).



**ERMAS S.A.S.**  
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**accueil@ermax.fr**  
**www.ermax.com**

# Scorpion Sports - all terrain ADX-2 modular

Specified for on and off-road, the new versatile, dual P/J homologated "hyper-modular" (flip-up) adventure touring ADX-2 helmet from Scorpion Sports is said to be "suitable for all roads and all paths".

Featuring a removable peak and "goggles-friendly" design, the ADX-2 easily transforms from a chin bar raised off-roader to a "real road helmet" for "true hybrid".

Made in "state-of-the-art advanced polycarbonate, the ADX-2 has an external visor with Pinlock MaxVision as standard, externally adjustable internal SpeedView sun visor that retracts inwards for a perfect seal, a dual density speaker-ready EPS micrometric closure system with quick release buckle, perfect integration of the peak with the chin guard when raised, nasal deflector, removable and washable internal cheek pads covered with absorbent, breathable, extremely soft and hypoallergenic Kwikwick-C fabric and KwikFIT eyewear-friendly internal cheek pads".

The Scorpion Air Channel features separate ventilation channels for "dynamic and optimal ventilation to guarantee reduced noise and better stability at high speeds". A five-year warranty is offered and the helmet weighs is 1,870 g (+/- 50 g).



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**www.scorpionsports.eu**



# PLUG AND PLAY SOLUTION





# Caberg Drift Evo LB29



Bergamo-based helmet specialist Caberg has been producing helmets for the road sector for over forty years and was one of the first companies to bring a flip-up helmet to the market. At the top of its street range, the Drift Evo has been featured in various World Championships and has been the subject of a constant process of research and development - carried out in collaboration with a number of young talents and top riders from the WSBK Championship. New for 2022, the Drift Evo LB29 is being worn by Luca Bernardi from San Marino as he steps up to the Barni Ducati Racing Team Luca Bernardi in the current SBK World Championship - making his first appearance at the Motorland Racetrack in Aragon during the first weekend in April 2022. The LB29 is made in a choice of two fibreglass or carbon shell sizes with a completely removable and washable lining (including the chinstrap padding) with hypoallergenic and transpiring fabrics and a removable lower Wind Stop.



Ventilation is by adjustable air vents - the lower vent on the chin guard drives air directly to the inner side of the visor to avoid misting; the vent on top directs the fresh air through the helmet via numerous air channels and out through the rear exhaust vent. The visor system features Caberg's DVT (Double Visor Tech), a quick release transparent anti-scratch visor with Max Vision Pinlock lens and adjusting pins and an anti-scratch sun visor. Homologation is to ECE 22.05 and the weight for the Drift Evo is 1,380 g and 1,280 g. For the Drift Evo Carbon add 50 g. Also new for 2022 are an additional Ghost Nuke, Freeride Nuke and Horus Camo.

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# MIVV for ADV

Italian exhaust specialist MIVV has added a new off-road exhaust design, the Dakar - first of all for the Yamaha Ténéré 700. Additional fitments and applications will follow in the coming months, and MIVV says that Dakar will add "performance and style to all the most popular off-road and ADV models."

The Dakar project is the result of the experience gained by the MIVV R&D department in rally racing - "our study of the specialist requirements in rally racing led to the development of a robust and durable slip-on configuration, capable of matching the style - and engine - of more demanding off-road bikes."

Manufactured in 304 natural stainless steel, Dakar is



available to meet Euro 4 and Euro 5 requirements and has a special "pearled" steel or "black" ceramic-based finish - "which adds to the aesthetics and the ability to make the body more resistant to impacts than a more traditional exhaust."

"The new muffler also focuses heavily on lightness: if compared to OEM exhausts, the weight saving is really significant, helping to improve the driving feeling".

MIVV says that on the Ténéré 700 Dakar increases maximum power by +2.2 hp and torque by +1.4 Nm (values measured at the wheel), weighing in at just 2.10 kg (compared to 4.80 kg of the standard silencer) - the bench test results are available on the MIVV website and demonstrate power increases all the way up the rpm range.

Next to come to market will be a 2021 Honda Africa Twin application, followed straight away by the 2022 application, then the Ducati DesertX and Aprilia Tuareg 660.

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# Gilles - updated footrests

Luxembourg based parts and accessory manufacturer Gilles Tooling has updated its footrest systems offer with the MUE- a "completely new generation of footrest that combines futuristic design with the highest processing quality".

The benefits include significantly simplified adjustability of the footrest position, according to Head of Sales Albert Katgerman. "The positions of the footrests, and the brake and shift levers themselves, can be freely adjusted according to the rider's wishes."

"The footpegs are positioned using a combination of sliding and rotating adjustments at just one point - making it extremely quick and easy to select (five positions by sliding and four positions by turning). The conversion to reverse shifting is done by simply twisting the shift arm."

The brake and shift levers have double ball bearings

for perfectly backlash-free function of the levers and the kick components can be adjusted as desired via eccentrics and there are carbon heel protectors on both sides.

This system is equipped with foldable pegs. There is an additional option for both switching schemes - the shift linkage can be set in the standard position or the "fast" position (shift travel is shortened). The shift lever can be adjusted 10 mm in height without the need to adjust the shift rod or automatic shifter. The system has an ABE and is available black anodised, with colour-contrasting adjusters.

**GILLES TOOLING GMBH**  
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# Andreani suspension vacuum pump series

Italian suspension specialist Andreani Group need little introduction as one of Europe's leading suspension businesses. Headed up by former racer Giuseppe Andreani, it is well known for Misano brand cartridges, top-brand domestic Italian distribution - such as for Öhlins - for its race paddock suspension support team, and for its internationally popular suspension technician courses.

Andreani is also a world leader in designing and building advanced suspension workshop equipment, diagnostic testers and service tools. Seen here, its SP range of vacuum pumps are 'essential kit' for high-traffic suspension workshops.

Andreani says that the most useful is the SP2 vacuum pump, which allows the technician to bleed and fill shock absorbers manually using special hydraulic

controls - perfect for a race use, considering how light and versatile it is.

Its evolution, the SP4, allows the technician to vacuum and fill all shock absorbers automatically, controlling all processes using the display, thanks to an easy-to-use software.

At the top of the range, the SP5 is the most innovative vacuum pump developed by Andreani Group. It allows technicians to make easier, more accurate and more efficient filling and vacuuming of shock absorbers of any kind and any brand.

Featuring a fully automated process, it features easy to use and extremely efficient software with a user-

**Andreani**
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friendly, intuitive graphical interface and touch screen display for real time process checking.

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# Rukka new 3-in-1 Gore-Tex riding suits

Synonymous with protection and comfort, premium quality and uncompromising design, this all-new versatile Rukka 'Rapto-R' suit for men and 'Raptorina' 3-in-1 suit for women are additions to the Rukka 'Armprotection' that "impress with their high-quality materials and excellent comfort in a

wide variety of riding conditions".

The 3-layer Gore-Tex Pro laminate makes the jacket and trousers fully water- and windproof while offering a market-leading level of breathability. The material is elastic throughout and easily conforms to the wearer's movements with Armacor reinforcements at the elbows, shoulders, knees and hips to provide higher wear resistance.

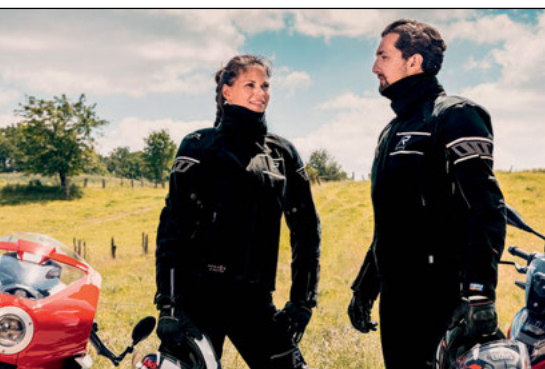
These versatile suits are able to cover a wide range of temperatures from near freezing all the way to mid-season highs: in warm weather, multiple well-placed ventilation zips can be used to promote airflow within the suit and stay cool, while the included extra warm down liners provide insulation when riding in the cold.

The down inner jacket and trousers fit comfortably under the protective shells and can be packed into their own pouches when not in use. High-quality protectors developed by Rukka in cooperation with D30 are said to "provide excellent impact protection

with Rukka D30 Air XTR Level 2 protectors on the shoulders, elbows, back, hips and knees, plus a D30 CP1 Level 1 chest protector.

The 'Raptorina' suit comes with a Rukka D30 Air XTR Level 1 back protector and D30 LP1 Level 1 protectors for the shoulders, elbows, hips and knees, with an option to upgrade to Level 2 protectors if desired, and additionally includes a pocket for a D30 CP1 divided chest protector.

The Rukka AirCushion system on the seat of the trousers forms a thin air cushion on the contact surface with the seat, reducing condensation. An integrated and stowable Rukka ATS Gore-Tex stretch collar provides additional wind protection.

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# Lightech for R7

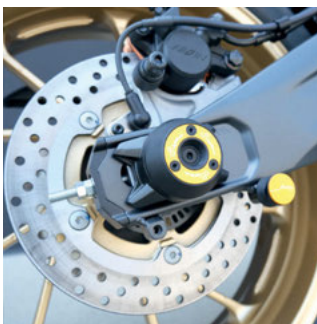


Internationally recognised Italian parts and accessory designer Lightech has taken on the challenge of designing, testing and manufacturing a complete line of accessories for the new Yamaha R7 - with a wide range of model-specific designed parts for this bike. Options include complete and adjustable rearsets with three possible configurations: basic with fixed footpegs (FTRYA018), "W" version with folding footpegs (FTRYA018W) and "R" version equipped with carbon heel guards, titanium bolts, high-quality bearings and folding footpegs (FTRYA018R).

Allowing both standard and reverse shifting, Lightech rearsets are machined from 7075-T6 heat treated billet aluminium, "guaranteeing exceptional rigidity, safety and performance for all riding conditions," according to Lightech Export Manager Sheila Zaccaron.

"The levers work on high quality bearings that allow an excellent resistance mechanism even during the most extreme demands on the track and on road. A complete spare parts and accessory service allows servicing and customisation of the rearsets." Lightech levers for the R7 (KLEV124) are manufactured from magnesium and CNC aluminium, with a choice of two versions, the basic or the ALIEN version with rubber inserts on the body of the lever for greater grip.

On a motorcycle that is all about weight management, Lightech is also offering an ultra-light license plate holder design (KTARYA131), with holes for OEM or aftermarket LED turn



signals and special nuts in high strength, lightweight Ergal (D003). The accessories line also includes also frame protectors (STEYA219) that are equipped with an aluminium ring, a magnesium bushing for the vibrations, and coloured antishock rubber; wheel axle sliders for front and rear available in black, red, gold and cobalt and a newly designed fuel tank cap.

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# BS Battery extends its 'Smart Accessories' line



French battery manufacturer BS Battery continues to invest in smart testing solutions by extending its battery condition indicator lines with the new BT 03. Designed for professionals and end-users, the new BT 03 allows dealers and riders to check the state of charge of 12V lead acid batteries, with a three integrated LED lights display diagnostic tool. Extra slim, the accessory is ideal if your battery is difficult to access, hidden or if you cannot use clamps because of the eyelet terminals.

"Making the life easier for workshops and end-users is one of our priorities," says Benjamin Sebban, BS Battery General Manager. "From the installation to the diagnostic, our new BT 03 battery tester performs a very quick check of a powersport vehicle's charging system."

Compatible with all the BS smart chargers, the BT 03

also allows to charge and maintain batteries without disconnecting the fused ring. "Connect, test, charge and forget," says Benjamin.

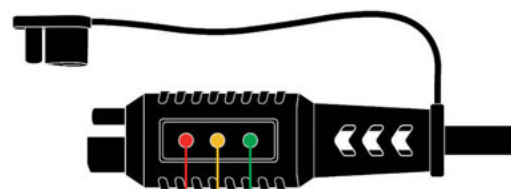
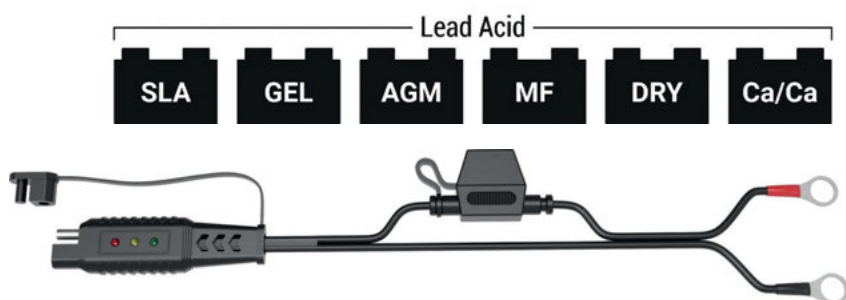
This new solution completes the wide range of accessories developed by BS Battery - a comprehensive range that includes the BST 50, a specialised advanced battery and electrical diagnostics tool for batteries in the 7V to 30V range that delivers results within one second, and the BT02, a dual-purpose, simultaneous battery and alternator condition tester.

"Compatible with all lead-acid batteries (SLA, GEL, AGM, FM, DRY and Ca/Ca), our testers are ideal during the winter season - or any period when the battery is not being used or charged frequently. They are the quick, efficient and convenient solution for checking battery status at any time," added Benjamin.



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battery must be charged

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battery voltage is OK

Battery charge is between 11.8V and 12.35V:  
a charge is recommended

# HP Corse and the R 1250 GS - "The art of power"

Italian exhaust specialist HP Corse has released a version of its SPS Carbon Short for the all-conquering R 1250 GS, describing it as "feeding on adventure" and "fully embodying the desire for escapism and the purest motorcycling spirit".

Tested on the dyno and in the most demanding situations, HP Corse says the SPS Carbon Short "guarantees reliability and gives the BMW R 1250



hydroformed internal oval spout and manual TIG welded CNC slip-on fitting. It is Euro 5 approved to regulations 134/2014 and 2016/1824 G.

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GS more streamlined rear lines that improve driveability while delivering additional power, especially at low and medium revs".

Available in three different material configurations - Titanium, Satin Steel, Black Steel - each guarantees weight savings compared to the original exhaust and features a logo laser-engraved on an octagonal shaped body with weld-free, hydroformed outlet.

Euro 5 approved, the silencer is just 300 mm long and comes equipped with a watertight moulded underneath and a full-length carbon casing that covers the fittings. There is a carbon fibre end cap and heat shield, double outlet with double DBK,



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# ProX all-new Ultralight steel rears

Netherlands based ProX Racing Parts has launched an evolution of its steel rear sprocket offering with all-new Ultralight sprockets.

ProX says its steel rear sprockets have been proven in highly demanding racing situations, with a reputation for long service life, and in upgrading its existing line, ProX engineers set out to combine the extreme durability of ProX's steel construction with the advantages of less weight.

ProX claims that this all-new, lightweight design gives ProX Ultralight steel rear sprockets up to 35% weight savings over other standard steel sprockets. "The high-strength steel construction provides superior longevity even in extreme riding

conditions, ultimately translating to two to three times the usable life compared to average aluminium sprockets.

"ProX Ultralight sprockets are CNC-machined to exact specifications to achieve the precise, lightweight design and exact fitment. Diamond-cut manufacturing holds sprocket teeth to strict diameter and alignment tolerances, ensuring even and smooth operation.

"Reliable, flush sprocket-to-hub mounting is achieved with countersunk, tapered mounting holes, pairing perfectly with a set of ProX sprocket bolts and lock nuts. These sprockets are also treated with a full coverage coating for added corrosion and wear resistance and a factory look."

They are available for a wide range of sizes and dirt bike applications, including all major Japanese and Austrian brands, and Beta.

ProX Racing performance replacement parts meet or exceed OEM specifications and standards for dirt bikes, ATVs, personal watercraft, snowmobiles, sport bikes and scooters. Founded in 1975, ProX engine components include pistons, connecting rods, crankshafts and valves. The company stocks over 9,000 part numbers for more than 60 different product groups.

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# Matris - Vespa suspension set

After the introduction of its popular M40SR and M40S twin shock absorbers for Honda and Yamaha scooters (150-300-350-400 cc), Italian suspension specialist Matris is entering the Vespa suspension market with the new M36V project - a front and rear suspension set to fit the GTS 150 and 300.

The new products are made and assembled by Matris at its Vicenza, Italy headquarters and feature "the highest possible quality materials and components".

"The M36V series is not just a replacement of the original shocks but offers a good improvement on comfort and handling. Our philosophy is one of robust, high-quality materials and precision manufacturing to produce reliable, long-life products - and we have applied that to the maximum on our new Vespa suspension upgrades".

The hydraulic functioning, 36 mm light alloy cylinder features a 14 mm chromed piston rod, pressurised system (nitrogen gas) and compression and preload adjustments on the front and rear shocks - plus length adjustment on the rear twin set.

They are available with standard orange spring or with black spring on the optional dark version.



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# Athena 4-Stroke Top End piston kit

Vicenza, Italy based Athena continues its prolific new product introduction programme with this new Top End 4-stroke piston kit.

"Developed with cutting-edge technologies and extremely high-quality materials, this kit includes the Athena forged 4-stroke piston and top gaskets set needed to overhaul the head and the top end. These high-performing components guarantee maximum reliability and allow you to easily replace the piston.

"We have over 40 years of experience researching, developing and testing all the technologies and materials used to make our products, both in-house and on the track. Along with pistons, we also manufacture the compatible gaskets - and it is thanks to this combination that the components of this kit work perfectly together providing an outstanding result."

The 4-stroke off-road forged piston included in the kit "is of extremely high quality and made with cutting-edge computer numerical control (CNC) machines. Produced in silicon-based aluminum alloy, this piston ensures the same reliability as the original and, at the same time, increased resistance and outstanding performance.

"Another distinctive feature of this Athena piston is the sintered molybdenum disulfide coating, which improves sliding, performance, and durability. This coating and the piston rings lead to the further reduction of friction, guaranteeing superior performance.

"Last, but not least, the latest-generation 'Made in Japan' rings that come with the kit have PVD or CrN



coatings allowing the piston to perfectly adapt to the cylinder walls. Another noteworthy element is the pin which, made in steel alloy, undergoes special processing to obtain maximum hardness and smoothness.

"The top end gaskets set, on the other hand, includes all the gaskets needed to overhaul the head and the top end of the engine. Athena has an excellent reputation when it comes to the reliability of their gaskets, which is based on solid know-how, constant

technological development conducted by the in-house team of engineers and designers, and production executed strictly following all the parameters set by the vehicle manufacturers."

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## Adventure muffler for KTM 1290 Super Adventure

Devised, designed and tested specifically for modern multipurpose and maxi-enduro bikes, Italian specialist SC-Project says this Adventure muffler was developed for the KTM 1290 Super Adventure, "in full compliance with Euro 5 regulations".

"The Adventure silencer is manufactured with high quality titanium and an autoclave-made carbon fibre end cap, a very typical SC-Project double outlet design.

After having survived in-house R&D department bench testing, all the components and the design of this muffler have been tested all over the world, during very long-distance travels, in the most severe conditions - both on-road and, especially, off-road. "All the components in titanium and AISI 304 stainless steel are welded with TIG technology (in a protected, clean-working environment)

and the internal bushings are CNC-machined from solid block. Our experience has proven that excellent couplings, top quality materials and high technology production processes are essential in order to be able to offer the best durability, quality and performance."

For the KTM 1290 Super Adventure, the Adventure muffler delivers a huge weight reduction of -42% if compared to the OEM



exhaust. The company says it gives a maximum power gain of 1.5 hp and 1.1 Nm of torque at 7,700 rpm - "together with a stable improvement of power and torque delivery where it is needed most, in the low and mid-range".

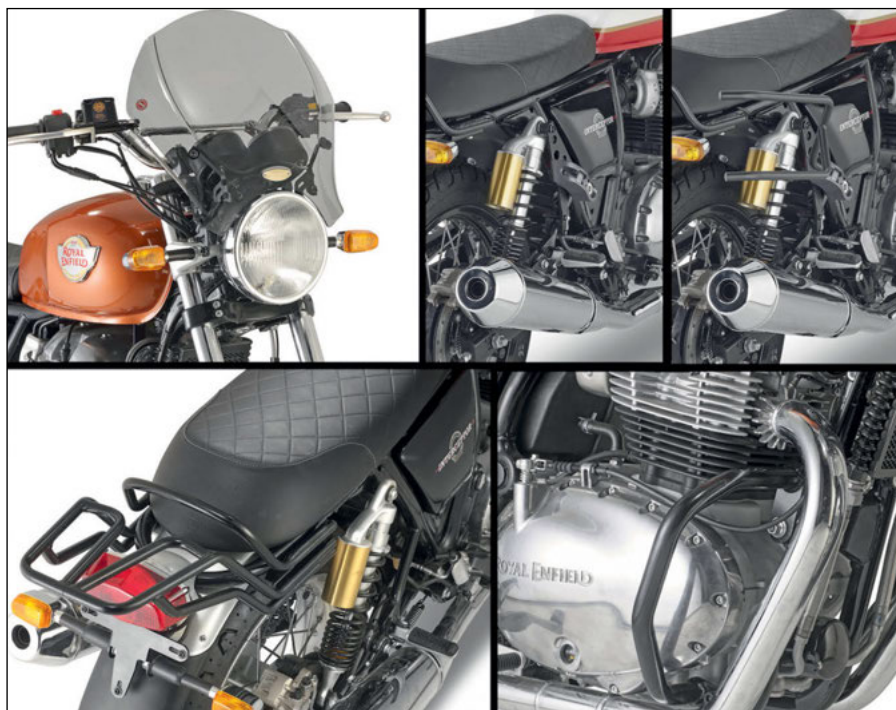
Finish options available are titanium colour or ceramic matt black colour, the installation is plug and play and ECU remapping is not necessary. This silencer is compatible with OEM side cases and fits with the OEM heat shield. The full kit includes the slip-on muffler, springs and screws, SC-Project stickers and a 24-month SC-Project official warranty and homologation card.

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# Royal Enfield Interceptor 650 accessories

# Barkbusters for CRF300 Rally



GIVI has designed new range of accessories for the Royal Enfield Interceptor 650 to "improve the comfort on the saddle and the luggage space". The bags chosen for this bike are part of the CORIUM line, made of high tenacity 1200D W/R coarse-grained black polyester. The SR9051 rear rack allows a Monolock top case to be fixed on the bike, and its shape also makes it suitable as a luggage rack. The glossy black finish matches the motorbike frame.

The quick release REMOVE-X side holders (TR9051) use the "new and innovative" GIVI fixing system for soft side bags. They stabilise the positioning of the bags and can be almost completely detached from the bike in a few seconds simply by activating a lever. The PL9051 pannier holder allows a pair of compact Monokey E22 hard side cases to be attached to the Interceptor.

The Race Café universal screen is made of aluminium and available in black anodised (100ALB) or grey anodised (100AL) finish. 20.5 cm high and 26.5 cm wide, it can be mounted with the AL9051A fitting kit. For greater protection, GIVI offers the 140 universal

screen in the S and A versions (with smoked or transparent screen). This screen has a surface of 31 x 41 cm; the AL9051A fitting kit is also required.

The TN9051 engine guard is made of 25 mm diameter steel tube finished in glossy black. The accessory opens on either side of the engine block to protect the two exhaust pipes.

The 03VKIT screw kit is used to mount the Smart Mount RC (S903A or S904B) to the cover of the brake fluid reservoir, as a support for GIVI smartphone and GPS cases.

The CORIUM CRM101 tank bag is attached using four removable magnets or four straps (for attachment to non-metallic tanks). It has a capacity of eight litres and there are two handy side pockets on the outside; there is also a rain cover.

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Widely regarded as one of the world leaders in hand lever protection, Australian manufacturer Barkbusters has added to its ever-growing range of model-specific handguard kits.

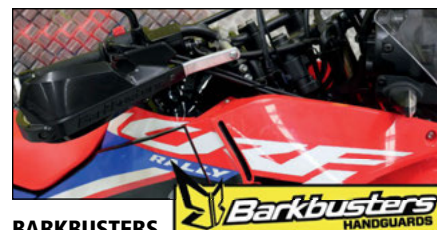
Its kits allow riders to switch out "inferior OEM offerings with the best quality hand protection on the market". The new kit is for the 2021 and up Honda CRF300 Rally.

The full wrap-around aluminium hardware is compatible with several of Barkbusters' most popular guards - including the JET, VPS, award-winning STORM and high strength CARBON.

All Barkbusters handguards are tried, tested and proven to be ergonomically efficient, robust, durable and, above all, safety-first designs that sell well for dealers worldwide. Its hardware kits feature model-specific two-point mounting for optimum impact protection.

Founded in 1984, additional new kits added recently include for the 2022 Kawasaki KLR 650, and the highly anticipated release of the Harley-Davidson Pan America 1250. Barkbusters handguards are available from distributors throughout Europe.

Accessories include colour-match bar end plugs, external bar end weights, bar-mounted skid plate and LED lights - amber turn signal and white driving light.



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# OptiMate Lithium - "ten years on and even better"

When TecMate exhibited at the Indianapolis Dealer Expo in 2010, CEO/CTO Martin Human was on a mission - to research the emergence of lithium batteries, a then new power source that was said to be a more powerful and lighter aftermarket replacement for lead-acid batteries. Following visits to the likes of Shorai, Ballistic and other exhibiting battery companies, it became apparent that there was a need for a dedicated aftermarket battery charger for lithium batteries - one that could be relied upon to safely recharge the battery, especially from a deep discharged state, which is when it is most vulnerable to damage.

Following his subsequent research into the specific lithium technology primarily in use at the time - namely Lithium Ferrous Phosphate (LiFePO4, also known by its acronym LFP) - the OptiMate Lithium LFP 4s 5A (TM-290 series) was released in 2012. It quickly became the reference charger for powersport lithium batteries, endorsed and globally recommended by Honda, Kawasaki and Yamaha as the lithium battery charger of choice for their worldwide network of dealers.

It also formed the basis for other OptiMate lithium battery charger models that followed, including the highly popular 'riders' charger', the OptiMate Lithium LFP 4s 0.8A (TM-470 series), also endorsed



and recommended by Yamaha and Kawasaki.

Ten years on, and lithium starter batteries have reached 'mainstream' level, with motorcycle OEMs now releasing models with a lithium battery as stock. Motorcycles have also 'moved on' in technology, with electronically adjustable options for suspension, engine power and torque and ride modes, with larger screens that display and connect with phone and GPS information.

Many rider options remain only selectable when the engine is not running, for obvious safety reasons. That can be a problem for the smaller lithium battery that typically has two to three times less amp-hour capacity than the lead-acid battery it replaced. Some advanced lithium batteries include resettable protection against deep discharge, turning off power when the lowest allowable charge level is reached, but a standard lithium battery should not be discharged too low.

Martin says that "the new OptiMate Lithium LFP 4s 6A (TM-390 series) addresses all those concerns. It includes all the safety and charging features of the ground-breaking TM-290 series, and it offers two more features to cope with modern demands.

"A TUNE mode that delivers a stable 13.6V with up to 5 amps of power that protects the battery against discharge when the parked motorcycle's rider



settings are adjusted.

"The second is a pushbutton activated BMS reset function that will reset and re-energize a battery with built-in deep discharge protection.

"The OptiMate Lithium 4s 6A (TM-390 series) replaces the OptiMate Lithium 4s 5A (TM-290 series), and is now available from TecMate worldwide, including the newly formed TecMate Japan."

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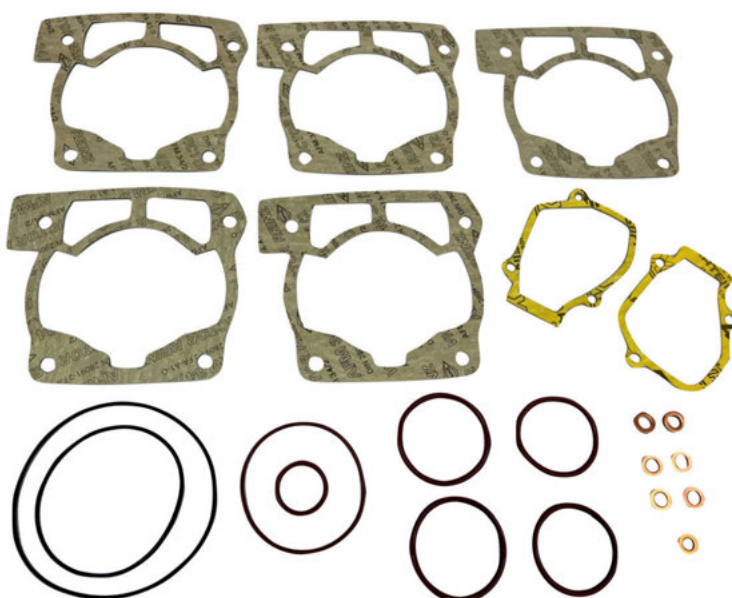
**www.optimate1.com**

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## XRADICAL gaskets for Beta RR/Racing 125/250

Described as offering "maximum engine protection", Spanish gasket manufacturer Artein's XRADICAL Super Gaskets range is growing with the addition of kits for 2018-2022 Beta RR and RR Racing models. The company offers gaskets and kits for every maintenance task and set-up - including complete gasket sets, top end sets, smart kits and individual spare gaskets. Specifically designed to meet the unique demands and rigours of Off-Road and MX, XRADICAL top end kits include the essential gasket kit for cylinder set-ups - cylinder base and head, exhaust and valve, distribution chain tensioner gaskets and all the necessary replacement washers and O-rings.

Artein's SMART kit is a convenient, extended gasket kit for top end repair, which includes cylinder base, cylinder head, exhaust, exhaust valve, distribution chain



tensioner, reed valve, clutch cover and friction disc cover.

"For the ultimate in workshop preparedness, the XRADICAL complete set is the indispensable gasket set for complete engine maintenance (including valve stem seals) and for those with a very specific requirement; all XRADICAL gaskets are also

available individually".

All XRADICAL gaskets are properly packed with protective packaging that ensures protection and safe delivery. All two-stroke sets include "several thicknesses of cylinder base gasket - three or four depending on the kit - to ensure the dealer has the right option for a perfect and customised set-up". Export Manager Esther Junca told IDN: "our cylinder base gaskets are always in Victor Reinz AFM34, except when the original is metallic. We use Victor Reinz AFM34 (in soft green) for low compressibility applications which require a very high precision, like the cylinder base. It is a top grade, internationally recognised material with 5-8% compressibility and 55%

recovery with high temperature resistance (peaks of 400 degrees C)."

**ARTEIN GASKETS**

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# Nolan celebrates 50 years with two new full-face helmets for 2022

It was in 1972 that Nolan presented the N01, the first injection-moulded jet helmet in LEXAN polycarbonate. In 2022, the company will celebrate 50 years of history and "continues to offer the market helmets that have contributed to the evolution of the sector, with the same passion and innovation that has always defined Nolan". The Nolan Group says it currently makes 400,000 helmets a year, made entirely in Italy. "Since Lander Nocchi founded the company (in February 1972), Made in Italy excellence has been one of the factors that have made it unique - together with a constant commitment to research and innovation. These are the values that are reflected once again in the 2022 collection, which sees the addition to the range of two new Nolan full-face models in polycarbonate: the N80-8 and the N60-6. Two helmets that perfectly encompass the know-how gained over these 50 glorious years of history". The N80-8 is a new Nolan top-of-the-range on-road full-face helmet, the successor to the popular N87.



N60-6

"The bold and modern design enhances every detail, from the shell to the air intakes. Thanks to its rich technical characteristics and standard equipment, it is the ideal helmet for any occasion, from urban to the most challenging long journeys".

The N60-6 is the new entry level on-road full-face helmet by Nolan - "characterised by a contemporary and sporty design, its technical features make it suitable for any situation, both in the city and on the motorway."

"These two helmets express the attention to detail and the technological development that the Brembate di Sopra based company has honed over the years. N80-8 and N60-6 encompass the progress made by the Nolan Group - both on and off the racetrack. Nolan's commitment to the world of competitive sports, with the sponsoring of riders who have reached important milestones, has also made a significant contribution to the development of on-road helmets. N80-8 is one example, as it offers a number of technical characteristics of 'racing' origin



N80-8

such as NERS (Nolan Emergency Release System) and LPC (Liner Positioning Control) - elements that place the N80-8 right at the top-of-the-range". Nolan says that its R&D translates into success in the balance sheet as well as on the racetrack. As it celebrates its 50th anniversary, the financial statements for 2020/2021 show turnover of €50 m, an increase of +25% over the previous year, with an EBITDA of around €9m. Nolan exports to more than 70 countries worldwide.

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[www.nolan.it](http://www.nolan.it)

## G.RS racing boot

Italian boot specialist Gaerne's newest offering is the G.RS racing boot, suitable for track and street use. The exclusive Gaerne floating system surrounds the ankle, while at the same time "flowing with your natural movement". The heel cup was designed for maximum strength and further features include a wide shin plate in PU and gear lever protection. On the inside, the G.RS has a breathable lining and a shinbone area with special padding for extra comfort.

There is also a side-entry system with an elastic zip panel and Velcro for a customised fit, a non-slip and oil-resistant sole as well as changeable toe sliders.

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# Yamaha YZ125 and Fantic XX 125 pistons

## The Ravenna Collection



Vertex Pistons has developed a series of products dedicated to the 2022 new versions of the Yamaha YZ125 and Fantic XX 125 motocross bikes.

In addition to pistons in its Replica version, which are direct replacements for the originals, and its Pro Race, a forged piston made with Vertex technology, it is also offering its top performance Race Evolution piston - specifically developed for the rigours and demands of the motocross and enduro world.

Precision-manufactured in a specially developed aluminium alloy, Race Evolution pistons offer a reduced height first collar, dedicated 0.8 mm segment, a special MoS2 coating and feature a design "characterised by pockets suitable for facilitating smoothness between cylinder and piston and for their special racing profile".

All three versions are also available in the Top-End Piston Kit package, which contains all the parts

necessary to upgrade and renew the thermal section of the engine at a very affordable cost. In addition to the complete piston, the most convenient versions of the kit include top end gasket and wrist pin bearing. Vertex also offers similar configuration kits for the most popular two-stroke motocross and enduro bikes.

**VERTEX PISTONS/VP ITALY S.R.L.**

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## 'Auster' summer glove

The 'Auster' summer glove by Hevik is breathable and minimalist, and is named after the hot wind blowing from the south.

Available in male and female versions, it is made of a mix of leather and technical fabrics (35% nylon, 35% polyester, 30% leather) and features a large

and resistant knuckle padding that does not compromise elasticity and comfort when riding. It is certified to EN 13594:2015 European Standard Level 1.

Ventilation is provided by a combination of different materials and textures, including breathable mesh, technical fabrics and leather reinforcements in sensitive areas. A soft and flexible leather insert strengthens part of the palm, while another wider, smoother and more compact insert protects the knuckles.

Available in black, 'Auster' has an elasticated side areas for better hand movement while riding, touch screen compatibility on the index finger and wrist closure with a strap adjustment, as well as reflective inserts to enhance visibility on the road. It comes in sizes from S to 3XL for men and from XS to XL for women.



**HEVIK**

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The new collection of Ravenna Motorcycle Fashion is now available and in stock for shipping throughout Europe at distributor Wind Trading's warehouse in Italy.

The Ravenna Collection is a dealership-friendly, feature-rich price-point range that includes just nine items to cover all the most important sales opportunities - leather racing suits, adventure and touring jackets and pants, summer jackets and street gloves.

Sizes are M to 2XL (M to XL on the leather suits) and all the items are available in several colour combinations. The Ravenna Collection is entirely designed in Italy and fully CE homologated.

"The Ravenna Collection is offered at an extremely competitive price," says industry veteran and Wind Trading CEO Jon Boni, "but it is a quality programme. We created it to answer the need our own dealers in Italy have always faced - for an Italian designed and branded range that combines design, quality materials and safety, but at a price that riders can afford."

"We have achieved this with the Ravenna Collection and can offer it exclusively worldwide with full margins to dealers and distributors."



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# Hornig - BMW R nineT conversion

German BMW accessory specialist Hornig's R nineT conversion has a "gentleman old school look" inspired by an old blue metal box that was saved from the dumpster - the worn checkerboard pattern decoration triggering an entire custom job!

"The seats of our BMW R nineT were upholstered and covered with light beige, used-look artificial leather. A robust ABS Hornig mudguard at the rear offers optimum splash protection for the suspension, the gold-coloured heat-wrap taped exhaust system and the passenger, with the rear tied up by a Hornig lateral licence plate bracket and replacement taillight.

"Our side stand extension guarantees a safe footing on all surfaces and our fork crash protectors prevent



motorcycle fork damage. We mounted an AC Schnitzer Light Bomb insert into the original light housing and installed new indicators.

"Our adjustable brake and clutch levers create a noticeable improvement in the driving comfort. We added a replacement modern speedometer, new handlebars, new rearview mirrors, a new tank filler cap and a footrest system.

"Our black cooler protection grid protects the cooler and a selection of our anodised aluminium covers close the open holes of the frame - such as our swingarm pivot covers, our rear wheel centre cover with emblem, axle pivot cover, centre cap top yoke

and oil filler plug with emblem are also all made of anodised aluminium".

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# LV Corsa Titanium

Italian exhaust specialist LeoVince describes its new LV Corsa Titanium as the "maximum expression of racing technology brought to the road. We developed it in collaboration with the best teams in the World Championships, to give riders the same racetrack sensation in every corner of their daily ride.

"Conceived without compromise, the shape is inspired by the same exhausts we manufacture for some of the best teams in the racing world - simple, compact, essential. We chose Grade 1 titanium for the sleeve for reduced weight and improved performance - with specialised welders used for the hand TIG welds in order to guarantee quality and durability."

The end-cap features a laser etched LV logo for an extreme racing look, and the laser-etched LV Titanium logo on the sleeve highlights the all-Italian design.

"In developing this exhaust, we used an open shape body that allows rapid and direct flow of the exhaust gases, tuning the LV Corsa Titanium 'voice' to the deepest and the most race-like notes - the real sound of the racetrack, without compromise, finally available for rider's bikes."

There are also a Black Edition and an LV Corsa Carbon Fibre available, with the sleeve made with a double layer of 2x2 twill pre-preg carbon fibre that



LV Corsa Titanium

has been "specifically developed to resist high temperatures, while making the exhaust even lighter. We chose a matt finish for the LV Corsa Carbon Fibre to enhance the racing look, make a special end-cap in AISI 304 stainless steel with a shot-blasted finish - strong and tough, we chose it for its optimal resistance to the nitric acid that is present in the exhaust gases, and hand TIG weld throughout." The Black Edition is made in AISI 304 stainless steel with high temperature resistant Ceramic Black matt finish.

**LEOVINCE**  
**Monticello d'Alba (CN), ITALY**  
**info@leovince.com**  
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LV Corsa Carbon Fibre



LV Corsa Black Edition

# Watsonian Fit-Kit for 'Bonny' Speedmaster

Business is booming for legendary British specialist Watsonian Sidecars, with recent additions including a fit kit for the new Triumph Bonneville Speedmaster. Celebrating its 110th birthday this year, the company reports a 50% increase in demand compared to pre-pandemic levels. Managing Director Ben Matthews says that product development is key to the company's success - "while the design of our sidecars hasn't changed significantly over the past 50 years, the bikes we attach them to are completely different.

"In order to build an outfit that handles properly, you need a bike-specific fitting kit to ensure the geometry is balanced and that's where our experience and expertise comes in. The modern classic revival has kept us busy, with demand from owners in the UK, Europe and the USA wanting to create traditional-looking outfits."

The Speedmaster kit consists of four individual fittings, designed and engineered in Watsonian's factory. These bolt to carefully-chosen mounting points on the motorcycle's tubular steel frame, for a secure and stable set-up that will stand the test of time - pictured here fitted to the Watsonian Grand Prix Jubilee sidecar, which has a fibreglass bodyshell, sitting in a tubular perimeter frame, with a 16" spoked wheel.

**WATSONIAN-SQUIRE LTD**  
**Moreton-in-Marsh, Gloucestershire, UK**  
**Tel: +44 (0)1386 700 907**  
**sidecars@watsonian-squire.com**  
**www.watsonian-squire.com**

# NITRO lead acid batteries

Belgian based brand owner AFAM sells NITRO branded batteries to importers throughout Europe, and says it offers distributor dealer networks one of the widest ranges of options available.

"For dealers and riders who want to keep using the more classic range in batteries, Nitro Lead Acid versions remain an excellent choice as a replacement unit. They offer great value for money and fit a complete range. Large stocks are available, and NITRO takes pride in a high level of quality control, designing each Nitro product specifically for the application.

"For many reasons, NITRO batteries are the best possible choice as a replacement battery - plus



## NITRO MAIN BATTERY TYPES

- Conventional standard batteries with acid bottle
- Conventional high cranking batteries with acid bottle
- Maintenance free with acid pack
- Sealed Lead Acid (SLA) maintenance free batteries
- Heavy V-Twin batteries (HVT) SLA batteries

dealers have a wide variety of options from the one brand - from classic vent type Standard Batteries to the latest Sealed Lead Acid (SLA) technology types. SLA batteries are delivered fully charged, are resistant to vibration and ready for use. Thanks to the addition of silica into the acid, the liquid inside the battery becomes a jelly substance. These so-called GEL batteries are charged and activated in the factory, this makes them ready for use when delivered to the customer.

"With the latest regulations making it ever more difficult for dealers to source and transport conventional lead-acids, one of the primary advantages of SLA is that it eliminates the need to be handling and storing conventional acid batteries and eliminates the need for the intense maintenance that traditional batteries require.

"The mounting versatility, long service life and good performance of SLA batteries make them a great option for most riders.

"NITRO offers a huge number of different batteries to fit all types of motorcycles. From 50 cc scooters to powerful 1800 cc V-twins, NITRO are the most economical and powerful solution."

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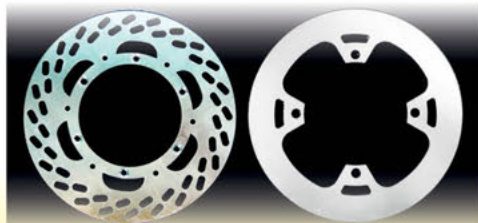


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**PRO GUIDE**

## Polisport 'Pivot' "unbreakable levers"

New from Polisport - the Portugal based makers of 'Performance Plastics' - is an innovative new range of levers with a pivot system and made with APT - Aero Parts Technology.

APT is a Polisport proprietary compound that "emulates the feel and touch of aluminium levers that riders love, and are used to, while making the lever unbreakable and with any flex during use".

Polisport says these levers have been in development for years, "in partnership with pro riders and weekend warriors - to match their needs and to reach the feel they look for in a lever. The goal was to develop an unbreakable lever while maintaining the feel of the OEM aluminium original, without any kind of flex during use - even in extreme conditions".

They are designed to mount into the stock perch and master cylinder. The lever adapter is ultraprecise CNC-machined out of high-grade aluminium for a super light design. They have a three-finger design for the clutch and brake side - the pivot system allows the lever to fold outward to prevent breakage in the event of a crash. Available in brand match colours.

Also available are Polisport handguards with new lever mounting systems for the latest CRF and KX models for its new 'Next Gen' MX Flow and Bullit handguards; new Trail Blazer FWA (full wrap-around) handguards for extreme conditions; and MX Flow and MX Air handguards.



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## Tuareg 660 exhaust options

Italian exhaust manufacturer EXAN has a choice of performance exhaust options for the MY2022 Euro 5 twin-cylinder Aprilia Tuareg 660 - OV-Rally and X-Rally.

Immediately recognisable by its stainless steel outlet with visible welding, X-Rally is "perfect for those looking for an aggressive look, and with a hint of retro cylindrical shape, it is a light and pure exhaust that adds hp and torque - especially at medium and high revs".

Available in carbon, titanium and black stainless steel, it has a slip-on silencer and the 'r' arrangement for mounting to the stock headers without modification - it differs from the similar looking EXAN X-GP



X-Rally



OV-Rally

with a conical shape end cap. Also seen here, the OV-Rally is a second EXAN Euro 5 slip-on option for the Tuareg 660, with an oval shape and vintage look, and is also available in carbon, titanium, stainless steel and black stainless steel, with hp and torque increases in the mid and high revs.

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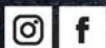


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# NetCube Chest RS and RS Lady

The Zandona, Italy, NetCube Chest RS and RS Lady chest protector is described as a "special protective device developed with our exclusive Net3 Technology to guarantee an optimal protection to the chest area during racing or road use.

"The RS Lady has been specially designed for female riders and developed to offer them a better level of comfort thanks to a shape that takes into consideration the breast volume and the shapes of ladies' bodies".

NetCube Chest RS is made of breathable textile, has an ergonomic shape and is "perfect to be used with tracksuits; Level 2 homologation guarantees high protection.

"Net3 Technology is an innovative structure made of nitrile anti-shock rubber with patented 3D netting technology, the result of accurate studies that allowed us to obtain a winning match of shape and material composition for a high-performance rate of impact energy absorption power".

Additional features include internal padding in E.V.C. (Evolved Viscoelastic Cells); innovative waterproof anti-shock material with high performance/weight/thickness rate; reduced thickness to optimise comfort and breathability. CE certified to EN 1621-3 Level 2 and made in Italy.

Also seen here, Zandona's NetCube Armour Lady for road, race and touring is a "complete back and chest protection system made up of NetCube Back Pro CE Level 2 certified back protector (EN 1621-2) and its CE Level 2 certified chest protector (EN 1621-3).

"Also equipped with our exclusive Net3 Technology, 'NetCube Armour Lady' is a female anatomy specific version of our award-winning NetCube Armour. The back protector is completely foldable and, by removing the chest protector, can be used individually by adding the separately available accessory braces.

"Breathability is via our S.R.T. Technology (Sweat Removing Textile), a breathable 3D textile that transfers sweat to the outside. It also features Renew Memory Technology (RNW) - a built-in technology that allows the material to slowly come back to its



NetCube Chest RS



NetCube Armour Lady

original shape and size after any compression and a lumbar belt fastening system.

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# Falco Summer Selection

Italian footwear brand Falco, by Gianni Falco at Treviso, has launched a 2022 Summer Collection that combines established best sellers and new products, featuring fashion and safety, riding and casual wear. The upper construction of Airforce Lady "is the technical combination of light weight and durable 'Micro-Synth' material with extended ventilated 3D mesh-inserts. These perfectly combine with the 'Air-Tech' inner lining to enhance airflow when riding." Additional features include "D30" ankle-cup inserts, a reinforced gear-pad area and an exclusive dual compound vulcanised rubber sole.

Starboy 3 is a new model in Falco's "Urban Ride" range that pairs a "Micro-Synth" upper with "Air-Tech" ventilated inserts. Ankles are protected from impacts by "D30" cup inserts. "High comfort and better wearability are guaranteed through the inner cuff-sock and translucent rubber soles available in red and yellow make a distinctive and authentic statement."

Airforce Lady



Starboy 3



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## NEWS BRIEFS

Energica (Italy) has signed Autohaus Hofmann (Bad Saulgau, Baden-Württemberg, Germany) as a new dealer. In 2021, 199,132 motorcycles were registered in Germany and 3,541 of these were electrically powered (about 2.6% market share). Energica, now owned by New York based Ideanomics, already has 12 dealers in Germany and has a monobrand showroom in Munich.

Rumors suggest that a Royal Enfield Himalayan 450 Raid model could be headed to the next Dakar Rally. The ambitious Indian manufacturer has been in new model overdrive in recent years. An Indian media outlet recently described a prospective new, liquid-cooled 450 cc model as "the upcoming Himalayan 450 Raid". It will be expected to feature "next level tech and performance" that will take it closer to models from established Dakar competitors such as Honda, KTM, and others.

SBS Friction has returned as the Official Brake Pad of Progressive AFT in the United States. Always a major race supporter, the 2022 season marks the fifth consecutive year in which SBS has served in that capacity in AFT racing. Founded in Denmark nearly 60 years ago, the company boasts a glorious motorsports tradition with dozens of two-wheel world championships, including in WorldSBK and MXGP.

With production at its Russian plant on hold, historic motorcycle and sidecar specialist IMZ-URAL has announced that it is to set up production at Petropavlovsk in Kazakhstan - some 400 miles southeast of its Irbit HQ.

## Suzuki to quit MotoGP - again!

In a shock to the FIM MotoGP grid community, Suzuki Motor Corporation has confirmed the rumours that it was planning to suspend its participation in the premier GP racing class at the conclusion of the 2022 season.

In a statement, Suzuki stated that it was "in discussions" with FIM MotoGP rights holder Dorna (Madrid, Spain) "regarding the possibility" of ending Suzuki's participation in FIM MotoGP at the end of 2022.

a question of limiting legal jeopardy from any contractual liability, rather than there being any real prospect that the decision could yet be reversed.

In common with other manufacturers who participate in FIM MotoGP, Suzuki has a multi-year contractual agreement with Dorna and had only just signed a new contract in 2021. That agreement would have extended its participation up to and including the 2026 season - continuing to race as Team Suzuki

seats in 2023 and opens up two grid spots for another manufacturer to take. It is thought that Mir's management had already been in dialogue with Honda Racing before the latest news - as a possible replacement at Repsol Honda for Pol Espargaro - but there are other MotoGP spots also available for the 2023 season.

Like Mir, fellow Spaniard Alex Rins had been due to sign an extension with Suzuki, but is now also "on the market". In his case there have been (unlikely) rumours of a switch to Yamaha.

For its part, Dorna released a statement reminding Suzuki that "the conditions of their contract to race in MotoGP do not allow for them to take this decision unilaterally. However, should Suzuki depart following an agreement between both parties, Dorna will decide on the ideal number of riders and teams racing in the MotoGP class from 2023".

That appears to hold open the possibility that Dorna will simply look to bank compensation from Suzuki and reduce the present 24 grid spots by two. However, they also went on to say that they continue "to receive high levels of interest from a number of both official factories and independent teams looking to join the MotoGP grid as the sport continues to set a global example of close competition, innovation and entertainment, reaching hundreds of millions of fans around the world".

There has been speculation straight away that a likely beneficiary could be Aprilia - in the form of a new satellite team. It is the only manufacturer, other than Suzuki, who is currently only running a two-bike factory effort, without any satellite support. Leopard Racing are reported to be among a slew of teams interested in stepping up from Moto2 and 3.



"Unfortunately, the current economic situation, and the need to concentrate its effort on the big changes that the automotive world is facing in these years, are forcing Suzuki to drastically decrease racing related costs and to use all its economic and human resources in developing new technologies.

"We would like to express our deepest gratitude to our Suzuki Ecstar Team, to all those who have supported Suzuki's motorcycle racing activities for many years and to all Suzuki fans who have given us their enthusiastic support". Don't be fooled by the precise form of words in the Suzuki statement though. It is thought that expressing its plan as a "possibility" at this stage was more

Ecstar - after conclusion of the 2022 series.

Suzuki's racing story began in 1960 with the Isle of Man TT. Last year it celebrated its 100th anniversary and 60 years in racing by winning the Riders' World Championship with Joan Mir. Suzuki withdrew from competition at the end of the 2011 season, announcing in June 2013 that it would return to MotoGP with a factory team in 2015. This latest withdrawal comes against a background of poor financial results and a sluggish recovery from the Covid-19 pandemic recession. A recent 'Mid-Term' management plan made no mention of motorcycles.

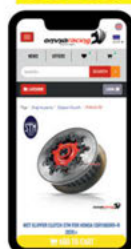
The move leaves Suzuki MotoGP riders Joan Mir and Alex Rins looking for

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