

INTERNATIONAL DEALER NEWS

COMMENT: No surprise at all that first half-year registration data confirms the downward trendPage 4

Piaggio Group - Roberto Colaninno: "Consolidated net sales, EBITDA and net profit among best-ever first half results" ..Page 30

Ducati - Claudio Domenicali: "Record revenue for the first half of 2022 (€542m), the highest ever recorded"Page 32

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AUG/SEPT '22

ISSUE #168

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EU ban on new internal combustion engine cars and vans from 2035

The European Union has reinforced its plans to end the sale of combustion-engined cars and vans by 2035 as part of its 2050 carbon-neutrality plan.

The EU came up with the schedule last year, but has now reinforced it by dismissing a protest from member states including Portugal, Bulgaria, Romania, Slovakia and Italy to delay the cut-off date until 2040, giving more time for manufacturers and infrastructures to adapt.

Although the current version of the EU's 'Fit for 55' plan - which aims to cut greenhouse gas emissions by 55% by 2030 compared to 1990, and hit carbon neutrality by 2050 - envisions an outright end to the sale of new vehicles with combustion engines, the door is still open for the adoption of other carbon-neutral fuelled engines and platforms, rather than pure electric power.

By 2035, the target is to reduce CO2 emissions from new vehicles by 100%, in other words to end all carbon dioxide emission from them. That means

hydrogen-fuelled combustion engines, which emit water vapour (along with some oxides of nitrogen, preventing them from being classed as 'zero-emissions'), could qualify. In theory, so too could the use of 'synth gas' under appropriate circumstances.



A date of 2026 is set to for n assessment of the progress towards the 100% CO2 emissions reduction. While sceptical of the technology at present, the EU will also revisit the idea of synthetic e-fuels - petrol replacements made using carbon capture technology, allowing conventional combustion engines to

become net-zero in their carbon emission despite still emitting tailpipe CO2 - in 2026.

Several car makers, including Porsche, are backing the idea of e-fuels (as have Bosch and Volkswagen Audi at various stages), and recent tech has even seen prototype 'fuel from air' manufacturing, using sunlight and CO2 scavenged from the air to create liquid carbon fuels.

Such systems could essentially make current vehicles carbon-neutral, as well as allowing the sale of combustion engined cars and vans after the 2035 cut-off date, and don't have the same mining and manufacturing impact on the environment as battery-power.

To allow these e-fuel-using engines, the EU will have to reword its proposed 2035 rules to remove the emphasis on 'tailpipe' emissions. For motorcycles, there's still no official EU cut-off date for CO2 emissions. They contribute relatively little greenhouse emissions overall, and appear to be as such are less of a priority.

BOSCH



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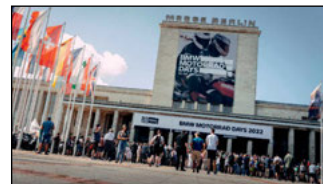


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COMMENT - World economic outlook update4

Robin Bradley revisits his April edition forecast and sees strong evidence in the latest, 2022 half-year registration data that suggests we are indeed going to see a softening in sales of motorcycles in Europe. But how deep will the decline go and how long will it last?



NORTON29 & 30

A double helping of Norton news this month. As turnarounds go, the one being engineered by new Indian owner TVS at the close-to-bankrupt Norton of the Garner era is dramatic - news this month of a planned comeback for the Commando 961 and first details of its expected pathway into an electric future.



ROAM25

Opibus is a part-Kenyan, part-Swedish owned business, named as one of Time magazine's 100 most influential companies of 2022, rebranded as 'Roam', its first full-scale production bike is getting closer. Its aim is to "make low-cost electric transport for the masses".



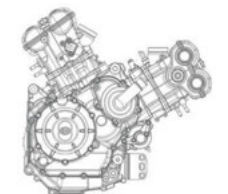
REV'IT!20

The internationally respected Oss, Netherlands based apparel designer and manufacturer has joined the M&A frenzy with the acquisition of equally prestigious Italian bespoke race leathers maker VIRCOS.



MotoFUTURE24-25

LM CREATIONS: The noted Dutch custom engineering business has boldly gone where very few have gone before - with electric conversions. Initially with a BMW Boxer conversion, but it says that it plans to do other pre-unit bikes in the future, including Triumphs, Harleys, Moto Guzzis and even Urals.



ASIAN POWERSPORTS NEWS26-27

GILERA: Another of the many defunct brands with an illustrious history from the European motorcycle industry's past is set to make a comeback, at least in badged model form, with Chinese-made Aprilias set to get Aprilia branding with a 900 cc twin to be made this year by Piaggio's Chinese joint venture partner Zongshen.



BRADLEY REPORT28-33

TRIUMPH: The prototype TE1 (Triumph Electric Mk 1) has passed testing and press scrutiny with flying colours and the next challenge for the British 'King of the Cubes' is to productionise the machine at the same time as it is trying to focus on getting into the Off-Road segment.

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No surprise at all

It was always obvious that the revised forecasts for global growth and major market financial performances for 2022 and 2023 that were issued in April would, themselves, need to be revised further down, and that is indeed what has happened.

The January forecasts were revised down in April, the April forecasts were revised further down in July. In all probability those forecasts will also be missed, but for now we have to assume that can at least see some kind of picture emerging.

Last month I discussed whether "relative net growth" was the best that we in the motorcycle industry could hope for this year and into 2023. That is to say that new PTW registration data flat or even softening by low single digits may actually be a relatively good 'result' for a market that is just as vulnerable to declining incomes and collapsing consumer confidence as any other 'discretionary' spend-dependent sector. This despite the ever-growing acceptance of the increasingly compelling arguments (gas mileage, environmental concerns, urban mobility etc) that appear to make for PTW market stability and even growth when times get hard.

Should any decline in new PTW registrations prove shallow and short lived (as I believe could yet prove to be the case) then that would, in fact, in a time of declining incomes and inventory represent net growth as our products fare better relative to other spend options.

What triggered my comments last month was an apparent direction of travel that could be detected in the first quarter data that was emerging at around the time IDN went to press.

Two months on, and we now have Q2 and first half year/six months data (see pages 6 and 7) and, regrettably, we were right - those first hints of a downward trend have now crystallised and are here for all to see.

There are massive ironies surrounding what is going on. Many of the orthodox totems of a downward economic cycle are simply not there (yet!). Employment is still high, and unemployment is still low. Indeed, labour supply shortages are proving to be as much of a foot on the hosepipe of motorcycle industry growth as it is for other sectors, and as much of an issue as component shortages and supply chain inflation, including logistics.

That said, there are reports that the global response to the panic induced by the semiconductor shortages may be about to resolve itself far sooner than expected with feast replacing famine - within a few more months we may well be seeing a glut of computer components on the international market.

The current crop of data is showing that Europe's major markets are seeing new unit registrations soften through the summer, no question about it, but another irony is that the data is still at or near record levels.

All things are relative, of course, and narrative without context is a dangerous basis on which to form opinions or to start making or revising plans.

In terms of what we are seeing currently, the context is that while global output did contract in the second quarter of this year, and while US consumer spending undershot expectations - the US did in fact enter technical recession in Q2 - the IMF is still forecasting growth for 2022 and 2023, even if it is lower relative to their prior estimates.

Global growth is projected to slow from an estimated 6.1% in 2021 to 3.6% in 2022 and 2023. This is 0.8 and 0.2 percentage points lower for 2022 and 2023 than projected in January. Beyond 2023, global growth is forecast to decline to about 3.3% over the medium term.

Hence the broadly held view that any downturn (or even recession) will be of short duration and be relatively shallow - as it will be playing out in a still growing global economy.

From what we have read in the IMF's latest 'World Economic Outlook Update', they and the central banks whose data largely drives their estimates, are underestimating the scale of inflation and, from the ECB to the 'Fed' in the United States, central bankers are still trying to get "only a little bit pregnant" by not yielding the big stick of interest rises as quickly and as aggressively as they should.

This isn't because they can't see the issues, but because, frankly, they are paid not to acknowledge them in that central bank independence isn't what it used to be. Decades of economic probity have been reversed and they are back to being political footballs. The needs of the ballot box still drive governance - global and otherwise.

With the honourable exception of Poland, where growth forecasts are actually being revised upwards as the year unfolds, growth is already marginal in most economies and, in reality, not at all likely to reach the dizzy heights of the IMF's misplaced optimism.

Whether or not the presently reported downward trend sustains far enough and deep enough into the second half of the year

remains to be seen, but if we assume it does, then regardless of how wildly optimistic the IMF is still being, it would take a big turn of events in the motorcycle market to see 2022 close out at much worse than negative in the low single digits in Europe's 'Big Five' markets - Italy, France, Germany, Spain and UK - where, combined, some 80 plus percent of annual new motorcycle registrations take place.

What happens in 2023, however, is another matter altogether. By the end of the year the trend data will be consistently down, even if the decline is still shallow at that stage. Under those circumstances it will need the symphonic cacophony of high inflation, rising interest rates, labour and component supply and inflation, energy pricing and supply, consumer confidence and that (not so) little matter of the fact that Europe remains, effectively, at war with Russia, to find some kind of sustainable harmony, and quickly, if the noise isn't to infect employment levels.

Once unemployment starts to rise, which, in a time of labour shortages becomes a question of the much harder to fix issues of skills and productivity rather than simply just numbers, then a year from now, we could well be looking at much of the improvement in motorcycle sales seen in the past 24 months starting to disappear in the rear view mirror.

“ world economic outlook update ”

Robin Bradley
Publisher

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Italy - motorcycles +6.13% to June 2022, but trend is down

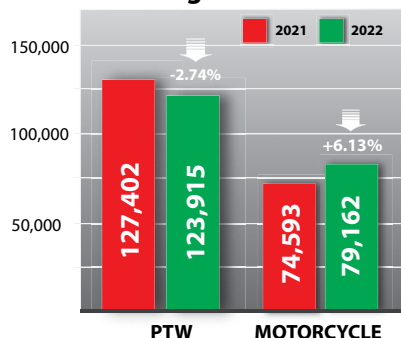
The new year started strongly in Italy with motorcycle registrations +23.32% and +27.81% for January and February respectively. However, the apparent underlying downward trend that IDN reported in April has continued since.

According to the latest available data from ANCMA - the motorcycle industry trade association in Italy - motorcycle registrations were broadly flat in May, but down again in June by -2.81% (16,143 units), with the first six months running at +6.13% (79,162 units). While that is comfortably ahead of 2019 and the best first half year market performance in Italy in more than a decade, expect demand to flatten out or even decline as consumer confidence takes a hit from the present range of issues affecting

most markets.

Indeed, the total PTW registrations data for Italy for the first half year is already in negative territory at -2.74% YTD; though at 123,915 registrations in six months, that is still the second best since 2012 - only last year was marginally better by around 3,500 units. Of the total of 166,183 registrations of units over 50 cc reported by the Italian Transport Ministry for the first six months (which confirms the downward trend with its data showing -3.30% YTD), 82,021 were scooters (-10.94% YTD), with the 79,162 motorcycles recorded showing

Italian registrations to June



motorcycle demand still robust at +6.13% YTD.

The Benelli TRK 502/X was the top selling motorcycle YTD (4,436 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 bestselling motorcycle (2,510 units YTD), followed by the Ténéré 700 and Multistrada V4/S. Yamaha is doing well with its maxi-scooters, with the TMAX the fourth bestselling scooter, the XMAX 350 is in eighth spot; Honda's X-ADV is also selling well (1,768 units YTD).

For the record - Italy was again the largest market in Europe in 2021 with motorcycle registrations +26.49% (119,079 units) compared to 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 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).

UK - motorcycle registrations +10.03% to June 2022

It is odd to be pointing to a downward trend in a market where YTD new motorcycle registrations are +10.03% (59,864 units) for the all-important first half of the year, but the most recent available data from the MCIA, the motorcycle industry trade association in the UK, shows 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 - a drop to just +3.86% (10,627 units) for April and negative territory, in monthly terms, since then.

Motorcycle registrations were -11.02% in the UK in May (11,237 units) and -15.59% (11,801 units) as the perfect storm of inventory

availability, cost of living crisis reducing disposable incomes, war and ever-reducing economic growth forecasts weigh on consumer confidence. This is despite high petrol prices and squeezes on spending usually being positives for the motorcycle industry in the UK provided employment remains high - which, for now, it still is. The data for the first six months leaves the UK motorcycle market broadly flat with the sales levels seen in 2019. Total new PTW registrations were +10.08% for the half year at 63,963 total units, which is still some 4,000 ahead of 2019 and the best since before 2019.

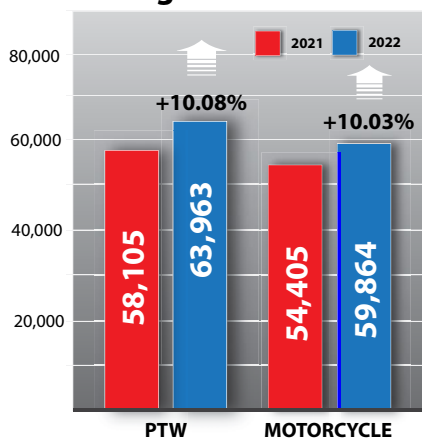
Within that data, total scooter sales in the UK were +7.4% for the first six months at 17,309 units; the top selling scooter in the

UK in June was the Yamaha NMAX 125.

The top selling motorcycle in the UK in June was the Triumph Trident (225 units), with the R 1250 GS Adventure topping the ADV sector (212); the GSXS 1000 T was the bestselling Road/Sport model, with the Honda NT 1100 the most popular Touring model. The Royal Enfield Meteor and Classic 350s topped the Custom and 'Modern Classics' markets respectively. Honda was market share leader (2,200 units sold in June), followed by Triumph, Yamaha, BMW, Royal Enfield, Lexmoto, KTM, Suzuki, Kawasaki and Piaggio.

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 2016. Total PTWs were +9.39% at 113,397 units.

UK registrations to June



Spain - motorcycles +11.54% for first six months

Marking an improvement is the sales action seen in Spain in March and April this year, the latest data from ANESDOR - the motorcycle industry trade association in Spain - shows that growth for 2022 is firmly established. New motorcycle registrations in May were +21.87% (19,184 units) and +4.86% in June (19,527 units), with the YTD at +11.54%, 91,453 new units registered. That is the best first six months market performance in Spain in more than a decade.

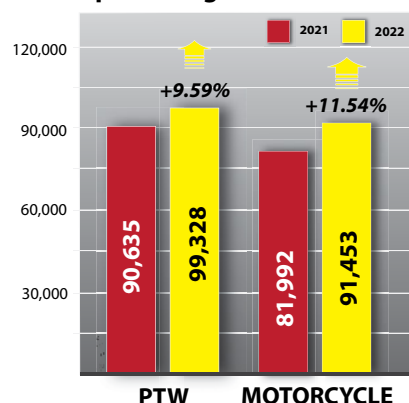
Moped registrations in Spain were -8.89% YTD at 7,875 units, but total PTWs were running at +9.59% YTD at 99,328 units registered so far.

For the first half of the year, demand for electric powered PTWs was 73.1% up on the first half of 2021, but at 5,251 units, they still only account for 5.7% of new registrations, conventional Internal Combustion Engine machines are still taking 94.3% of available sales. Honda is market share leader in Spain YTD with a 22.9% share (20,971 units), followed by Yamaha (12.1%), Piaggio (6.7%), Sym (6.6%), with BMW and KYMCO both taking around 6.3% of the market; they are followed by KTM, Kawasaki, Zontes and Benelli. Remarkably, the Sym Symphony 125 is the top seller, ahead of Honda's traditionally all-conquering SH and PCX

125 scooters.

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

Spanish registrations to June

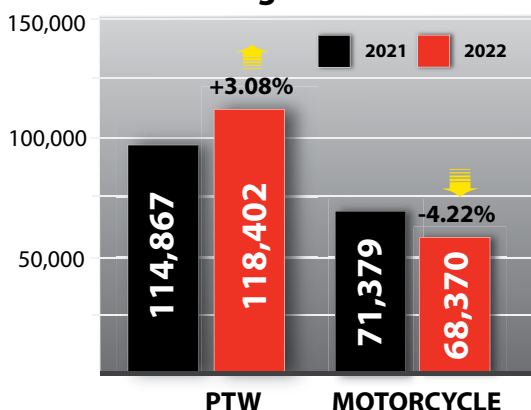


Germany - motorcycles -4.22% to June, downward trend confirmed

While most of Europe's 'Big Five' major markets (Italy, France, Spain, UK) showed motorcycle and PTW registration growth in 2021, Germany was the primary exception at -11.90% for motorcycles and -9.71% for total PTWs.

The current year started strongly in Germany, with, as seen elsewhere, some anomalous results for the start of the year and, as predicted by IDN in the last issue, a downward trend setting in as the well documented recessionary pressure starts to eat away at consumer discretionary spending. According to the latest data available from the IVM - the motorcycle trade association in Germany - new motorcycle registrations went negative in April, stayed there in May and were a whopping -27.39% in June at 11,198 units - the weakest June market performance seen in Germany since 2014. For the first six months, motorcycle registrations were

German registrations to June



-4.22% at 68,370 units, the weakest first six months since 2017.

In total PTW terms, registrations for the first half of 2022 were just about still positive at +3.08% (118,402 units), still a best first half since before 2009, so there is still a strong market in Germany, but the underlying trend is down, with June seeing total PTW sales down by -19.87% at 21,948 units, which is lower than June 2020 and 2021.

The top selling motorcycle in Germany YTD was the BMW R 1250 GS with 5,896 units sold for a share of the total market of 8.62% - remarkable for a single model - and way ahead of the Kawasaki Z900 in second

(2,256 units). Followed by the Yamaha MT-07, Honda CB 650 R Neo Sports Café, the Ténéré 700, CRF 1000 Africa Twin, Z650, CMX 500 Rebel, the BMW S 1000 R and KTM 890 Duke in 10th spot.

With seven models in the top 30 bestsellers, it is no surprise that BMW is (again) the runaway market share leader in its home market with a 22.93% share (15,680 total units sold YTD).

Honda is a distant second with a 12.20% share (8,342 units), followed by Kawasaki (11.35%/7,760 units), Yamaha (8.05%/5,501 units) and KTM fifth (7.96%/5,439 units). The top ten sees Harley-Davidson in sixth, followed by Triumph, Ducati, Suzuki and Royal Enfield 10th (2.99% share/2,044 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).

Japanese made motorcycle exports to Europe -18.92% for first six months of 2022

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) continues to show exports of Japanese made motorcycles to Europe (over 250 cc) down for a fifth straight month to -18.92% for the YTD at 86,618 units.

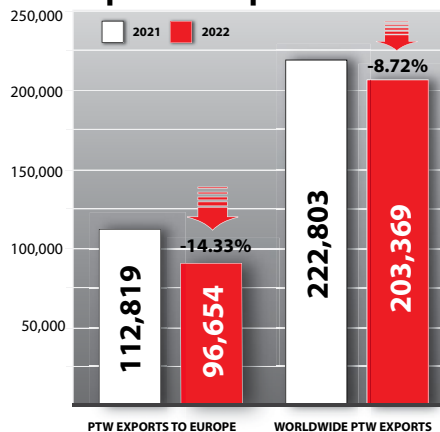
In total PTW terms, European imports from the 'Big Four' Japanese factories have been down for five out of six months for the first half year and stand at -14.33% (96,654 units) YTD.

Japanese made motorcycle exports to the USA have been down for three out of the six months in the first half and were -5.50% for the year to end of June at 34,030 units. Total global Japanese made

motorcycle exports from Japan were -14.22% at 153,064 units YTD, with global total PTW exports from Japan -8.72% at 203,369 units.

For the record - annual worldwide Japanese made motorcycle and moped exports (all PTWs) 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 (for the first time since 2017) at 437,042 units

Japanese exports to June



(+40.08%). European PTW imports from Japanese factories were +37.14% for the full year 2021 at 197,651 units - ahead of 2019 (191,144) and 2020 (144,127).

STAT ATTACK

Austria: Having been down in Q1 (-1.50% at 8,128 units) and Q2 (-5.54% at 18,555 units), total new PTW registrations in Austria were -4.35% for the first six months of 2022 at 26,683 units - down by some 1,200 units on 2021, but otherwise the highest in Austria for the first half year since 2013. For context, the full year 2021 in Austria closed out at -2.93% (44,747 units).

Poland: June saw 4,754 new PTWs registered, +4.7% on June 2021; new PTW registrations were +13.5% (+2,442 units) for the first six months of 2022 at 20,569 units, with motorcycles accounting for 70% of registrations (+18.4%/14,488 units). 3,241 motorcycles registered made 2022 the best June for the Polish new motorcycle market since 2005. Since the start of the year, the Polish market has seen 6,081 new mopeds registered (+3.2%).

Dutch new motorcycle registrations were up by +6.4% for the first half of 2022 at 9,837 units - the best first six months in the Dutch market since 2009. The increasing popularity of motorcycling in the Netherlands is also being seen in A driving license passes. In 2020, during the Covid pandemic, a total of 26,606 first A driving license exams were taken, this increased to 33,021 exams in 2021, 8,050 in the first five months. That number has increased further in the first five months of 2022 to 13,077 exams taken for the A motorcycle license.

The motorcycle market in Croatia is small, just 10,519 units in 2021, with only 1.5% of those being electric. However, Damir Derek, CEO of new Croatian Energica distributor INFIDEL D.O.O., thinks the market for electrics in Croatia could be set for strong growth - forecasting 47% of total PTW sales there to be electric by 2035.

According to the European Confederation of the Bike, E-Bike, Components and Accessories Industry (CONEBI), in 2021 the European bicycle industry saw over 22 million units sold for the first time. Growth in the Eurozone was particularly driven by the continued robust demand for e-bikes, which exceeded 5 million units sold. Total sales of bicycles and e-bikes reached a value of €19.7bn, +7.5% compared to 2020.

Brembo has reported strong growth in the first six months of 2022, with revenues at €1,746.5m (+28.3%); EBITDA up by 13% at €305.3m (EBITDA margin: 17.5%); EBIT also up by 13% at €187.5m (EBIT margin: 10.7%); net profit at +17.3% and net investments for the period amounted to €121.6m. At €595.1m (€368.0m prior to the application of IFRS 16), net financial debt was up €98.2m compared to 30 June 2021.

NEWS BRIEFS

Together with Siemens Energy, Porsche and a line-up of international companies are implementing a pilot project in Chile that is expected to yield the world's first integrated, commercial, industrial-scale plant for making synthetic climate-neutral fuels (e-fuels). In the pilot phase, around 130,000 litres of e-fuels will be produced as early as this year. In two further phases, capacity is then to be increased to about 55 million litres of e-fuels a year by 2024, and around 550 million litres by 2026. Porsche will be the primary customer for the green fuel and will use it in beacon projects. Those include using the e-fuel in vehicles for Porsche motorsports, at the Porsche Experience Centres and possibly also in serial production sports cars. The project takes advantage of the availability of wind energy in southern Chile and the fuel will allow vehicles with combustion engines, including motorcycles, to be operated almost climate-neutrally. Porsche has recently increased its stake in e-fuels group HIF Global, which is planning a potential A\$1bn production plant in Australia to make e-fuels, modelled on the plant in southern Chile. Ducati is said to be eyeing e-fuels too - both Porsche and Ducati are subsidiaries of the Volkswagen Audi Group (VAG).

Piaggio Group Americas has opened its first complete all-brand retail concept in Canada - Motos Illimitées in Montreal. The flagship is an exclusive Piaggio Group retail location featuring Aprilia, Moto Guzzi, Piaggio and Vespa motorcycles and scooters - showcasing their "global vision of an elevated two-wheeled dealership experience. Together under one roof, the MotoPlex retail concept provides service, accessories, merchandising and entertainment to give customers a unique global two-wheeled experience".

Hero MotoCorp, which has an R&D presence in Munich and styles itself as "the world's largest manufacturer of motorcycles and scooters", has strengthened its operations in Turkey with the introduction of Euro 5 compliant variants of its three globally popular products - the Xpulse 200 4V motorcycle and Dash 110 and Dash 125 scooters. Hero's distributor in Turkey since 2014 is The Soysal Group.

BMW Motorrad Days, Berlin

BMW says that around 17,000 people visited its 20th edition of the BMW Motorrad Days in Berlin at the beginning of July 2022. Billed as "the world's largest BMW Motorrad meet-up", it was immediately preceded by the Pure&Crafted Festival (1 July).

"Fans both with and without motorbikes came not only from Germany and neighbouring countries, but from over 40 nations in total. While visitors from Italy and the United Kingdom were well represented as is traditionally the case, the first ever BMW Motorrad Days to be held in Berlin also attracted a number of guests from the Berlin-Brandenburg region, Poland, Argentina and a few fans even from South Korea, Columbia and South Africa, among others.

"The Pure&Crafted Festival kicked off a great motorbike weekend on Friday (1 July). Initiated by BMW Motorrad, the festival took place for the second time in the Sommergarten at Messe Berlin, delivering the usual mix of hand-crafted music, motorbike culture and new-heritage lifestyle. Acoustic highlights were provided by the band Nothing But Thieves, the rockers of Altin Gün and London's The Vaccines.



"The extensive BMW Motorrad Days programme of events saw street bike stunt shows along with trial and FMX shows, the wall-of-death riders at the original Motodrom, the world's longest-standing wall of death show, with customising fans well catered for with converted motorbikes in the Wheels Area.

"Motor racing enthusiasts were thrilled to see the BMW Motorrad WorldSBK riders as well as members of the BMW Motorrad World Endurance Team. In addition, the entire product range was available for tours of the charming surroundings of Berlin and Brandenburg. First-time attempts at

motorcycling without a licence were on offer, as were Enduro taster training sessions. Tours of the BMW Motorrad production plant were a unique highlight for many visitors. Over 100 exhibitors set up at the extensive trade fair and exhibition area.

"The BMW Motorrad Days have long been considered a core event for BMW Motorrad and occupy a permanent place in the calendar. The event took place for the very first time in Seefeld, Austria, in 2001, after which it was held 18 times in succession in Garmisch-Partenkirchen. It was cancelled in 2020 and 2021 due to the global pandemic".

De Hobbyist joins Powersports Distribution Group (PDG)

Breda, Netherlands based Powersports Distribution Group (PDG) has concluded the purchase of the entire share capital of the Hobbyist in the Netherlands. "With this acquisition PDG further strengthens its position of motorcycle parts and accessories in Europe and in the United States".

Els and Kaspar Mulkens, Directors and owners of the Hobbyist added: "We are excited to be joining PDG and look forward to working together with our staff and the PDG team. This a great opportunity for us and will strengthen our service to our existing customers and able us to reach more new customers globally."

Tom Beyers, CEO of PDG, said: "We are excited to welcome the Hobbyist to the Group and we look forward to further developing the company with the team at the Hobbyist. Their extensive assortment,



and continuously expanding." Formed in 1984, the Hobbyist "has become an important global distributor of parts for BMW motorcycles and is mainly active in Europe and in the United States. The Hobbyist has a global reach and an extensive offering that allows customers to find parts for their BMW motorcycle."

The company and warehouse are located in Hunsel in the Netherlands. The acquisition is the latest in a series of market moves that has PDG build an impressive portfolio of subsidiaries that includes Hoco Parts, Motorcycle Storehouse, DC AFAM and CMS - a leading global distributor of vintage Japanese motorcycle parts. PDG is majority owned by Torq Capital Partners in partnership with management and former owners.

Tom Beyers, CEO of PDG: "We are excited to welcome the Hobbyist to the Group and we look forward to further developing the company with the team at the Hobbyist. Their extensive assortment, knowledge and experience of parts for BMW motorcycles will further strengthen our offering."

knowledge and experience of parts for BMW motorcycles will further strengthen our offering. "The acquisition of the Hobbyist is another important step in the further development of the Group - which we are actively

www.powersportsdistributiongroup.com
www.hobbyist.nl

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NEWS BRIEFS

Barcelona based luggage manufacturer SHAD has won two ABC Mobility Awards for 2022 for its TR40 adventure saddlebags and the upcoming TR55 aluminium top case for two helmets. These are the sixth and seventh international design awards for SHAD's TERRA range in just two years. The prestigious ABC Mobility Awards are design awards given by the German Design Council.

It's official! The new world record attempt by Polini Motori and the journalist Valerio Boni - the "24h Polini Minibike" - has now received the official record from the Guinness Book of Records. The purpose of the challenge was to cover as many kilometres on a minibike as possible in 24 hours. On the 7 Laghi track in Castelletto di Branduzzo (PV), Valerio, helped by the Polini team's staff, the new record is now officially recognised at 751.488 km - a total of 1,236 laps - using a single Polini 910 Carena RS HP 6.2 minibike with 17 stops for refuelling, one front and three rear tyre changes, one new chain, two pairs of new pads and one clutch. Hurrah!

Airoh has been named the official helmet of the Enduro KTM Trophy.

Enduro tyre specialist Borilli Racing of Brazil has announced a €5.7m investment for the construction of a new plant in Tapejara, Brazil. The new plant will be 100% automated and have a capacity of 600 tons/month of rubber processing.

Following the recent news that Piaggio is to run a share buyback programme, BMW AG has announced that it will buy back its own shares up to €2bn from July 2022 to Dec 2023. The re-acquired shares will be largely cancelled, reducing outstanding share capital accordingly. This is a first stage in an AGM authorisation for BMW AG to buy back up to 10% of its share capital within five years.

Ducati has opened a new mono-brand flagship store in Barcelona, "just a few metres from the Sagrada Família". There is a historical link between Barcelona and Ducati - the Catalan city was the only place outside Italy to produce Ducati motorbikes. They were made under licence between 1960 and the end of the 1970s. Ducati bikes won the 24 Hours of Montjuïc for 12 of the 36 times they entered.

Andreani Suspension Courses



In addition to its advanced suspension tools and workshop equipment, and bolt-in Misano front fork cartridges, Italian suspension Andreani Group International also well known for the suspension courses it runs. Starting in September, Andreani has announced that it is finally able to resume the programme at its 'Suspension World Academy' at its

Pesaro headquarters on Italy's Adriatic coast - not a bad place for a week in school!

Unique and exclusive, Andreani courses are targeted to motorcycle and bicycle technicians "who want to discover every suspension secret."

"Set up principles, work on forks and shock absorbers, adjustments, customization, news. These are just

some of the areas in which the technician will improve his skills.

"With this course, the technician will be able to increase his knowledge, and, with the purchase of the popular specialist Andreani Suspension Tool Kit, he will have the opportunity to officially become an Andreani Authorised Center - able to use the Andreani name and support resources - such as the reference database - and leverage Andreani's paddock derived technical experience".

The first dates announced are:

- 19th | 20th September - MTB Course
- 26th | 27th September - Motorbike Road & Off-Road Course
- 14th | 15th November - MTB Course
- 21st | 22nd November - Motorbike Road & Off-Road Course

To reserve a place and know the prices, contact Andreani Group by email at sales2@andreanigroup.com www.andreanigroup.com



Ferodo - new design packaging system

Ferodo has updated and upgraded its brake pad packing system to bring its product presentation dimensions in line with accepted industry standards (165 mm h x 135 or 90 mm wide) and commonly used POS (Point of Sale) systems, slatwall configurations and parts department inventory racks and bins.

Three skinpack series give colourway differentiation to its three ranges - the Mid-Metallic Range (AG - Road argento; P - Road platinum; EF - Road EF);

the Sintered Range (SG - Off-Road; SM - Road Maxiscooter and ST - Road) and the Racing Range (XRAC-ZRAC-ZR - Racing and CPRO - Racing).

All Road materials with ECE certification are clearly and consistently highlighted, and distributors will now receive pad orders in x10 multiples in Masterboxes.



www.ferodoracing.com



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SC-Project signs Africa Twin accessory deal with Montesa Honda

Italian exhaust specialist SC-Project and Barcelona based Montesa Honda have reached an agreement to provide an accessory muffler option for Africa Twin customers. Developed by SC-Project, it is an exclusive product for Honda dealers and distributors, is fully

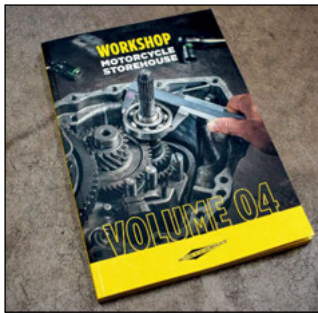
EU compliant as certified by SC-Project's authorised laboratory and has been tested by technicians according to Honda Quality and Safety Standards. "This alliance aims to bring Honda's Africa Twin customers across Europe an additional

customisation option that meets the design, quality and safety expected from all Honda motorcycle accessories. Based on this first agreement, Montesa Honda and SC-Project aim to increase the two brands' collaboration". www.sc-project.com



Motorcycle Storehouse 'Workshop' catalogue

Netherlands based international sales network distributor Motorcycle Storehouse has added hundreds of new workshop and related items to its Volume 04 'Workshop' catalogue - a



real tech's fantasy at nearly 50% bigger than the previous edition. "Indulge your inner geek," says MCS, "with our newly rebranded 'Workshop' catalogue, now featuring more than 400 pages of tools, workwear and garage essentials to inspire 'toolaholics' everywhere!" "New brands include professional hand-tool specialists Sonic, puller-pros Kukko, MIB, and Austrian drill experts Alpen. Available online and in print, check out our huge range. Also new is a 'hardware and wiring' section for those everyday nuts, bolts, connectors and essentials."

motorcyclestorehouse.com



100 years of the BMW plant Munich

BMW is marking the 100th anniversary of its Munich home plant - on a site that it still occupies. The company started manufacturing its products there in 1922. Having been prohibited from getting back into the aircraft assembly

business by the Treaty of Versailles after WW1, the first products it made there as "Bayerische Motoren Werke" - were aircraft engines and motorcycles. Originally on the outskirts of Munich, the site in the Milbertshofen district is

now right in the heart of the metropolis that is Munich. The plant moved on to making cars in 1952 - models such as the highly collectible BMW Isetta. This is an aerial picture of the site from 1930 - check out the steeply banked test track!





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NEWS BRIEFS

Anoka, Minnesota based Bell Helmets owner Vista Outdoor Inc. has "entered into a definitive agreement to acquire Irvine, California based Fox Racing, a global icon in performance motocross, mountain bike and lifestyle gear for adventure seekers". The initial purchase price is said to be \$540m. Founded in 1974 by Geoff Fox, a Ph.D. who taught physics at the University of Santa Clara, Moto-X Fox started as a small distribution business for European MX parts and accessories in a 1,500 sq ft building in Campbell, California. Fox Racing grew net sales by approx. 20% CAG from calendar year 2019 to 2021 and is expected to grow in excess of that in 2022.

The name American Bantam is to make a powersports industry comeback. The Pennsylvania business was the designer and builder of the original U.S. Army Jeep in 1940. The new American Bantam Car Corp. will introduce what it is describing as a new class of vehicle - "Street-Legal Off Road" - designed for ATV/SxS buyers. CEO and founder Charlie Paglee describes American Bantam as "a heritage mobility brand bringing cutting-edge plug-in hybrid-electric powertrain technology to propel the off-road industry into the 21st century."

The death of Fraser Scott has been announced - the founder of revolutionary chain oiling tech manufacturer Scottolier.

Cardo has partnered with KTM to provide a special edition of KTM Packtalk Edge rider communications suite. Featuring a distinctive KTM orange finish, the recently released EDGE includes second-generation Dynamic Mesh Communication (DMC) connectivity, audio clarity from JBL, Natural Voice Operation technology, an enhanced microphone and noise cancellation system, faster pairing in DMC and Bluetooth modes, and is capable of connecting up to 15 riders with a range of nearly one mile.

Piaggio Group has signed an agreement with a consortium of banks to extend and increase its revolving line of credit to €200m. This is up from the €187.5m credit facility signed in 2018. The money is from Bank of America, Merrill Lynch, Banca Nazionale del Lavoro, HSBC, Intesa Sanpaolo, ING Bank and Unicredit. "The main purpose of the agreement is to extend the revolving credit facility expiring in July 2022 by two and a half years and improve the quality of the Piaggio Group's debt profile by expanding its financial flexibility and residual average life".

Bosch backs a hydrogen economy

By Ben Purvis

While there's a heavy focus on battery-powered mobility from governments and many car and bike companies, one of the most important players in the industry has thrown its weight behind hydrogen as a clean fuel of the future. Bosch might not make motorcycles or cars of its own, but the global automotive giant supplies a vast number of components to the world's manufacturers, so its decision to back hydrogen isn't to be taken lightly. It joins the likes of **Toyota, Yamaha and Kawasaki** in putting faith in hydrogen, whether to be used in fuel cells to generate electricity or for a future generation of ultra-clean combustion engines.

"On the path to a climate-neutral future, we have to make it possible for energy-intensive industries to shift to renewables. Hydrogen will be a key element in security of supply," says Rolf Najork, the Bosch management board member responsible for industrial technology and the



Bosch fuel cell stack

manufacturing network. We are systematically reducing our local energy consumption and generating as much of that energy as possible from renewables. We have to tweak both these variables," Najork says. Bosch has also formed a partnership

hydrogen filling stations worldwide, accounting for one in three such stations globally.

"Industry is paving the way to a climate-neutral future," said Najork. "Bosch industrial technology will deliver key components for the cross-sectoral, ecological transformation of the economy and society."

'4,000 filling stations globally by 2030'

company's manufacturing technology chief. "We are getting hydrogen-based technologies out of the laboratory and into industrial practice - onto the roads and into factories."

Bosch's flagship 'Industry 4.0' lead plant in Homburg, Germany, already demonstrates how hydrogen can be used in factories, with its own renewable electricity powered electrolyser to extract hydrogen from water. It's then used for fuel cell vehicle refuelling and for stationary fuel cells, with energy released as and when it's needed.

"We are continuously improving our carbon footprint. As our Industry 4.0 lead plant, Homburg plays a pioneering role in our global



Rolf Najork, Bosch Manufacturing Technology Chief: "We are getting hydrogen-based technologies out of the laboratory and into industrial practice - onto the roads and into factories."

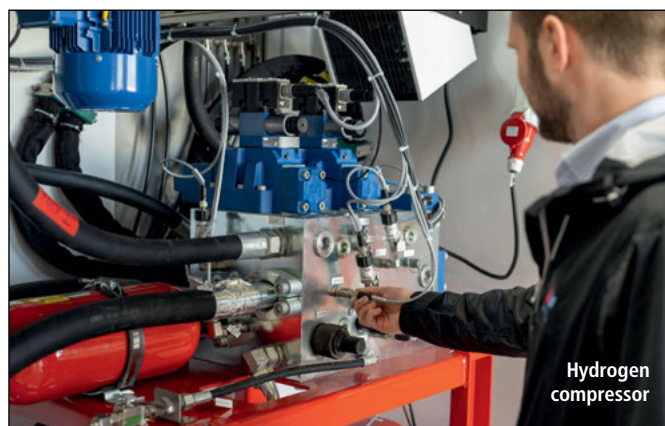
with Maximator Hydrogen for technology to be used in compressing hydrogen, storage tanks and pipelines, also due to be trialled at Homburg. **By 2030 the companies hope to use the same technology in 4,000**

'industry paving the way'

The intention is to create low-cost hydrogen filling stations, reducing the investment needed from their owners when it comes to the compressors used to fill vehicles' hydrogen tanks. Bosch also intends to invest up to €500m into volume production of electrolyser components, bringing down the cost of splitting water into hydrogen and oxygen.

The move follows a focus from Toyota on hydrogen, both in fuel cells and combustion engines, where the car giant has employed Yamaha to create a hydrogen-powered V8 racing engine to demonstrate its potential. Yamaha is also working with Kawasaki on hydrogen-powered motorcycle engines, with the Kawasaki H2 supercharged four-cylinder providing an initial platform.

Supercharging or turbocharging is essential for hydrogen combustion engines, as is direct injection into the cylinders, and Kawasaki is working on both elements. Kawasaki's aim for a hydrogen infrastructure means the company recently gained approval to build a massive hydrogen-carrying ship, able to hold 160,000 m3 of liquefied hydrogen. The company is already Japan's leading hydrogen supplier, and this year inked a deal with Airbus to work on a hydrogen-fuelled ecosystem.



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NEWS BRIEFS

Yamaha Motor Corp., U.S.A., cancelled its planned Dealer Business Summit scheduled for Aug. 9-12 in Park City, Utah. Mike Martinez, President of Motorsports for Yamaha, is quoted as saying: "As most people must be aware, we are experiencing supply chain issues as a result of the Shanghai port lockdown. Many of our vendors are reporting late raw material shipments, manpower challenges and capacity issues, making it increasingly difficult to keep up with backlogged orders, not to mention current and future demand."

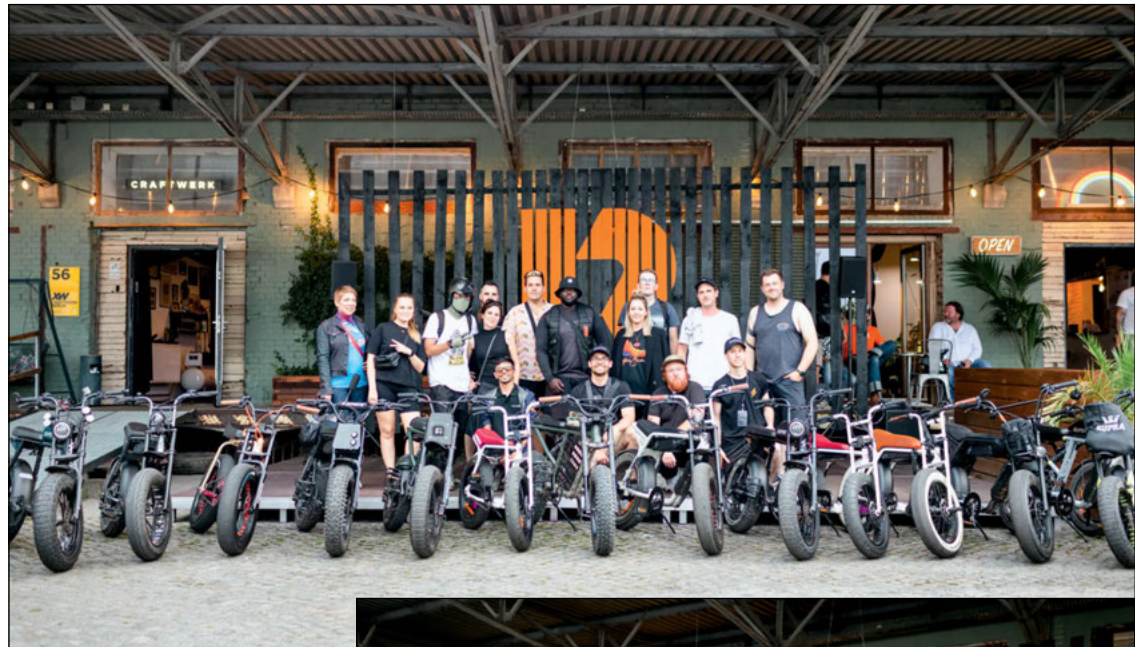
Berlin, July 2022 - The BMW Motorrad Days and Pure&Crafted Festival attracted some 17,000 visitors "from all over the world to the German capital. It was the 20th edition for the BMW Days event and there were some 100 exhibitors there, plus all the usual entertainment and new model test ride opportunities that are to be expected. For the preceding one-day Pure&Crafted Festival it was a second time in the Sommergarten at Messe Berlin.

Founded in 2008, Bend, Oregon-based Giant Loop LLC, an off-road motorcycle soft luggage brand, has been acquired by USWE Sports AB, a publicly traded backpack company based in Malmö, Sweden. The deal is described as providing USWE "with a strong position in the premium segment for panniers, saddlebags, tank bags and dry bags for the off-road powersports market". Giant Loop's headquarters offers USWE a USA base of operations - Giant Loop products will be offered through USWE's global distribution network.

The FIM, IRTA and Dorna Sports announced that the 2022 FIM MotoGP World Championship calendar will remain at just 20 rounds as a result of the decision to cancel the Finnish Grand Prix in 2022. Originally planned for July 10, it is hoped it will be staged in 2023. It is four decades since motorcycle Grand Prix racing was last staged in Finland.

Reload Land - the first European Electric Motorcycle Festival

Berlin, Germany, June 24-26, 2022



Described as "a first curated powered two-wheel festival dedicated to the electric motorcycle community in Europe", 'Reload Land' in Berlin, Germany, in June saw some 5,000 "enthusiasts, futurists and the just plain curious" make their way to

'quiet can be cool'

craftwerk.berlin - Europe's largest DIY motorcycle community garage - to enjoy a weekend long programme of exhibits, activities, test rides and fun". Staged inside and on the outside grounds of a 3,000 sq m (30,000 sq ft) two-floor former bakery, visitors



were greeted by "an authentic two-wheeler paradise" that showcased some 20 exhibitors and their electric motorcycles, e-scooters and e-bicycles.



Designed as a 'Creative Hub' and network platform "for the movers and shakers of the fast-growing electric motorcycle industry" in one of Europe's leading cutting-edge, future shaping metropolitan markets, co-founders Stephan Lindenfeld and Max Funk described Berlin as "the starting point for the festival's European journey."

"Reload Land brought visibility for new brands that came together for the first time as the stars of an exciting new movement, as they start their own journeys from the online world into the real world of a visceral riding experience and culture".

Proving that quiet can be cool, weekend highlights included a curated selection of custom electric

motorcycles (endorsed by the AMD World Championship of Custom Bike Building programme) and the debut of the "Silent Riders" as up to 50 state-of-the-art electric motorcycles paraded down the historic Unter den Linden street in central Berlin, ending at Reload partner location Deus Fountain Berlin to glide into a party of fusion and fun with electronic music on a perfect summer evening.

"The vibe was epic," stated Lindenfeld. "The festival offered the right mix of exhibitions, presentations and test rides in a vibrant location that created a nexus not only for open-minded motorcycle enthusiasts and new generations of riders, but also for a future-facing urban mobility audience that will be doing much to shape a new mainstream for our industry in the decades to come."



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NEWS BRIEFS

PSB reports that the Gold Wing Road Riders Association in the USA is to close after 45 years. At its peak, GWRRA had some 80,000 members in 53 countries, with over 800 active chapters managed by 4,000 volunteer leaders. Headquartered in Phoenix, Arizona, the GWRRA has called itself "the world's largest single-marque social organisation for owners of Honda Gold Wing/Valkyrie motorcycles," and it adopted the motto "Friends for Fun, Safety and Knowledge."

Eugene, Or., based Arcimoto, Inc. (NASDAQ: FUV), makers of "rightsized, outrageously fun, ultra-efficient electric vehicles for moving people and stuff," says it produced 102 vehicles in the second quarter, the highest vehicle production quarter in its history - saying that it delivered 41 customer vehicles and produced 41 vehicles for commercial pilot programmes and marketing use. The company also produced 20 rental vehicles, and now totals 109 rental vehicles across Arcimoto rental locations and partner rental locations. Founder and CEO Mark Frohnmayr says that "we continue to target 1,000 vehicles produced for the year."

Montreal, Canada based Taiga Motors Corporation (TSX: TAIG) has announced that it has started deliveries of its 2022 Orca electric personal watercraft - saying it has achieved the world's first electric personal watercraft sales. Taiga claims to have developed the world's first performance-focused, commercial electric off-road powertrain. First installed into its snowmobiles, then adapted and fine-tuned for the Orca PWC, it delivers a claimed 120 kW and peak torque from zero rpm. Taiga initiated North American deliveries of its Nomad snowmobile in March and made its European debut in April.

Yamaha Motor Manufacturing Corp. has broken ground on an "advanced and innovative SMART Warehouse" project at Newnan, Georgia, USA. "Using state-of-the-art automated storage and retrieval systems, the new 200,000 sq ft facility will be capable of reducing response time for fulfilling dealer orders for Yamaha WaveRunners, Golf Cars, ATVs and Side-by-Sides by more than 50 percent."

World Ducati Week XI

Ducati appears to be drunk on its own Kool-Aid after what, by all reports, was a very successful return to in-person customer Meet & Greet at its 2022 World Ducati Week festival of all things red at the Misano World Circuit Marco Simoncelli near Rimini in July.

"The most beautiful World Ducati Week (WDW) of all time" was the official verdict, as an estimated 80,000 attendees ("Ducatista") came to worship at the shrine from some 84 countries in total. Apparently, the event was even bigger on the internet with over six million impressions on social media, and counting.

"The record-breaking parade of motorbikes coloured the Misano circuit, and the entire Riviera Romagnola," said Ducati's official event wrap, with Pecco Bagnaia triumphing in the Lenovo Race of Champions on the Panigale V4 S - after having also set the fastest lap in 1m35.886s.

Claudio Domenicali, Ducati CEO: "World Ducati Week celebrates the deepest soul of Ducati: we don't sell motorcycles, but we design experiences and emotions for our fans."

This was an 11th edition for the biennial WDW, making its return after a four-year absence, and it "brought together Ducatisti and fans of the world of two wheels for three days of passion, fun and unforgettable experiences. The main protagonists of the three days were the 235 Ducati Official Clubs present at the event, which animated the area of the International Village dedicated to them, together with all the Ducati subsidiaries".

Claudio Domenicali, Ducati CEO, is quoted as saying: "At World Ducati Week, we can experience the celebration of Ducati's deepest soul: we do not merely sell motorcycles, but we design experiences and emotions with bikes at the centre for our fans."

"We all wanted to go back to being together with the Ducatisti, and they arrived in massive numbers, as usual, from all over the world, even though we are still in the presence of travel



restrictions and therefore we were not able to welcome anyone from China, for example. Once again, we were able to touch the great passion for Ducati and the desire to meet again.

"Thanks also to all of Ducati Corse, and in particular to the riders - the heroes of the WDW - who, as usual, were available and close to all the fans, and who gave us a unique show in the world like the Lenovo Race of Champions."

The Lenovo Race of Champions starred 21 Ducati riders who compete

'we don't sell motorcycles, we design experiences'

in the MotoGP, Superbike and Supersport championships, fighting it out on standard Panigale V4 S and Panigale V2 bikes, equipped only with slick tyres and racing exhausts. A unique show that only Ducati can offer its fans. Bagnaia's fastest lap was only two and a half seconds more than the time from this year's Superbike pole position at Misano. Federico Caricasulo took the victory in the Panigale V2 category.

The Lenovo Race of Champions was live streamed on the Ducati website and up to nine international television stations and online streaming services broadcast the race live. In Italy it was broadcast on the Sky Sport MotoGP channel with the commentary of

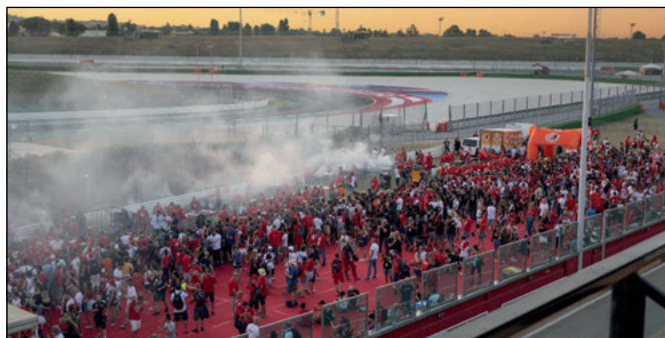
Guido Meda and Mauro Sanchini, with the contribution of Sandro Donato Grosso from the starting grid.

The autographed motorcycles from the Lenovo Race of Champions will be on sale online for a selection of Ducati's best and most enthusiastic customers globally, via a timed online sale.

"The parade of Ducatisti on Friday evening will remain as one of the most memorable moments of this eleventh edition of the WDW. The biggest parade ever saw a massive number of bikes that first filled the circuit and then paraded along the coast before arriving in Riccione, where the Scrambler Beach Party was held. At the head of the 'Big Red Snake' was Claudio Domenicali with MotoGP and Superbike riders".



The numbers behind WDW XI are impressive - 5,805 laps of the track covered in total; 51,000 photos and 60 hours of video footage taken by staff photographers; 84 nations represented by the participants; 235 Ducati Official Clubs present; 30 world titles won between the past and current riders who took part; 1,244 experiences lived by Ducatisti in three days on the track, off-road and on the road; 600 simulator tests on the Panigale V4 R and Panigale V2 Bayliss; 4,320 leathers tested with virtual try-on; 45 Ducati Talks spread out over five stages; 102 "mechanics graduates" participants; one wedding celebrated by Paolo Ciabatti and one wedding vow made at WDW 2022; 22 hours of music between DJ sets and live shows in the paddock and at evening events and 548 Ducati workers actively participated in the event.



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NEWS BRIEFS

Canadian Rotax, Can-Am, Ski-Doo, Sea-Doo and Evinrude owner BRP (Bombardier Recreational Products) has completed its acquisition of Köttingbrunn, Austria based Great Wall Motor Austria GmbH, formerly a subsidiary of Great Wall Motor of Baoding, China. Described as a leading EV R&D centre, GWM specialises in e-drive systems and transmissions. The news follows the announcement earlier in the year that BRP is to add to its Canadian head office R&D capacity by opening a new Design Studio at Sophia Antipolis in the South of France and bring the Can-Am brand back into the PTW market in 2024 with a range of electric motorcycles. BRP has annual sales of CA\$7.6bn from over 120 countries, and a global workforce of close to 20,000 people.

Patent paperwork seen by motorcycle.com appears to show that BMW intends to add to its CE 04 electric scooter offering with a "full-on electric motorcycle under development that is made to emulate the look of a classic Boxer engine. Dennis Chung reports that BMW was flirting with such an idea three years ago with the Vision DC Roadster - an electric motorcycle with the battery/motor assembly mounted longitudinally across the frame, giving the machine the layout and somewhat the look of a classic internal combustion engine in a Boxer layout. This time around though there are a set of finned aluminium heat sinks in the space where the battery and motor would otherwise be - preserving the classic 'cylinders in the breeze' optic that is such a Boxer hallmark.

Adventure Rider reports that, as at mid-June 2022, Ukrainian e-moto manufacturer Delfast was still in business and working on improving its line-up with an updated version of its Top 3.0 e-bike, called the Top 3.0i, that will go as fast as 50 mph, with a claimed potential range of 200 miles when ridden at slower speeds. An app allows riders to take the bike out of its Level 2 power mode (limiting speed to 20 mph from 750 watt motor output) into a 5,000 watt unlimited motor output mode.

Vespas - "on the road again"

After a two-year Covid driven pause, SIP Scootershop's popular 'Vespa Joyride' came back with a bang in July with around 200 scooter fans from as far afield as Sweden making the pilgrimage to help 'Keep the Flame Alive'.

The day started at SIP's award-winning architectural marvel of an HQ building in the medieval town of Landsberg on the River Lech in southwestern Germany, with Italian coffee and pastries served by the dedicated 'Siperia' team.

The event included all types of Vespa, from the 50s tubular handlebar models to classic wide frames and



performance & style



small frames right up to modern and late-model Vespas - stock bikes, customs and specials - and just to show what a diverse and all-encompassing vibe Vespa aficionados have, even some Lams were allowed to 'sneak in' to share the fun.

After SIP boss Ralf Jodl set the run on its way, the long convoy of rattling machines headed for the picturesque old town, then out onto the small rural roads of Upper Bavaria around the Ammersee. The sun was shining, the wind was blowing around the helmets of the riders and many a shout of delight could be heard - "finally, on the road together again"!

REV'IT! announces purchase of bespoke Italian brand Vircos

Oss, Netherlands based REV'IT! has announced the acquisition of specialist Italian custom-tailored road racing leather suit manufacturer Vircos.

Vircos has been manufacturing custom-made race leathers in Italy since 1982 and a REV'IT! collaborator since 2007. REV'IT! and Vircos are solidifying this partnership by merging into a single company. With the acquisition of Vircos, REV'IT! says it is gaining key expertise and knowledge to realise its ambitions to perform a leading role in motorsports.

"We are naturally attracted to people who share our values, a common vision of business and of life," said Aldo De Agnoi, founder of Vircos. "We see REV'IT! as the perfect partner. That is why a merger between the two companies has been signed. We are sure this decision will be proven to be the right choice."

For REV'IT!, Managing Director Ivan Vos said: "Vircos has been a loyal and trusted partner over the years.



Securing a bright future for the company for many years to come is important for both of us.

"In this new configuration, the strength of the REV'IT! brand and the skills and expertise of the Vircos team

will amplify one another, taking us to new places."

Ivan went to explain that "in acquiring Vircos, REV'IT! benefits from the decades of technical expertise that Vircos brings to the REV'IT! development team. This will significantly advance both the design and the manufacturing of custom-made, professional road-racing suits, as well as opening up a path for personalisation - a growing trend in the sports market."

Vircos made its debut as a racing leathers designer and manufacturer in the 1990s and has grown steadily ever since, additionally selling to road race enthusiasts and sport bike riders.

Widely and highly regarded as a 'top end' motorcycle apparel market designer and manufacturer themselves, REV'IT! Sport International is headquartered in Oss, the Netherlands, with additional offices in Denver, Colorado.

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NEWS BRIEFS

SX Global, the Australian company spearheading the FIM World Supercross Championship (WSX), has announced four of the ten exclusive team licences it will issue for its inaugural global championship. "These independent teams were selected for their significant experience at the highest levels of professional supercross and motocross, and their ability to deliver strong competitive offerings across 450 and 250 classes. Manufacturer participation in the series is strong with up to six represented in the FIM World Championship". The four teams include American-based MotoConcepts Honda and Pipes Motorsports Group, along with France's Bud Racing Kawasaki and GSM Yamaha.

Despite seeking to get out of its contract to continue racing in MotoGP, Suzuki has signed to continue its official manufacturing partner relationship with AMA-sanctioned Superbikes operator MotoAmerica for the 2022 championship season. Suzuki has been an official MotoAmerica partner since the series started in 2015. MotoAmerica is headed up by two-time AMA Superbike Champion Wayne Rainey. Suzuki is "the winningest manufacturer in AMA Superbike", having taken 216 race victories - 52 more than its nearest competitor.

GET brand - official ECU for French Superbike Series

Owned by Vicenza, Italy based performance components specialist Athena, the GET brand has been chosen as the official and exclusive electronic control unit for the French Superbike Championship Moto4 and Pre-Moto3 classes.

The deal is part of Athena's partnership with the Fédération Française de Motocyclisme (FFM), and, specifically, is for mandatory installation of GET branded electronic equipment for the OGP Pre-Moto3 and OGP Honda NSF250 categories. Aimed at ensuring the participation of young riders in the French Superbike championship, teams have the choice of two GET brand ECUs - the RX1 PRO and the KM3 EVO - as compulsory electronic components "that meet the FFM's crucial requirement to equalise the performance of the various motorcycles in competition, producing healthy competition between the different teams and opponents".

Additionally, some of the participating teams have decided to use GET's Dashboard D30 EVO - "signalling the teams' wish to be able to choose a



The selected GET electronic control units meet the FFM's requirement to equalise the performance of the various motorcycles in the 'Junior Classes' to produce healthy competition and promote participation of young riders.



Additionally, some teams are using GET's Dashboard D30 EVO.



GET RX1 PRO ECU

GET KM3 EVO ECU



diversity of products in the equipment catalogue offered to the drivers of the various teams".

Founded in Northern Italy in 1973 as a small artisan business specialising in gaskets. Still a family-owned business, Athena is now an international company with ten plants in Italy and worldwide and an annual global turnover of €146.8m.

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Triumph acquires UK based OSET children's electric motorcycles business

Ahead of the launch of its Motocross and Enduro ranges, and of its first electric motorcycle model, Triumph Motorcycles has taken "another exciting step in the off-road world through the acquisition of UK based OSET Bikes, a leader in the world of children's electric off-road motorcycles."

Founded in 2004 by Ian Smith, who wanted to build an electric off-road bike for his son Oliver, OSET has been "setting the benchmark in its segment for the past 18 years. OSET has sold more than 40,000 bikes globally that feature its in-house developed electric powertrains".

"The acquisition of OSET sits within Triumph's strategy of entering the off-road segment, announced in 2020,

and provides both companies with the opportunity to share and benefit from each other's knowledge and experience in their respective segments, enabling both brands to grow internationally in parallel.

"Triumph's philosophy, For The Ride, played an important role in the acquisition of OSET as it enables the Hinckley-based brand to inspire future generations of riders by providing them with the perfect starting point to develop their passion and dreams."

OSET Bikes offers products that are suitable for any rider, starting from three years old and upwards, and Triumph CEO Nick Bloor is quoted as saying that "we are excited about the opportunity of joining forces with OSET Bikes - a dynamic brand that has

TRIUMPH



been encouraging children into motorcycling for many years. OSET has been at the forefront of developing electric trials bikes for fun and competition.

"Whilst the two brands will continue working independently, Triumph and OSET will collaborate on new state-of-the-art products to inspire young riders into off-road riding, across the segments that Triumph and OSET will have a presence in, drawing on their respective strengths to build the best bikes in the world."

Ian Smith said that "when we built that first 'garage' bike for my son, Oliver, I had no idea that it would lead to this moment. We are all very excited for what the future holds for OSET as part of the Triumph family.

"The OSET brand will remain as OSET and will continue to serve the trials and off-road motorcycling community. We are now better positioned to develop and innovate across our range, while enjoying the security of scale and market position Triumph can offer OSET."

Industry-wide Bluetooth comms agreement

Cardo Systems, UClear and Midland Communications of Italy have jointly announced the launch of 'Open Bluetooth Intercom' (OBI) - an open industry-wide Bluetooth intercom standard, allowing seamless cross-brand Bluetooth intercom connectivity.

Cardo says that the partnership will help overcome many of the common frustrations experienced with traditional 'universally connected' devices and foster a new era of significantly improved cross-brand experience.

While 'universal connectivity' enables pairing between cross-brand communicators, the experience for users is often inferior when compared to if they were connected to a device from the same brand. The pairing process can often be complex, previous connections forgotten and not always possible to make phone



Cardo's recently introduced Packtalk Edge will be among the Cardo products supporting the new standard, with existing units able to be brought into compatibility with an online update download.

calls or listen to music in parallel to the intercom connection. All of these challenges are overcome with the



introduction of the 'Open Bluetooth Intercom' agreement.

Speaking on behalf of the partners, Shachar Harari, VP of Business Development of Cardo Systems, explained: "Having just launched our 'Universal Communication Solution', the announcement of our 'Open Bluetooth Intercom' further cements our commitment to providing motorcyclists with the best solutions to communicate while riding.

"The new partnership will enable riders to fully enjoy seamless Bluetooth intercom connectivity across the brands and will further foster the penetration of communication solutions among

riders worldwide."

'Open Bluetooth Intercom' describes various extensions to the 'Bluetooth Handsfree Profile', designed for direct duplex communications between Bluetooth-capable devices - enhancing the interoperability of different partnership brands in the Bluetooth communicator market, meaning that riders no longer have to agree with fellow riding partners on a brand to buy.

OBI will be supported on the following 2022 lines from Cardo: Spirit, Freecom X, and the Packtalk line is available using an over-the-air update.

Korea based SENA Technology is reported to have declined to go ahead with its involvement in the scheme, having withdrawn from the partnership.

www.cardosystems.com
www.ucleardigital.com
www.midlandeurope.com

Moto Guzzi 100th Anniversary Party - "Finally"!



After a year's wait due to Covid restrictions preventing celebrations, 8-11 September will finally see Moto Guzzi able to mark its 100th anniversary at Mandello Del Lario in northern Italy - with a "double date" brand-fest that will see Città Della Moto Guzzi International Motorcycle Rally co-staged with a return of the popular Guzzi World Days (GMG) after an 11-year absence.

"The GMG and Città Della Moto

Guzzi International Motorcycle Rally for the 100th Anniversary will represent a natural, irresistible attraction for every Guzzista who will want to return their Moto Guzzi - from every era - to its birthplace on the shore of Lake Como.

"Together with the International Motorcycle Rally Committee, Moto Guzzi is preparing a festival that deserves the title 'not to be missed' like never before".



MOTO FUTURE

Suzuki and five other companies have established a new research project - "Research Association of Biomass Innovation for Next Generation Automobile Fuels" - to initiate research on "bioethanol fuel production to achieve a carbon neutral society". The other participants are ENEOS, Subaru, Daihatsu and two arms of the Toyota Group. The mission being to "to study ways to optimise the process of producing fuel". Focussed on the "optimised circulation of hydrogen, oxygen and CO2 during production", specific research areas include Efficient Ethanol Production Systems; By-Product Oxygen, CO2 Capture and Utilization; the Efficient Operation of the Overall System, including Fuel Utilization and research on Efficient Raw Material Crop Cultivation Methods.

Energica continues to grow its international distribution network, adding ElectricWheels in Vilnius as its importer for Lithuania. The EV market there is small but growing. The government has said it plans to increase the number of charging points from 600 to 1,200 by 2025, reaching 7,000 by 2030.

The BMW Group is stepping up its commitment to achieving climate neutrality by massively expanding its use of secondary material in closed recycling loops. For the first time in China, the BMW Brilliance Automotive joint venture (BBA) has established a closed loop for reuse of the raw materials nickel, lithium and cobalt from high-voltage batteries that are no longer suitable for use in electric vehicles.

Round Rock, Tx., based Volcon ePowersports has signed an exclusive distribution agreement with Torrot Electric Europa SA, to distribute Torrot's line of electric off-road motorcycle products throughout Latin America, South America and the Caribbean Region ("LATAM"). Founded in Vitoria, Spain, by Don Luis Iriondo in 1948, Torrot is a former GasGas and OSSA owner and manufactures electric motorcycles focussed exclusively on young riders aged 3 to 11. Under the management of CEO John Dixon, Torrot products are produced in its Figueras, Girona factory - where Rieju brand motorcycles are also produced. Torrot brand products are separately distributed in USA by Central Powersports Distribution (CPD).

Honda solid state future? By Ben Purvis

The move towards electrification from the major Japanese manufacturers has been slow so far, but Honda is promising a rapid acceleration of its battery-powered programme with a target of making 15% of its bikes electric by 2030.

At the moment, Honda has just a handful of electric models, like the PCX electric scooter and the business-targeted Gyro-e that's offered in Japan. But that will have to change fast if the 15% target is to be hit. Honda is expected to manufacture more than 17 million bikes this year, so if production volumes remain consistent until 2030, it means the company will need to make more than 2.5 million electric bikes that year. The 15% target was announced in Honda's 2022 Sustainability Report, which also confirmed plans to electrify

30% of Honda's car range by 2030, along with 36% of its power products. In what Honda refers to as 'major markets', the electric mix will be higher

"millions of electric Hondas every year by 2030"



still, accounting for 40% of car sales by 2030 and 80% by 2035, and while the plan for motorcycles hasn't been broken down to such detail, it will need to follow a similar pattern. Honda has also been pumping development money into the science

of solid-state batteries, which could be a game-changer for electric motorcycles. Existing lithium batteries use a liquid or gel electrolyte to separate the cathode and anode, but a solid-state battery uses a solid separator instead. That allows the cathode and anode to be much closer together, making for more compact, lightweight and power-dense cells. Solid state batteries are also capable of dealing with more heat, allowing faster recharging than existing technology, and since they aren't filled with a flammable liquid electrolyte, they can be safer in the event of an accident. Honda's plan is to create a pilot production line for solid state batteries in 2024, at a cost of 43m yen, and to move to mass production of the technology in the second half of the decade.

Electric BMW boxer conversion By Ben Purvis

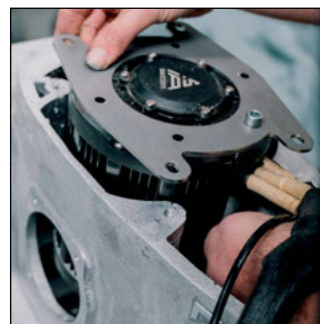
The question of how classic bike owners will adapt as and when new models switch to electric power is one that most of us still ignore - but while petrol will still be available for decades to come, it is still an issue that will one day need to be addressed.

Although options like carbon-neutral synthetic e-fuels promise to make even existing combustion engines much greener in future, there's already a movement that's seeing classic cars get converted to electric power. Now there's a motorcycle equivalent courtesy of kits from Dutch company LM Creations.

The company's first offering is an electric conversion for BMW boxers made between 1969 and 1995. To

achieve the transformation, LM Creations has created a cast alloy casing that holds the electric motor while mimicking the appearance of the original boxer twin.

For a modern twist, the prototype isn't fitted with the original bike's now unnecessary cylinders, and simply has the original BMW rocker covers mounted on long studs to put them in the right position, leaving a gap between them and the engine cases. The motor itself is a 20 kW unit, making 72 Nm of torque and revving to 7,500 rpm. So, when it's bolted to the original BMW transmission, its rev range isn't dissimilar to the original combustion engine it replaces, allowing the gears and clutch to be



used conventionally.

To avoid spoiling the bike's look, the battery is a relatively small 4.3 kWh pack, mounted inside the 'fuel tank' - which is actually a purpose-made, fibreglass replica that also houses the control electronics and charger. The frame, brakes and suspension are all unaltered from the original bike.

Since the small battery only weighs 24 kg, and the electric motor is lighter than the petrol engine, the resulting bike isn't much heavier than the BMW it's based on. But it hasn't got a lot of range - LM Creations says it's good for about 80 km between charges at urban speeds, which will equate to rather less than that if you go faster. Price-wise, each of the components can be had separately, but there are discounts for buying a complete kit. With a slower 1.8 kW charger, the full kit is €8,950, rising to €9,450 for a version with a faster 3.3 kW charger. You'll need a 1969-1995 BMW, too, of course.

In the future, LM Creations intends to make additional kits for other pre-unit bikes including Harley-Davidsons, Urals, Moto Guzzis and Triumphs.



Roam designs show promising budget electric bike

By Ben Purvis

Opibus - a part-Kenyan, part-Swedish company aiming to create low-cost electric transport for the masses - has rebranded as 'Roam' as its first full-scale production bike gets closer, and these registered designs appear to show the final look for the machine. Named as one of Time magazine's 100 most influential companies of 2022, Opibus (now Roam) appeared alongside much more familiar names including behemoths like Apple, Microsoft, Meta and Amazon - perhaps a hint as to how big this brand could become if its plans come to fruition.

It already has a deal in place with on-demand taxi service Uber, and the



Roam motorcycle promises to provide a 21st century equivalent to the sort of entry-level transport that **Soichiro Honda** built his empire on.

At the moment, Roam has around 150 testbed bikes in daily use in various African nations, but plans to start mass deliveries in 2023, selling them all over the globe. The intention is to offer a single battery model with a 100 km range for \$1,500, with a dual-battery version essentially doubling that range at \$2,050. The first 3,000 examples are due to be made before the end of 2022 as a limited series model, costing an additional \$500 before full scale manufacturing begins the following year.

While the prototypes seen so far have had a very angular 'tank' section above the batteries, these new images show a more attractive, sculpted design. It's still extremely basic, with conventional forks, twin shocks and

cable-operated drum brakes at either end, but it's intended to be transport rather than a fashion accessory. The dual batteries are mounted in simple boxes with handles on the right-hand side allowing them to be slid out and exchanged for charged ones - removing the need for a fast-charging ability and allowing nearly instant 'refuelling' provided there's a supply of charged battery packs on hand.

The electric motor on the new designs is mounted concentrically with the swingarm pivot, ensuring a consistent chain tension to reduce wear and simplify adjustment.

As well as electric bikes, Roam intends to offer electric conversions for buses and 4x4s, but the motorcycle part of the business and its potential to bring clean transport to a vast number of people is what earns its spot on Time's list and could make it a household name in the future.



Battery-powered Burgman close to production?

By Ben Purvis

Although every Japanese bike manufacturer has made moves towards the electric bike market - whether via concept machines or full production models - Suzuki's approach has been an unusual one with a focus on ambitious hydrogen fuel cells rather than commonplace batteries.

We've seen fuel cell electric concept bikes dating back as far as 2007's Crosscage and a pilot production run of fuel cell powered Burgman scooters, which were type-approved in the EU way back in 2011 - and even trialled by police forces including London's Metropolitan Police. However, Suzuki's first stab at a mass-made electric bike looks set to follow much more conventional design ideas, ditching the hydrogen fuel cell and replacing it with much more mainstream rechargeable batteries.

Currently under development in India, the electric Suzuki is heavily derived

from the existing Burgman Street 125, but switches the four-stroke single for an electric motor and an under-seat battery pack. The Burgman Street is already manufactured in India, also its main market, and the electric model is clearly aimed at a similar set of customers - targeting low cost over cutting-edge technology. The Indian development programme also means the bike has to face additional challenges including extremely high temperatures, which make for a tough trial for the electric powertrain.

Patents published in Japan show

details of the bike's construction, including a conventional steel chassis similar to the existing Burgman Street's, but a different swingarm and rear suspension arrangement. Where the Burgman Street follows the usual scooter practice of having its engine bolted directly to a CVT transmission inside the swingarm, the electric version uses a more motorcycle-style arrangement with the motor mounted on the frame, driving the rear wheel via a chain or belt.

Suzuki's patent confirms it uses an AC motor, with a DC-AC inverter under the footboards and a permanent battery pack mounted under the seat. That's at odds with the swappable batteries that are favoured by rivals including Honda and Yamaha for smaller electric scooters, although the Suzuki uses a surprisingly large battery that hints it will have a substantial range between charges.



MOTO FUTURE

Energica Motor Company has a signed a collaboration agreement with Siemens Digital Industries Software. As part of the collaboration, Siemens will provide technical expertise and knowledge along with solutions from the Siemens Xcelerator portfolio - to enable Energica's continuous growth in the field of battery technology and thermodynamic control innovation.

A Cambridge university professor has raised £50m for battery technology that could slash the time it takes to charge an electric car to less than five minutes. Nyobolt, a Cambridge start-up developing electric vehicle batteries, raised the cash from Vietnamese materials supplier Masan High-Tech Materials. It values Nyobolt at £300m. Nyobolt's battery anodes use niobium, a grey, crystalline metal, and tungsten, which charge batteries more rapidly - up to 90% capacity in just five minutes.

According to a published interview with Dr Alexander Wehr (BMW's Vice President of Customer, Brand and Sales), BMW has no intentions of debuting a hybrid bike in the foreseeable future. In 2019, BMW patents showed a flexible gas tank concept that makes way for a potential removable battery. "The hybrid solution has always been an important step, but it has always been an in-between step," admits Dr Wehr. "We can see on the car side of the business that the trend is towards fully electric. In motorcycles there is no upside to a hybrid drivetrain if you can have an electric. We will keep pursuing both internal combustion engines and electric, and they both fit very well - not only to scooters but to motorcycles."

Mike Donoughe, Polaris' Chief Technical Officer and Head of Electrification, passed away unexpectedly on July 2, 2022. "His spirit for innovation was inspiring and his leadership helped his team achieve a record-setting year. His passion, however, shined brightest when it came to showcasing the success of his team, which he had the opportunity to do at the 2022 Patent and Innovation Awards event held in June, when Polaris marked a record year for U.S. patent awards - 70 in the prior 12 months, with nine of them going to just one engineer.

Chinese-made Malaguti Drakon 250

By Ben Purvis

The revived Malaguti brand unveiled its Drakon 125 in Europe last year, but Chinese type-approval documents show that a 250 cc derivative is also in the works.

In its current incarnation, Malaguti is part of the Austrian KSR Group's stable of brands, and like KSR's other products, manufacturing is outsourced to China where Zongshen makes Malaguti-branded machines on KSR's behalf.

Under KSR's wing, Malaguti machines launched prior to 2021 have essentially been rebranded Piaggio

machines. The Malaguti RST125 was an Aprilia RS 125 in all but name, the Monte Pro 125 a retitled Derbi Mulhacen and the XSM125 was essentially an Aprilia SX 125. Today's range includes the Dune 125, based on the Derbi Terra 125, but the Drakon 125 that was revealed in 2021 has a look and chassis all of its own, while borrowing its DOHC single from Aprilia.

The new Drakon 250, seen here, also uses an Aprilia engine. This time it's the 249 cc single that's used in the company's Chinese market GPR250,

which is essentially an upscaled RS125, and the Tuono-style GPR250S. Like the Malaguti, those Aprilia models are made by Zongshen as part of the Piaggio-Zongshen joint venture.

As you'd expect, the Drakon 250 is significantly more powerful than the 125. Where the smaller bike manages 13.7 hp (10 kW) and 7.7 lb-ft (10.5 Nm) of torque, the larger 249 cc engine is good for 27.5 hp (20.5 kW) and 15.9 lb-ft (21.5 Nm) - so the output is doubled alongside the capacity.



Chinese-made Aprilias to get Gilera branding

By Ben Purvis

Despite an illustrious history, Gilera has been shuffled to the sidelines in Piaggio's vast group of brands - the name appearing only on occasional scooters in recent years. Now Gilera is set to make a return to large displacement bikes as the Chinese Piaggio-Zongshen venture is developing a reborn version of the Aprilia Shiver 900 that will go under the Gilera name.

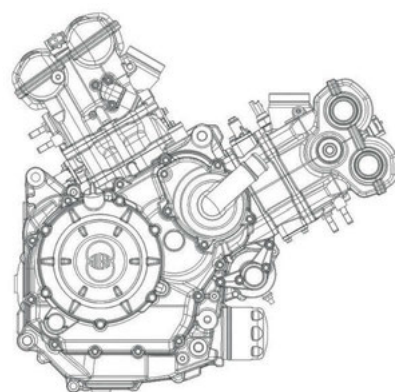
The first clue came last year when Zongshen showed its RA9 concept bike, a futuristic-looking machine built around a repurposed Aprilia Shiver V-twin engine and chassis. Alongside that concept, the company mysteriously showed a standalone version of the same engine wearing Gilera badges. Another clue appeared at the start of 2022, when Piaggio bosses visiting China from Italy

confirmed that a 900 cc twin-cylinder bike would be manufactured later in 2022 by the Piaggio-Zongshen joint venture that already makes a range of smaller scooters and motorcycles wearing Aprilia badges. Shortly after that, patents emerged showing the Gilera-branded V-twin engine, and now spy photographs of disguised prototype Gilera 900 cc V-twins have appeared on Chinese social media.

The new Gilera 900 is identical to the final iteration of the Aprilia Shiver 900, which was dropped in Europe in 2021. The headlight is slightly updated, with more modern-looking LED running light strips on either side, but other than that, the changes from Aprilia Shiver 900 to Gilera 900 are non-existent.

While the Shiver is far from a cutting-edge design, having first

appeared in 2008, the 900 cc version was only launched in 2017, so it remains a relatively modern machine. By minimising design changes but transplanting production to China, Piaggio will massively reduce manufacturing costs and eliminate the costly import duties imposed on bikes imported to China, where demand for larger-capacity machines is on the rise. Piaggio-Zongshen already manufactures several China-only models under the Aprilia name, so a Chinese-made Shiver 900 wouldn't raise many eyebrows. However, if Piaggio has ideas to sell the bike internationally, using the Gilera brand may make more sense, distancing the Chinese-made machine from Italian Aprilias.



With the Shiver engine and chassis back in production, spin-off models like the supermoto-style Aprilia Dorsoduro and touring-oriented Caponord - both Shiver derivatives - could also be revived to give the Chinese-made Gilera brand an instant broad model range. In its old Aprilia guise, the Shiver's V-twin engine was also sold in 750 cc and 1,200 cc versions as well as the 900 cc form, so there's scope for a very broad, modular range with the bare minimum of R&D expense.

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Kove motorcycles going global?



While there are countless Chinese motorcycle brands promising interesting models in the future, Tibet Summit Colove Motorcycle Sales Co., Ltd - which makes bikes under the wieldier 'Kove' brand name - is among the most intriguing. Although Colove also sells bikes under its own name and the 'Excele' brand, its most

interesting recent developments have been in the Kove part of the operation. The Kove 321RR was launched in China this year, using a twin-cylinder engine that's remarkably similar to the Yamaha R3's design along with sharp styling and a single-sided swingarm, garnering strong reviews in its homeland. Two further developments of that bike - a naked roadster and a part-faired café racer - have since been revealed.

Kove has also unveiled a screaming 400 cc four-cylinder engine that's destined for an upcoming '400RR' sports bike, as well as plans for a whole range of 800 cc parallel twin models, from faired sports bikes to roadsters and adventure models, all using an engine similar to KTM's LC8c design. All this might be of relatively niche interest if all those bikes were to remain available only in China, but Kove has also now shown an intention of going global, applying for trademark rights on the name 'Kove Hyper' in a number of territories

outside its homeland. Applications have appeared in the USA, Canada, Australia, New Zealand, Malaysia, the Philippines, Israel and Mongolia, with an international registration also showing up via the World Intellectual Property Office (WIPO). Given Colove's trade, it's no surprise that the



'Kove Hyper' trademark is intended for use on motorcycles, scooters, electric vehicles and a host of motorcycle-related components. While the trademark application alone isn't a guarantee that Kove bikes will be sold in all those markets, it's a clear indication of intent. Trademark rules have recently been tightened in the USA to stop companies sitting on unused registered marks, so Colove/Kove will have to act within the next few years to use the 'Kove Hyper' name or risk losing it.



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Ducati V21 L MotoE prototype By Ben Purvis

From 2023 Ducati replaces Energica as the sole provider of bikes for the FIM MotoE World Cup, that supports MotoGP, and this is the machine that will race in the series - the V21 L. Ducati has previously released images of the V21 L undergoing tests, but the company has now given the bike a full reveal.

The specs include a 150 hp electric motor and a total weight of 225 kg, 12 kg less than the original specification demanded by Dorna and the FIM. Torque peaks at 140 Nm, which is more than a Panigale V4. During Ducati's tests, the V21 L hit a top speed of 275 km/h.

Like the 'Arrow' platform adopted by Harley-Davidson's LiveWire electric bike spin-off for its new S2 Del Mar, the Ducati V21 L uses its 18 kWh battery pack as a structural component, but where the Arrow platform wraps the battery in an alloy monocoque, the Ducati uses a carbon fibre shell to provide its strength. A cast alloy

subframe is bolted to the front to hold the steering head.

Like the Triumph TE-1 electric prototype, the battery is made of '21700' cells (21 mm in diameter, 70 mm long) - the same type used in Teslas and laptop batteries. A total of 1,152 of the cells are packaged into the battery pack, which weighs 110 kg - around half the bike's total.

Where Triumph has adopted a 50 kW charging system, enabling 20-minute refills, the Ducati V21 L has a 20 kW charge socket and takes 45 minutes to take the battery from 0% to 80% capacity.

The electrical system on the bike runs at 800V, going from the battery to an inverter under the seat and then to the AC drive motor, which spins at up to 18,000 rpm. The motor and battery each have their own cooling systems, as each works best at a different temperature range.

Vincenzo De Silvio, Ducati R&D Director, said: "For Ducati, having the



opportunity to become suppliers of the FIM MotoE World Cup is not only a technologically exciting venture, but also the best way to interpret the challenges of the new millennium. Racing competition represents the ideal terrain on which to develop innovative technologies that will then transfer to production motorcycles. At this moment, the most important challenges in this field remain those related to the size, weight and autonomy of the batteries, and the availability of the charging networks. "Ducati's experience in the FIM MotoE World Cup will be a fundamental support for product R&D, together with the physiological evolution of technology and chemistry. Helping the company's internal expertise to grow is essential to be ready when the time comes to put the first street electric Ducati into production."

Aside from the frame and the electrical system, the V21 L's components are

largely conventional racing kit. The forks are **Öhlins** NPX 25/30 units, allied to a TTX36 rear shock, and there's a steering damper from the same company. It's all off-the-shelf kit, as used on Ducati's Superleggera V4 superbike. **Brembo** supplies the brakes, with 338.5 mm front discs that are thicker than usual and internally finned to help improve cooling.

As on Ducati's other race bikes, traction control, slide control, wheelie control and selectable throttle and braking maps are used. Ducati says that it will be years before it makes a production electric bike for road use, but by the time it goes 'Go Street', the R&D it will get from the MotoE series, with 18 identical bikes competing at each event, means it will have thousands of miles of testing under its belt in the toughest of conditions.



Vertigo developing first street bike By Ben Purvis

The name Vertigo is a relative newcomer when it comes to European motorcycle manufacturers, having sprung onto the trials scene in 2015. But the Spanish company's success since then has been impressive and now it has its eye on the street bike market.

These newly-registered designs show the styling of an upcoming Vertigo road bike sporting a water-cooled single-cylinder, four-stroke engine - a departure compared to the two-strokes favoured for Vertigo's competition bikes - and styling that taps into the competition heritage of the brand.

We don't have any specifications of the bike yet, but the physical size of the engine suggests a capacity between 250 cc and 450 cc. It's mounted in a tubular steel frame that takes its cues

from Vertigo's trials bikes, combining a trellis-style front section around the steering head with simpler twin tubes running down to the swingarm pivot. The engine, with mounting bolts at the front and rear, appears to contribute to the structural rigidity of the design.

At the back, the alloy swingarm is very similar to the design used on Vertigo's trials bikes, with a sculpted section towards the front where the two sides of the arm are cross-braced around the rising-rate monoshock suspension. The exhaust, tucked under the bodywork and cut short to end halfway along the tail, is another nod to trials bike design, as is the minuscule fuel tank ahead of the seat, but the bike's proportions are much more like a conventional enduro. The seat is relatively tall and flat, and at the front



the small round headlight and stubby beak-style mudguard below it have a hint of retro adventure bike.

As a road-going model, there are elements you'll never see on a trials bike, including a licence plate bracket, lights and indicators, as well as a simple set of digital instruments mounted in the cowl above the headlight. There's also an electric starter, and the design illustrations are even detailed enough to show the presence of an ignition key just below the dashboard.

This isn't Vertigo's first look at street

bikes. Back in 2015, when the company was still a newcomer, it showed the Ursus concept, using a twist-and-go CVT transmission and a single-sided swingarm along with oversized tyres. That machine was originally intended for production, with 350 cc and 450 cc singles promised, along with a 600 cc V-twin, but despite at least one running prototype appearing, the project never went much further. The new design is far more conventional, and that's likely to bode well for it when it comes to appealing to customers.

Battery-powered Norton under development



A couple of years ago it looked like Norton might once again be disappearing from the motorcycle scene, but now - with the financial clout of Indian brand TVS backing the reborn British company - it has embarked on the development of an electric bike platform to see it into the future even once the internal combustion engine becomes a relic. Norton is starting with a 30-month development programme that will be completed at the end of 2024, aiming to hit targets of performance, weight and range that will make the resulting electric bike at least match the abilities of existing gas-powered machines. The project is backed by a government grant via the UK's Advanced Propulsion Centre (APC), which matches up to 50% of the money



Chief Executive Officer Robert Hentschel: "This significant funding investment is a momentous milestone for the brand as it marks the beginning of our electrification journey and fulfilling our ten-year product plan."

invested by Norton into the project, and while the company hasn't revealed details of its investment, the grants were only available for projects costing between £5m and £25m, so at least £5m is being spent.

Six other companies are involved in the Norton project. Delta Cosworth, the electric arm of the legendary Cosworth engineering concern, is creating the batteries. HiSpeed Ltd. is developing the engine and Formaplex Technologies is working on the bike's composite chassis structure. M&I Materials is tasked with making the bike's cooling system, using its MIVOLT dielectric cooling fluids, which can immerse electrical components without damaging them or causing short circuits. Finally, INDRA is working on the charging system and the Warwick Manufacturing Group at the University of Warwick is helping with the R&D.

Norton CEO Robert Hentschel said: "This significant funding investment is a momentous milestone for the brand as it marks the beginning of our electrification journey and fulfilling our ten-year product plan. Norton is an exemplar of modern luxury and unafraid to challenge the status quo, innovating for the future of mobility while staying true to our British heritage. It also brings into focus our desire to support the UK in its mission for a net-zero automotive future."

"Working alongside our world class partners, we're confident that project Zero Emission Norton will eliminate the current dispute between a conventional and electric motorcycle to create EV products that riders desire - motorcycles that blend Norton's uncompromising design DNA with racing performance, touring range and lightweight handling."

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Piaggio - results for 2022 half year

Commenting on its 2022 Q2 and first half year results, Piaggio Group Chairman and CEO Roberto Colaninno stated that "the Piaggio Group closed the first half of 2022 with very positive results at global level.

"Consolidated net sales, EBITDA and net profit were among our best-ever results for the first half. 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 its unique brand portfolio, Piaggio will nonetheless continue along its growth path in the second half of 2022, confirming the investments planned in new products and new facilities, and also strengthening its commitment to ESG issues."

Across all segments, Piaggio sold 320,600 total vehicles worldwide in the first half to 30 June 2022 (+11.7% from 287,100 in the year-earlier period) and reported consolidated net sales of €1,053.1m. The growth in volumes arose in all geographical regions.

In its two-wheeler activities, the Group had sold 271,600 two-wheelers worldwide (+11.8% from 242,800 in the first half of 2021), as of June 30, 2022, generating net sales of €875.8m, an increase of +15.1% from €761m in the year-earlier period. The figure includes €73.9m in spares and accessories turnover (+6.3%).

Two-wheeler sales in the first half of 2022 were particularly strong in Asia Pacific (+27%), followed by the

Americas (+26.3%) and EMEA (+7%). On the Indian market, sales volumes fell by -7.4% while net sales were up 11.2%.

In Europe, the Piaggio Group says it confirmed its leadership in the scooter segment with a share of 22.5% and maintained a strong positioning on the North American scooter market, with a share of 31%. "In North America, the Group is also working to consolidate its presence on the motorcycle market

Moto Guzzi V85TT



with the Aprilia and Moto Guzzi brands".

The scooter sector saw double-digit growth in global sales volumes, driven in particular by the Vespa brand, which reported strong performance in Asia Pacific (mainly in Indonesia, Vietnam and China), India, the Americas and Italy, and by Aprilia scooters.

In motorcycles, where overall sales volumes rose by around +30%, Moto Guzzi reported a very strong first half, with volumes and net sales showing double-digit growth, thanks especially to sales of the Moto Guzzi V7 and V85TT.

The first six months were also extremely positive for Aprilia motorcycles, chiefly as a result of sales of the new Aprilia Tuareg and Aprilia



Piaggio Group CEO Roberto Colaninno: "The Piaggio Group closed the first half of 2022 with very positive results at global level."

RS 660 cc, which benefited from Aprilia Racing's excellent performance in the MotoGP championship.

In commercial vehicles, the Piaggio Group reported sales volumes of 49,000 vehicles (+10.8% compared to the figure of 44,200 in the first half of 2021), with net sales of €177.3m (+26%).

The EMEA and Americas markets reported turnover growth of +10%; on the Italian market in particular, sales of the new Porter NP6 were a key factor. The Indian market regained strength to report a rise of almost +40% in turnover for commercial vehicles, with sales volumes increasing by more than +20%.

Piaggio Fast Forward (PFF), the Piaggio Group's robotics and future

mobility company based in Boston, expanded its offer with the presentation in September of 'gitamini', a new robot that condenses the technology and functions of 'gita', its revolutionary "big brother", in a lighter, more compact design.

PFF kicked off a series of pilot programmes, 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. In March, PFF announced an agreement with Trimble, a Nasdaq-listed company, to develop robots and machines to follow humans and other devices in industrial applications.

PFF has also designed and developed an innovative sensor technology, which made its debut on the new Piaggio MP3 three-wheel scooter, "to deliver unparalleled safety. Thanks to the integration of advanced rider assistance systems (ARAS), the new sensors play a vital role in accident prevention and rider protection".

Group consolidated net sales for the first half of 2022 were €1,053.1m, an increase of +16.8%, the best-ever first-half result. Industrial gross margin of €277.1m was up +5.8%, a 26.3% return on net sales.

EBITDA was €152.2m, the strongest result achieved in the first half (+5.3%); EBITDA margin was 14.5%. EBIT was €85.8m, up +6.7%; EBIT margin was 8.1%. Profit before tax was €72.9m, up +3.9%; net profit was €45.2m, the best first-half result since 2008.

Aprilia Tuareg 660



Norton Commando 961 returns By Ben Purvis

Norton might be making plans for its future with the development of a completely new electric bike, but the company isn't turning its back on traditional fans - and now it plans to bring back the Commando 961 that formed the backbone of the company's range for more than a decade.

The Commando 961 was the basis of Norton's revival during the ill-fated era under Stuart Garner's ownership. That period might have ended in ignominy and financial collapse, but the Commando 961 itself proved popular enough to sustain the brand from Garner's takeover in 2008 until Norton's 2020 bankruptcy.

The 961 was itself inherited from Norton's previous iteration, when American engineer **Kenny Dreer** developed the original Commando of the 1960s and 70s into first the VR880 (Vintage Rebuilds 880 cc) and later the 961 cc Commando 961. At the same time, Dreer put in the legwork to reassemble the scattered remains of Norton's trademarks, bringing the splintered brand back together before running out of money and opening the door for Garner to take the project on and return it to the UK.

Now owned by Indian manufacturing giant **TVS**, Norton's financial footing is firmer than ever in its history. The V4

superbike has already been redeveloped into the V4SV and the new V4CR Café Racer, the parallel twin, 650 cc Nomad project is back on track and there's work going into a future electric bike project. On top of that, the company has now said that there's a 'new' Commando 961 coming soon. Images on Norton's website show that the new 961 looks very much like the old one, but like the V4, it's sure to have undergone significant development under the skin. Not only did the old model suffer from reliability problems, but it wasn't certified to Euro 5 emissions standards, something that any new production



bike has to achieve. With the money and R&D work from TVS, as well as Norton's new manufacturing facility near the company's historic home in the UK, the new 961 finally promises to live up to the promise that it's always shown.

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Energica Experia

Energica Motor Company S.p.A., the Italian manufacturer of high-performing electric motorcycles based in Modena, Italy, has just unveiled a new zero-emission green tourer model.

Following its withdrawal (at the end of this season) from providing the spec bike for the Moto-E World Cup, its redirected focus on electric powertrain and related componentry, and the take-over by New York based Ideanomics, it had been thought that Energica may be headed away from road-going and track-oriented electric motorcycles in favour of component supply and the urban mobility market. However, while this brand-new motorcycle certainly is a new departure for Energica, it will confound the expectations of many analysts and, as far as we here at IDN

riding experience, we have focused on the real-world needs of motorcycle riders worldwide, creating an all-new state-of-the-art engineering platform," said Giampiero Testoni, CTO Energica Motor Company.

"We melded high-tech electric mobility with the roaming spirit of the motorcycle traveller. The intention was to create the first electric motorcycle created specifically for long-distance bike lovers."

Innovations include a re-engineered EMCE electric motor, revised battery chemistry and new frame and chassis design, all intended to reduce weight and vastly improve balance and rideability.

The company says that the result, in the Energica Experia, is an "electric green tourer bike integrally designed and built for that purpose from the ground up. The motorcycle delivers on the essential promise of comfort and endurance, yet is the nimblest and most manoeuvrable machine Energica has ever made."

"It is the company's intention to spread these technological innovations across a family of other electric motorcycles," says Testoni, "and additionally incorporate elements of these in Energica Inside, the recently launched component and powertrain supply and development business unit of Energica Motor Company."

The Experia motor and battery are both brand-new. The battery capacity has increased, yet has a lower weight, plus a centralised, lower centre of gravity allows for better low-speed rideability.

"Experia enjoys the largest battery capacity of any electric motorcycle at 22.5 kWh maximum (19.6 kWh nominal) that can be charged from 0-80% in just 40 minutes at a Level 3/DC Fast Charger at a top rate of 24 kW. You can also use Level 2 (240V) and Level 1 (120V) charging at the office or for longer stops, or overnight at

home for substantial savings over the cost of gas. Energica is the only manufacturer to offer riders all three levels of charging."

The completely newly designed PMASynRM motor EMCE (Synchronous Reluctance assisted by permanent magnets) is also said to be lighter, with less mass, and is positioned lower than in its other models. Peak power is 75 kW (101 hp), torque is 115 Nm (85 lb. ft.), with a top speed of 180 km/h (112 mph) - "perfect for everyday freeway riding". The company claims that all this translates into the longest range of any electric motorcycle, regardless of speed: from 246 km (153 miles) combined to 420 km (261 miles) in urban areas.

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Ducati Fiscals - first half of 2022

Ducati says that it saw "record revenue for the first half of 2022 at € 542m, the highest figure ever recorded for the company in the first six months of the year, generating a €68m operating profit (up over H1, 2021) on 33,265 motorbikes delivered".

The Multistrada V4 was the most popular model (6,139 units), followed by the Monster (4,776) and the Scrambler 800 family (3,999). "Demand remains high with an order portfolio up 86% over the same period last year".

The company says that these

"excellent results were despite the challenges imposed by the ongoing supply and logistics crisis. In the period from January to June 2022, the company's revenue grew by +5.4%, with operating profit +14.8% increase over the first half of 2021.

Deliveries were -3.6% compared to the year-ago period - largely due to the supply crisis.

Claudio Domenicali, Ducati CEO, said: "2021 was a record year for Ducati with the best result ever in terms of deliveries, revenues and operating profit. 2022 is proving to be a more challenging year, despite strong demand from enthusiasts, as evidenced by the order portfolio, which at the end of the first half is up +86% over the same period of 2021.

Italy was again the best market for Ducati with 6,028 motorcycles delivered, followed by North America (5,239 units), Germany (3,745) and France (2,647). Chinese sales were +12% at 2,411 motorcycles delivered. Ducati says it "continues its ambitious



"Ducati shipped 33,265 bikes in the first half of 2022, which was actually -3.6% down on 2021, with the Multistrada the top-seller (6,139 units), followed by the Monsters and the Scrambler 900s.

development path" and plans "entry into new market segments" with all investments self-financed". To date, the Ducati network has 797 dealerships in over 90 countries around the world, with 21 new outlets opened in the first six months of 2022.



Claudio Domenicali, Ducati CEO: "2022 is proving to be a more challenging year."

Electric TE-1 prototype hits Triumph's targets

TRIUMPH

The Triumph TE-1 prototype isn't heading for production yet, but something very similar could be in showrooms in years to come after the company's electric bike testing programme "proved a resounding success."

Triumph has been unusually open during the development and testing of the TE-1 prototype, providing regular updates from the project's launch, through its design phase and into its testing stage. Now the final results are in, and they show the TE-1 as offering a mix of abilities that would make it a convincing contender compared to the existing Speed Triple.

The numbers speak for themselves. The

after that. The top speed is 135 mph, but that's down to gearing and the bike's naked styling rather than an inherent limitation of the powertrain. The motor runs through a set of helical-cut reduction gears to a belt final drive that Triumph claims is reliable for 60,000 miles. Those helical gears also give a distinctive wail as the TE-1 accelerates, answering some fears that electric bikes can only ever be an anodyne experience.

Although the bike doesn't follow the pattern set by electric offerings like LiveWire's new S2 Del Mar, where the battery case doubles as a monocoque chassis, the Triumph's battery is still a structural component, adding rigidity to the conventional-looking frame wrapped around it. The suspension and brakes are conventional kit, along with ABS and a lean-sensitive traction control system. Although the TE-1's motor doubles as a generator during deceleration, with a programmable engine braking effect that alters how much electricity is fed back to the battery and works in cooperation with the anti-lock brakes to maintain stability.

Like the Ducati V21 L electric racing bike, which will be the single-make

'135 mph top speed'

machine used in the MotoE series from 2023, the TE-1 has separate cooling systems for the motor and the battery and inverter, as their heat requirements for ultimate performance differ. Steve Sargent, Triumph's Chief Product Officer, said: "Heat management is essential to maintaining the performance and range of the bike."

Comparisons to the Ducati are



inevitable, and the Triumph comes out on top, at least on paper. Ducati's V21 L peaks at 150 hp rather than 175 hp and weighs 5 kg more than the TE-1 at 225 kg.

Charging has also been a focus. The TE-1 uses a 50 kW DC fast charge system, with no AC charging option - adding one would be possible but means more electronic equipment and weight. By using the Japanese CHAdeMO charging protocol, battery management during the charge is controlled by the charger rather than on-board electronics, again reducing the need to carry additional electronics. Triumph says it takes just 20 minutes to go from 0% to 80% charge - an industry standard measurement since the last 20% of a battery's charge takes much longer to achieve.

Triumph is keen to point out that the

TE-1 is a research project, aimed at garnering intelligence about electric bike design and performance that can be used in future production models. It has also taught Triumph lessons

'20 minutes for 0 to 80% charge'

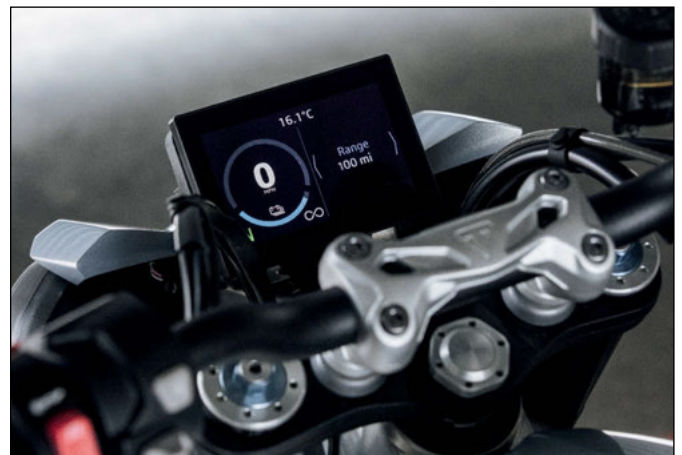
about scalability, so the company knows the motor, cooling and battery requirements for electric bikes across a variety of sizes and performance levels. The first electric production Triumphs are now under development using the TE-1 design as a lesson, and while the prototype will remain just that, the company has dropped hints that the first showroom electric model will not stray too far from the template it provides.

'60 mph in 3.6 seconds'

TE-1's electric motor, developed by Integral Powertrain Ltd, makes a peak of 175 hp, very close to the Speed Triple's output. That figure is backed up by 80 lb-ft of torque, and the bike weighs an impressive 220 kg, which isn't far from the mass of a fully fuelled, petrol-powered equivalent.

All that would be for nought, if the bike's range was as disappointing as many of the current crop of electric offerings, but the TE-1's 15 kWh capacity battery - made by Williams Advanced Engineering (of F1 fame) from 900 Samsung '21700' (21 mm diameter, 70 mm long) nickel manganese cobalt cells - is good for a range of 100 miles (160 km) under WMTC tests that mirror real-world usage.

Raw performance figures show that the TE-1 hits 60 mph in 3.6 seconds, and the relentless thrust continues, taking it to 100 mph only 2.6 seconds



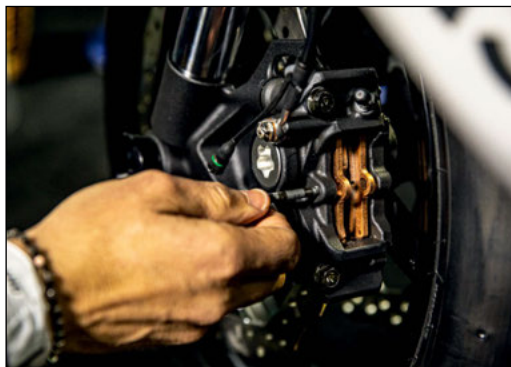
Galfer - Racing G1310 sintered brake pads

Barcelona based Galfer Performance Braking Systems is celebrating its 70th anniversary and leveraging its "benchmark race experience and success" with the market launch of new Racing G1310 sintered brake pads.

"The combination of high-quality brake pads and discs is essential to guarantee the optimal functioning of any brake system," says Sales Manager and motorcycle brakes industry veteran Ivo Bristot.

"The Galfer brand is synonymous with high technology, reliability and high performance. After celebrating numerous titles and victories in MotoGP and WSBK competitions, and years of constant, ongoing development, our new Racing G1310 pads bring collaboration with Galfer teams and riders such as Dennis Foggia (Leopard Racing Moto3), Lorenzo Baldassarri (Evan Bros Yamaha Supersport 600), and the former rider and world champion Marco Melandri to within the reach of all race bike riders!"

Available for competition use and for high-performance Supersport and naked style motorcycle enthusiasts, the "excellent coefficient of friction and ability to maintain high stability and a consistent performance, especially at high temperatures, mean the Galfer G1310 sintered brake pads deliver strong, progressive and modulated braking from the first to the last lap of a race - with minimum wear to the brake disc.



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"Guaranteeing an excellent initial bite, high adjustable braking power and remarkable stability throughout the race, they provide maximum performance when used together with Galfer's award-winning Floatech brake discs, thanks to their low weight and the perfect alignment between the brake pads and discs".

Offered on the market in new "Eco-Friendly" packaging, Galfer has decided to completely eliminate plastic by using new biodegradable, recycled materials to manufacture this packaging. "The packaging upgrade has provided an opportunity to make a few aesthetic changes to the design, without losing the 'Premium' look that this competition-oriented sports product range deserves".

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Koso RX3 series

The high-tech digital instrumentation specialist Koso's RX3 multifunction meter is compact, lightweight, easy to use and ideally suited for motorcycles, trikes or scooters.

Functions such as speedometer, rev counter, odometer, gear indicator, target distance or target speed and many more are integrated in the multifunction meter.

The RX3 is available in two versions: with a display of 15,000 rpm and the latest version, the RX3 unlimited, with a display of 10,000 rpm.

The RX3 features a brightly coloured 3.5" TFT LCD display in a modern design and with a brand-new, user-friendly interface.

The background can be personalised by choosing from five different colours and the brightness setting guarantees the readability of the display day and night.



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'Crossfire 3 SRS' limited edition

One of Italian boot specialist SIDI's most popular models, this new limited edition 'Crossfire 3 SRS' is a special boot that features many of the same high-tech design and component details that has made the Crossfire an international success.



Features include the company's Hyper Extension Block - which is crucial for the protection of the ankle and tendons of the pilots. The SIDI Flex System acts on the flexibility of the boot, while the adjustable calf system adjusts the cuff and thus allows the rider to widen or narrow the opening of the boot through simple adjustments.

The boot cuff includes a replaceable PU inner boot guard plate with moulded rubber insert, which protects the leg from engine heat and extends the life of the boot by limiting wear. The removable and replaceable dovetail sole SRS - also available for Enduro - "is designed to ensure perfect grip on the bike and on the ground, thus guaranteeing safety and comfort".

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HP Corse SP-1 Short for 649 cc X-CAPE



Owned by Italian hydroforming experts Steelform, Italian performance exhaust specialist HP Corse has turned its attention to the new Moto Morini X-CAPE 649 cc, 60 hp adventure bike.

The company's new 300 mm SP-1 Short, in ultra-light weight grey or ceramicised black titanium, is a simple, minimalist 'Less is More' oval design high line exhaust with conical end cap and hydroformed end spout that guarantees a performance-optimising, uninterrupted gas flow.

Available in two versions - Euro 5 and RACE only - with the optional 'Decat' tube (in TIG-welded low thickness CNC-bent stainless steel), it has a carbon fibre heatshield, crankcase catalyst protection, hand TIG-welded frame bracket in reinforced titanium and laser-engraved HP Corse titanium logo and Euro 5 engraved approval (134/2014 and 2016/1824G).

HP CORSE by STEELFORM SRL
Bologna/Udine, ITALY
commerciale@hpcorse.com
www.hpcorse.com



Powerhose Plus R1M brake upgrade

Specialist brake hose manufacturer Venhill now offers complete Powerhose Plus brand braided, model-specific brake line kits for the Yamaha R1M - "offering owners of the track-focused superbike a high-performance upgrade of the factory-fitted brake lines". Precision-made in its UK factory, the hoses feature a DuPont Teflon core, which is resistant to loss of shape through heat, delivering more efficient fluid flow to the calipers and increased braking force. Stainless steel braid is wrapped around the core to prevent pressure expansion. A PVC jacket is then bonded on to keep water out and protect bodywork from scratches - available in a choice of colours. Threaded swivel fittings enable the hoses to be positioned with zero twist. Venhill machines its own banjo fittings and dome-headed banjo bolts to ensure



proper fitment and a consistent quality finish. Four replacement brake line options have been added to its catalogue for the R1M (2020 on) - two for the front and two for the rear - which replace just the rubber hoses and require the re-use of metal pipework or replace all the rubber hoses and metal pipework. All the kits meet or exceed American DOT and German TÜV requirements - every hose that leaves its UK factory is pressure-tested to 1500 psi.

VENHILL ENGINEERING
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www.venhill.co.uk

Tiger 900 - 'Extenda Fenda EXTRA'

Internationally recognised UK bodywork specialist Pyramid Plastics has just launched a new addition to its market-leading 'Extenda Fenda' programme - an 'Extenda Fenda EXTRA' for the Triumph Tiger 900. Much longer and "providing far superior protection", it offers 260 mm of extra protection to the OEM guard compared to the typical 150 mm of the standard 'Extenda Fenda'. Pyramid has designed a unique bracket kit that mounts the 'Extenda Fenda EXTRA' mechanically to the front calipers - meaning it is extremely robust once installed and doesn't need to be riveted to the guard. "You will drastically reduce the amount of cleaning time required after a ride when you install the



'Extenda Fenda EXTRA' - importantly you will also prolong the life of the lower engine casings and exhaust headers".

Pyramid manufactures its 'Extenda Fenda' designs, and a whole range of replacement and upgrade body kits, at its UK based headquarters. The company also stocks the full Puig, Ermax, CustomAcces, GB Racing and Pro-Race ranges - all available to dealers through its trade website portal.

PYRAMID PLASTICS
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Portable battery tester-monitors

Optimate

TecMate has adapted its portable OptiMate battery monitors to display the charge level for any battery - including lithium (LFP), sealed lead-acid (AGM) and standard 'wet cell' lead-acid (STD).

At a glance the rider or dealer will learn if the vehicle's battery has sufficient charge to start the engine or if it needs to be charged first.

Connecting the tester-monitor is easy - the O-125 plugs directly into a fitted SAE battery lead and the O-126 has a dual size plug that adapts to a DIN (Ø12 mm) socket found on BMW Triumph and Ducati Multistrada, or the larger AUTO (Ø21 mm) socket found on most of the other motorcycle brands.

Once connected, the resting voltage of that battery is measured to ensure that it is directly proportional to the State of Charge (SOC). If the LED adjacent to the battery type (STD, AGM & LFP) blinks, the battery's State of Charge is 50% or higher; 50% is sufficient to start and fire up an engine.

Once fired up, it now displays if the vehicle's system is delivering the right charge voltage to the battery, indicated by the green LFP LED turning full on. It also warns if that voltage is too high and might destroy the battery (especially if it is a LFP/lithium battery);

all LEDs rapidly blink together if the voltage exceeds 14.6V.

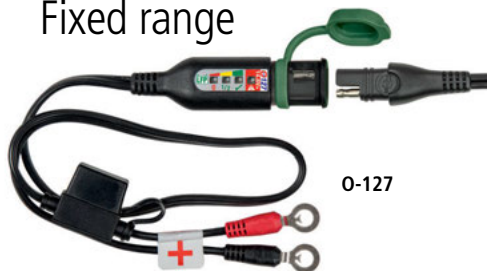
Of course, if the red (warning triangle) LED is blinking, it's time to charge that battery! Both O-125 and O-126 have an SAE charge port; charging can continue through the monitor, and it will then display the rising charge voltage.

For a more permanent solution there are smart battery leads with built-in monitors that can be fitted to the battery and used as a battery charger input when necessary. The O-124 is ideal for all 12V lead-acid batteries, including AGM, GEL and STD wet cell, and the O-127 is ideal for 12.8V LFP (LiFePO4) batteries.

These permanent smart battery leads make fitment to any powersport battery easy. OptiMate's unique dual size rings adjust from the default M6 (1/4") to the larger M8 (5/16"). Both the O-124 and O-127 come in a jar of 20, ideal for dealers that want to fit these smart leads to all vehicles at PDI.

OptiMate monitors are an easy and cost-effective way to instantly learn the state of a vehicle's battery. A fitted battery monitor helps avoid battery damage - at a glance the rider will know if the battery is OK or when it's time to charge.

Fixed range



O-127



O-124



O-126

Portable range



O-125



O-124

tecMATE

TECMATE
Tienen, BELGIUM
Tel: +32 (0)16 805 440
www.tecmate.com
optimat1.com/monitor

Tuareg 660 Sport screen

Seen here for the 2022 Aprilia Tuareg 660, Puig Sport style screens are 'Race Bred' - Puig is the official windscreen technical partner to the all-conquering World Superbike Kawasaki Racing Team.

Based near Barcelona, Puig has been designing, manufacturing and distributing motorcycle

Available in a choice of colourways, Puig's design principles are to match aesthetics and functionality in equal parts, so its parts enhance the look of the bike as well as improving ergonomics. In this case, although the screen is slightly smaller and provides less aerodynamic protection for the Tuareg rider compared to the original screen, it delivers a greater free field of vision.

Manufactured in 3 or 4 mm thick, high-end CN methacrylate (PMMA/acrylic), the finish includes rounded edges to comply with European safety standards. All Puig Sport screens ship with the aerodynamic study results extracted from the virtual wind tunnel testing process, comparing its screen with the original, so riders can see as well as feel the difference in real performance. Installation is said to be "simple and intuitive".

Also seen here, these 121 mm long Core grips for the 22 mm handlebars on the 2022 Yamaha MT-09 (and other 22 mm handlebar models) "improve the feel



and grip while giving the bike a custom look". Puig's Core grips are made of thermoplastic elastomer, a material that provides a soft touch while being resistant to wear. They incorporate areas with different textures to provide a good grip without losing comfort and help to eliminate uncomfortable tingling in the hands on long routes. Finally, these approved LED universal turn lights (blinkers) provide "a more personalised and sportier look". Compact in size (70x24 mm), they feature a slim design, have a clear glass tulip and a black fairing.

PUIG/MOTOPLASTIC S.A.
Granollers (BCN), SPAIN
Tel: +34 93 8490 633
info@puig.tv



accessories since 1964 and these days exports to more than 60 countries. The company specialises in using 3D simulation technology and 'virtual wind tunnel' as well as street and track aerodynamics testing.



Roeg Moto Co. - 'CHASE' retro full-face

Netherlands based Motorcycle Storehouse continues to grow its own brand product lines, including its popular Roeg Moto Co. apparel and helmet range.

Seen here is 'CHASE' - a new for 2022, retro inspired, stylish, functional and comfortable full-face helmet with a super-clean silhouette that has been designed for everyday use.

Constructed from a slim 'RQ Light' fiberglass shell with a multi-density EPS liner, the ECE-R22.05 approved 'CHASE' has two ergonomic shell profiles to provide the best possible fit across its six sizes.

"Externally there is nothing to detract from the classic aesthetic, with just a hinged anti-scratch/anti-fog visor that's complemented by the discreet gunmetal grey hardware. Internally the 'CHASE' oozes quality with a plush Microtech fleece lining and premium, perforated leather detailing".

Available in four colourways: Vintage White, JD Green, Gloss Black and Matt Black. Additional features include classic double D-ring adjustable chinstrap, also with

Microtech fleece padding, a CE-certified polycarbonate anti-scratch and anti-fog visor, removable and washable liner and separately available yellow or smoke visors and varying thickness cheek pads.

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High-tech, lightweight licence plate holders and LED options

One of the staples of the parts and accessory industry in Europe are replacement licence plate holders. Whether its regulations or cost, nearly all OEM licence plates can be improved to look more stylish, be lighter or simply have better ergonomics.

Italian manufacturer Lightech is a major player in this space, with a range of designs for an unmatched selection of models and the deep inventory to match. Lightech licence plate holders are made in a special PA12 polymer compound mixed with carbon fibre for strength, durability, light weight, vibration resistance and stylish good looks. The license plate holder is available either as a basic license plate holder without accessories or as kit that includes a reflector and a patented license plate light design.

The license plate light is called 'PYTHON' and is 100% made in Italy. This light has powerful LEDs - four white and two red - for combined use as a rear light or additional brake light.

The reflector and the license plate light are E approved (European Approval), while the license plate holder kits are TÜV approved (KBA 91919), therefore all in full compliance with the rules for street use. There is an adjustable reflector support and a special sliding bracket, which allow the

installation of the OEM indicators or aftermarket indicators (where possible).

Each Lightech licence plate holder is developed for specific bikes/models, but Lightech has also created a universal version (TAR013), which is provided with an application kit. Lightech has also developed different plate supports according to the size of the licence plates in use - six different models are available. Special coloured Ergal (zinc aluminium alloy) bolts and washer kits are sold separately for a full customisation.

Lightech also offers a wide range of approved LED



turn signals for its (and other) licence plate holders - some in ABS, some in aluminium. Some models are only turn signals, other models are multi-functional. The company has also invested in the research and development of a new line of patented LED turn signal designs with Multipixel Technology and two other designs that offer a direction indicator and front white light, or direction indicator and rear brake light.



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SHIDO HP LiFePO4 - 'light and powerful'

Owned by Belgium based DC AFAM, SHIDO brand batteries have been popular and powerful for many years, but now, with its new High Performance battery series, SHIDO "wants to offer the motorcycle market the most powerful lithium starting batteries on the market.

"The black lithium motorcycle High Performance (HP) battery has much higher capacity and cranking power for the same dimensions as the standard lithium-ion range. This starting power delivers a powerful, quick and reliable year-round

'Lithium-iron phosphate technology'

start of the engine," says SHIDO's Davy Dousselaere.

"While lead-acid batteries in the course of the years have become smaller and more powerful, the principles they use to generate electricity has not changed. With SHIDO lithium-ion batteries, power is generated via LiFePO4 (lithium iron phosphate) cells based on lithium and carbon, so they do not contain lead or acid."

SHIDO lithium batteries have four cells LiFePO4 (lithium iron phosphate) of 3.2 volt connected in series in order to reach an OCV of 12.8 volt - "a perfect voltage to use as a



starter battery for motorcycles".

The electronic Battery Management System (BMS) spreads the charge and discharge evenly over the four cells. Thanks to its small internal resistance, a SHIDO lithium

'166% higher start capacity'

battery can generate a very high starting current with little Ah. This starting power delivers a powerful and quick start of the vehicle.

"In fact, tests have shown that SHIDO HPs deliver up to 166% higher start capacity,

2,000+ charging cycles, are 65% lighter than lead-acid batteries and have a six-minute charging capability - which is great for everyone, but especially for dealers". SHIDO HP are described as ideal for riders who are looking for "the lightest battery, with the capacity of a lead-acid battery and cranking power that exceeds OE lithium battery specifications.

"For example, motorcycles that come standard with a lithium battery often get drained too easily because the motorcycle

'six-minute charge, ideal for dealers'

has extra drains on battery resources - such as an alarm and accessories - so more power is definitely needed. SHIDO HP is also ideal for weight-conscious sports bike riders who are looking for the lightest possible battery, but still with loads of cranking power for instant starts".



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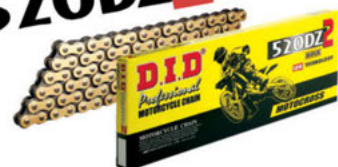
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EXAN options for Ténéré 700

Italian exhaust specialist EXAN has no less than four Euro 5 homologated slip-on offerings for the twin-cylinder Yamaha Ténéré 700 (2021) and a Racing complete system in steel or titanium.

The **Carbon Cap** is described as a "classic modern style exhaust" and was the first product from EXAN to use a carbon end cap. It is said to produce "exhilarating performance, especially at low and medium revs" and is lower weight than the stock muffler it replaces.

Featuring a conical shape, the **X-Rally** is immediately recognisable by its stainless steel outlet with visible welding, aggressive look and the hint of retro about its cylindrical shape. Described as a "light and pure exhaust, it increases power, especially at medium and high revs, without compromising the agility of the Ténéré".

With its oval shape and its vintage look, **OV Rally** is a lightweight slip-on that boosts performance (especially at mid-range and high revs) with an advanced gas flow management design, increasing the responsiveness of the Ténéré 700's handling in the curves - "it is immediately recognisable by its conical stainless steel outlet with visible welding - perfect for those looking for an aggressive look".

Described as being "defined by a strong racing personality", the **X-Black Ovale** gives the rear of the Ténéré a decidedly slender appearance. All versions are lighter than the original exhaust and

Carbon Cap



X-Rally



OV Rally



deliver increased power, especially at low and medium revs".

Finally, and in addition to its homologated exhausts, this 2-1 Racing by Exan is a complete system, in stainless steel or titanium, and is compatible with the original lambda probe, original exhaust silencer and the whole range of EXAN silencers. EXAN recommends the installation of an additional control unit to ensure maximum performance.

All four slip-ons are available in carbon, titanium and light satin or black satin stainless steel and will mount to the stock manifolds without modifications. All EXAN products are guaranteed for 24 months.

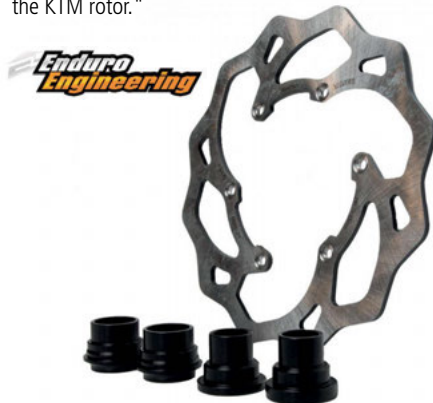
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KTM wheel spacers for Beta models

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 debris deflectors.

Seen here, these wheel spacers allow riders to run KTM wheels on Beta motorcycles. "Simply by switching the KTM wheel spacers out for these Enduro Engineering wheel spacers, you will be able to have KTM wheels fit on most current Beta motorcycles.

"There are two different kits available - with or without a rear oversized rotor included. In order for the KTM wheels to fit, you will also need to switch to an oversized rear brake rotor. You can simply swap your Beta wheel rear rotor over to the KTM wheel, or you can purchase the kit with a rotor to replace the KTM rotor."



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More Ventura luggage applications



Manufactured in New Zealand by Dold Industries, Ventura luggage is a versatile, inventory-friendly, system-based range of model-specific and universal mount luggage options.

The range includes hard top boxes and soft top luggage packs, panniers/side bags, tank bags and more - available for a huge range of makes and models.

With roots going back to the mid-1970s, the company now makes systems for over 2,500 models. The range is a versatile, ergonomic, modular and robust easy-mount system that is secure and safe, versatile and durable.

The Ventura Bike-Pack system features a rack, packs and model-specific bracket designs - it really is that simple, and it really is that good. Ventura packs are made with Kodra fabric, a heavy-duty ballistic nylon material, and lined with a laminated, waterproof PVC backed material.

They are available as single components or bundled kits. Simple, robust, versatile and durable are the keywords here.

The central mounting component is the company's L-bracket, and, as with all the racks, they are made in mild steel tube and satin black powder-coat finished (or polished silver/chrome for Cruisers).

Recent and upcoming application additions include options for the 350 cc Royal Enfield Meteor (see here); a selection of Hondas - NCX 750X (2021 and up), NC 700 X/S 2012 - 2015 and NC 750 X/S 2014 - 2020; the 2020 and up KTM 390 Adventure and 2021 and up 1290 Super Adventure R/S; Ducati 1260, 1260S Diavel (2020 and up); the 2022 Triumph Tiger Sport 660 and the 2021 and up 1200 RS/RR Speed Triple.

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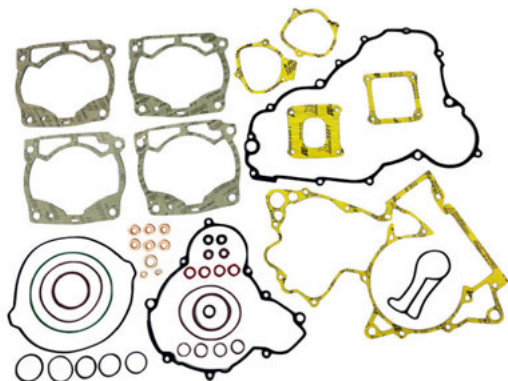
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Complete gasket kits for KTM and BETA



Founded in 1958, Girona, Spain based gasket and seal specialist Artein is one of the largest motorsports

KTM EXC & EXC TPI 250/300 cc '17-'19



and industrial sector gasket manufacturers in Europe. Supplying OEM customers as well as the aftermarket, Artein is noted for its advanced technology, precision manufacturing and the research and development investments it makes into performance materials. In motorcycle terms, Artein has been a leader in the scooter and competition markets for a long time, and in recent years has started building a high profile in the off-road market with its XRADICAL programme. The quality of Artein's products has been proven many times - on the street and in competition - and for development of the XRADICAL lines, Artein brought together engine technicians, performance engineers and sealing materials specialists to develop premium application-specific product solutions. The primary gasket materials used in the XRADICAL range include Artein CS6900 Soft (25% compression capacity, very high 64% recovery and temperature

resistance), German made Victor Reinz AFM 34 (an aramid fibre-based gasket material for low compressibility in a wide range of operating temperatures and pressures), and Foamet - with an aluminium core and Nitrile - one of the best known of contemporary gasket materials. There are three main kits in the XRADICAL range. The Top End kit includes all the essential gaskets for the cylinder set-up, the Smart kit is an extended gasket kit for convenient repair to the top end of the engine, and as seen here for KTM applications, Artein's Complete Set for complete engine maintenance.

ARTEIN GASKETS
Fornells de la Selva, SPAIN
Tel: +34 972 201 272
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www.arteingaskets.com

Updated VStream+ for Honda CB500F

Maywood, Illinois based National Cycle's VStream+ windscreens for the 2013-18 Honda CB500F have been re-engineered for the 2019-22 models. "Three sizes mean there is a perfectly sized windscreen for almost every rider," says International Sales Manager Paul Gomez. "All will offer improved wind protection and riding comfort compared to other aftermarket windscreens."

VStream gets its name from its unique patented shape. The advanced "V" profile and dimensional contours push the wind vortex out and away from the rider's helmet, resulting in a peaceful, quieter riding environment. The "+" means these windscreens include a custom model specific mounting bracket specifically designed and engineered for this model bike. This mounting bracket is another example of an origami designed and engineered by the National Cycle engineering team. This mounting bracket delivers the required support for this range of VStreams. The end result is a concealed, OEM quality component.

These windscreens are made from tough Quantum hardcoated polycarbonate. This high-quality material, along with state-of-the-art manufacturing techniques, provides outstanding clarity, impact strength and scratch resistance "unmatched by any windscreen maker worldwide".

"Quantum hardcoated polycarbonate is the material of choice for serious motorcycle riders. It is ten times more abrasion resistant than FMR hardcoated polycarbonate, and 30 times more than windscreens made from commonly used acrylic or 'aircraft plastic'." Easy to install, VStream windscreens are protected by a market-leading three-year warranty against breakage. Available in clear, dark or light tint.

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BST 1000 - "a complete battery testing programme"

French manufacturer BS Battery says that "having a comprehensive analysis of the battery's lifespan is crucial for the professionals who want to provide the best services possible for their clients - crafting useful solutions for workshops is one of the priorities of BS Battery".

BS Battery is a prolific new product designer which, it says, is a result of its "close collaborations with the technical engineers at the racing teams and



motorcycle brands we support and supply.

"Our brand-new BST 1000 is a 12V lead acid and lithium battery tester that offers a complete testing programme: battery test, cranking test, charging test and even report printing. Our BST 1000 is a good way to check the entire health of a motorcycle (and automotive) battery in a short period of time.

"The tester doesn't only focus on the voltage, it also examines the CCA (Cold Cranking Amps) to verify how the battery is truly operating, checks the alternator and the starter too. The indications appear on a large LCD screen in English, German, Spanish, French,

BST1000



Dutch or Italian".

It is delivered with a clamp set, pouch protection and a USB cable that is easy to connect to the computer to save or print out the diagnostics for clients.

BS BATTERY

Paris, FRANCE

Tel: +(33) 1 83 62 45 60

sales@bs-battery.com

www.bs-battery.com



'Sambia' Gore-Tex all season 2-in-1 EVO gloves

With Held's 2-in-1 technology ("Dry & Breezy" modes), German gloves specialist Held says it has "revolutionised the concept of seasonality". The Sambia 2-in-1 EVO glove is "a perfect product for the coldest and wettest days of autumn and spring and for the summer, without having to remove or add any component, but simply by changing the way it is worn". With a mixed Spandex and leather back and palm made from kangaroo leather, the Sambia 2-in-1 EVO glove is equipped with a Gore-Tex membrane (that makes it perfect for protection from wind and water) and designed with two different slots for the entry of the hand - for two different ways to wear it!



In the upper slot (the "Dry" mode), the Gore-Tex membrane will completely cover both sides of the rider's hand, protecting it from wind and weather. With the lower slot (the "Breezy" mode), the hand (palm) will find a completely perforated fabric, without the Gore-Tex, which will now only cover the back of the hand - increasing the ventilation and cooling effect.

Additional features include special stitching - eliminating pressure points inside to improve sensitivity, finger aeration (ACS), perforated external fabrics for maximum ventilation and comfort, elastic fabric inserts on the back

(Spandex), sleeve with adjustable Velcro closure and screen sensitive finger and thumb fabric.

Certified to EN 13594:2015: "Protective Gloves for Motorcyclists", there is reinforcement on the edge of the hand and on the little finger with rigid plastic, SuperFabric-brand material on the back (32% polyester/68% epoxy resin) and a reinforced palm.



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YZ450F 2020-22 Big Bore and stock replacement cylinder kits

Big Bore cylinder kit



Once again, Athena has surpassed itself with these new Big Bore and Standard Bore kits for Yamaha YZ450F 2020-2022, designed and manufactured in Italy for "performance, reliability and endurance".

"Tested on the bench and on the track, both kits can be installed without having to make any changes to the motorbike crankcase, and include the forged piston designed by Athena, the aluminium cylinder with self-lubricating and anti-seizure coating on the barrel and the corresponding range of gaskets made using Athena's 40 plus years of gasket manufacturing experience".

The new Athena Big Bore cylinder boasts excellent torque and power performance, delivering 6 hp more than the original set-up. To achieve this, Athena says that its engineers "designed top-quality, high-precision components".

"The aluminium cylinder in this cylinder kit features 102 mm bore, which provides a significant increase in torque and power at low, medium and high revs. The forged piston included in the kit was designed by

Athena engineers together with the cylinder to create a system that performs even better than the original. The results obtained from bench and track tests also demonstrated an increase in the compression ratio". Athena has also researched and re-engineered the Standard Bore cylinder kit. It ensures the same durability and reliability as the original kit, and at the same time maintains the new features of the YZ450 F 2020-2022 engine.

Athena's new aluminium cylinder has been heat-treated to improve its mechanical properties and to ensure maximum resistance even at high temperatures; the included forged piston has a molybdenum disulphide coating on the shell - which further reduces friction and improves the sliding.

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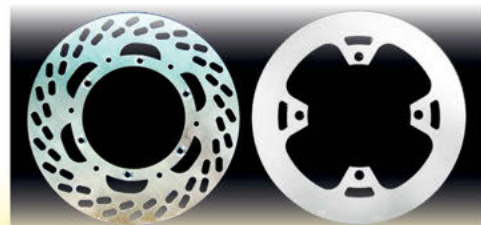


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Titanium engine bars for R 1250 GS

In an interesting diversification, Slovenian exhaust manufacturer Akrapovic is offering titanium upper and lower protection bars for the first time - initially for the R 1250 GS.

Bending metal, and bending high strength,



lightweight materials such as titanium, is very much a core competency. So, given the distribution network and brand reputation that Akrapovic has built up in over 30 years in the exhaust business, the new line would make perfect sense, provided it leveraged the established Akrapovic brand values - and it does.

They are constructed from sandblasted titanium tubes, which have the same mechanical properties as steel bars, but are approximately 40% lighter than stainless steel. They offer high strength and are lightweight and corrosion resistant, precision TIG-welded, equipped with laser-cut and finely machined 8 mm flanges to provide a perfect fit and strength. The highly stable construction is partly fixed to the chassis to distribute any impact through the bars. Designed to integrate with the bike's existing components, Akrapovic says it has conducted numerous tests and deformation analyses to obtain the optimum protection from this product. They do

not compromise the lean angle and meet ABE type approval. All four parts weigh just 6.26 kg - "making them one of the lightest protection bars on the market for the BMW R 1250 GS".

The bars are finished with an engraved Akrapovic logo, with the word Titanium prominently displayed, and the uppers and lowers can be bought separately or as a set. They are compatible with the 2019-2022 BMW R 1250 GS, with only the lower bar set available for the BMW R 1250 GS Adventure. Extra bags or accessories, such as fog lights or spotlights, can be attached.



AKRAPOVIC
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SLOVENIA

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www.akrapovic.com

Beringer - index finger rear brake control

Internationally recognised French brakes specialist Beringer has been offering a thumb rear brake system for several years - and it has proven its effectiveness.

Now an update from Beringer - a new rear finger brake system for the index finger. This new one-finger lever is combined with a cable clutch control located in the lower position. The original inclination of the clutch control has been modified by 20° to not touch the fork tube and to obtain a natural engagement, disengagement action position.

On the track, amateur and professional riders use the rear



brake a lot. The problem with doing so is that the degree of lean angle used in the turns can prevent the rider from braking effectively with the foot.

"This is why more and more riders are opting for a handlebar-mounted rear braking option. For the moment, our new index finger rear brake is only available with a 12.7 mm piston, but additional versions will follow in response to demand. Initially, the finger brake is available exclusively for sport bikes equipped with a cable clutch control".

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Vertex Pistons for 2022 scooter models

Vertex' street range of pistons includes a high-tech, high-performance line for 2 and 4-stroke scooters from 50 to 530 cc that "are capable of guaranteeing a significant improvement in performance and deliver absolute reliability".

Designed for cylinders with chrome-plated cast iron barrels, Vertex says they stand out "not only for their good performance, but also for durability that is especially tuned to the rigours of the harshest use, even urban commuting".

Updated for the latest scooter models and offered at what Vertex says "advantageous pricing" compared to OE spare parts range replacements, stand-outs include pistons for the Aprilia Scarabeo 50/250, KYMCO People and Agility 50, Piaggio Vespa PX and Liberty 125/150, Aprilia D-Tech injection 50 and Honda SH 150.

In addition to Vertex's basic Replica version, the company offers a performance upgrade in its High Compression version for sportier scooter models such as the Yamaha T-Max and Majesty and the

Suzuki Burgman, which "optimises and significantly improves performance".

Vertex also produces pistons for vintage scooters, including the timeless Piaggio models, including the various Vespa versions.

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Barkbusters handguard mounts - Tiger 660 Sport

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

Barkbusters kits allow riders to switch out "inferior OEM offerings with the best quality hand protection on the market". This new kit is designed for the 2022 and up Triumph Tiger 660 Sport.

The full wrap-around aluminium hardware is compatible with several of Barkbusters' most popular two-point mounting handguard designs - including its JET, VPS, award-winning STORM and high strength CARBON.



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

Founded in 1984, additional new kits added recently include the 2022 Kawasaki KLR 650. 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.

BARKBUSTERS
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'Mustang Light' jacket

The 'Mustang' jacket has been part of the Hevik Café Racer range since 2020, and now there is a 'Light' version available.

The new version is made of ultra-thin and resistant buffalo leather, softened by a special aniline treatment. Now also available as a version for females, 'Mustang Light' is equipped with a

removable thermal layer, protections on shoulders and elbows and CE certification class AA.

"The strong point of this jacket with its short cut and retro spirit is undoubtedly the buffalo leather outer layer, which, thanks to its thickness, better follows the lines of the chest," the company says. Suitable for the summer season, the jacket has a removable, vest-cut polyester inner padding that extends its period of use throughout the year. The outer shell is made from aniline-dyed full grain buffalo leather, the lining is 100% cotton, covered with a layer of dark green cotton.

Internal CE protectors are concealed at the shoulders and elbows. There is also a compartment for a back protector (Hevik HFB Protector and HCB Protector models).

Combining vintage style and practicality, 'Mustang Light' has an adjustable fit and features zip and buttons on hips and elbows, a jacket-pants fastening system, elastic side bands and breathable areas, elasticated areas on the chest and shoulder blades, as well as numerous pockets. It is available in black.



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Toprak Razgatıoğlu - Pata Yamaha with Brixx WorldSBK



Pata Yamaha with Brixx WorldSBK's Toprak Razgatıoğlu has recently been named "The King of Donington Park (UK)", after taking his first hat-trick of three race wins in the 5th round of the 2022 FIM Superbike World Championship.

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KTM 1290 Super Duke R

Italian suspension specialist Matris has new applications available to improve the front and rear suspension on the 2020 - 2022 KTM 1290 Super Duke R.

For the front forks, and featuring the Matris "Quad Valve System", the F25R-X 25 mm cartridge allows full adjustment of compression, rebound and preload.

For even further improvement in suspension response and handling, Matris' top of the range sealed and pressurised asymmetric F25SA hydraulic cartridge avoids the risk of fluid cavitation and offers greater and easier tuning of the suspension set-up. It decreases the weight by using lightweight alloy oxidation surface treatment for all the components -



ensuring long-term product reliability and durability. The design allows rapid disassembly of the hydraulic cartridge unit without removing the fork, is supplied with specific high-sliding fluid and is especially suitable for sports and racing use. Both cartridges replace all the original internal fork parts and are ready to fit without any modification to the original fork.

For sport riders seeking to reduce front wheel shake to provide greater stability at high speed, Matris also recommends its fully adjustable "speed sensitive system" SDR or SDK steering damper - an easy install onto the original supports.

For the rear, Matris' co-owner Alberto Turcato recommends either its mid-level M46K or M46R top-level shock absorber upgrades. Both are multi-adjustable in compression, rebound, length and preload, and equipped with a knob-hydraulic spring preload unit.

The 'R' is a 'tour de force' - it has an aluminium alloy cylinder with lapped finish and hard oxidation surface treatment. The 46 mm piston with 'flow dynamics' is specially designed for better control of the suspension's movement and a 16 mm high tensile alloy steel piston rod with hard chrome coating has a lapped finish with PVD TiN (Titanium Nitride) surface treatment.

Like all of Matris' premium shocks, the M46R is fully rebuildable and revalveable. The silicone chromium alloy steel spring is available in different rates based on the bike model and weight, and the separate N2



gas pressurised expansion tank features a fully floating piston.

"Our computerised engineering systems are used to design and produce all the components and we only use materials of high-end technical and mechanical characteristics," says Alberto.

"High-precision machining reduces weight and friction to improve sliding, high temperature stability, and the effectiveness of fine damping adjustments to ensure the greatest sensitivity and confidence to the rider and excellent stability of the rear axle. With both our M46 shock absorbers, the difference in damping is easily perceptible with every click of adjustment."



MATRIS S.R.L.

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LV Corsa Black Edition

Italian exhaust specialist LeoVince describes its new LV Corsa 'Black Edition' 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 AISI 304 stainless steel to give riders the durability and resistance to corrosion they want and are introducing a deep matt black: a ceramic-based paint that enhances its shape with a more aggressive look, giving you the best



resistance to high temperatures and scratches.

"The end cap has a laser-etched LV racing logo and the three debossed shapes for that unmistakable extreme racing look. The handmade TIG welds require specialised welders and provide the highest quality

joints - our guarantee of best quality and durability. The laser-etched LV logo stands out in the black of the exhaust sleeve, guaranteeing all-Italian design.

"The voice of the LV Corsa Black Edition is just as unmistakable. Developing this exhaust, we used an open shape body that allows the rapid and direct flow of the exhaust gases, tuning the LV Corsa Black Edition voice to the deepest and the most race-like notes: the real sound of the racetrack, without compromise.

"High temperature resistant LV Corsa grade one titanium and 2x2 twin pre-peg carbon fibre versions also available - to give riders the performance, durability, corrosion resistance and choice they want".

LEOVINCE

Monticello d'Alba (CN), ITALY

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www.leovince.com

Dynojet Stage 2 kit for Beemers

This Stage 2 kit from American performance specialist Dynojet is "all your Boxer engine will ever need to make it run like it should", according to the North Las Vegas, Nevada based company.

The kit consists of a dry element air filter to keep out the dirt and particulates while still letting in all the air that the prepeg carbon fibre velocity stacks can flow - combined with the Power Commander 6 to optimise the fuel curve and deliver increased

performance over stock.

Fitments include the 2014-2018 BMW R1200GS and 2015-2018 R1200RS; available from Dynojet offices and distributors in Europe.

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Ermax for Honda NT1100

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

Ermax sells its products in France through some 1,450 dealers and distributes worldwide to more than 50 parts and accessory importers. 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 new 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. That has resulted in a product range that combines quality, ergonomics and riding comfort with aerodynamics, durability and strength.

Since his start in business, Roger has seen race team support as an important credential, and down the years, Ermax designs have featured on world championship-winning bikes in disciplines such as MotoGP, Endurance SBK and others. In 2019, Ermax became an official supplier of KTM Red Bull Tech3 MotoGP and Moto2, Moto3 CIP KTM and WSS Yamaha GMT 94.

Best known for its huge range of screens, seen here are new options for the 2022 Honda NT1100. The high protection design is 60 cm tall and features integrated frontal air intakes. This offers the optimum weather protection for the head and is available in clear, grey, light brown and light black.

Ermax also offers a replacement 49 cm OEM height screen in the same colourways, also with the frontal air intake.

For a slightly sportier look, the 47 cm Ermax Sport Screen for the NT1100 is available in seven colours. The front air intake is proven to reduce turbulence at high speed and reduce fogging in wet weather. Made in 3 mm thick, thermoformed cast PMMA



(methacrylate), like all Ermax screens, it is delivered ready to fit.

Also seen here, this white LED taillight with turn signal "i" is an essential element to improve the aesthetics of the rear of the motorcycle. It also optimises safety with powerful super bright, long-life LEDs. It installs as a modification-free, fully reversible direct replacement for the OEM design".



ERMAX S.A.S.
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www.ermax.com

Kappa 'Stryker' soft bags

Last year Kappa launched 'Stryker', a design line initially consisting of two universal and expandable soft bags. The collection now has an additional three new items: the ST102W waterproof cylinder bag, the ST103W saddle bag and the practical ST104W cargo bag. All models share the same materials, adjustable straps for quick attachment and the "decidedly inclusive price".

All bags are adaptable to all motorcycle models with a practical and secure fastening system. They are made of durable, seamless, high-frequency welded tarpaulin PVC and equipped with a practical twist lock, ensuring that contents stay dry. The bags are made in accordance with Reach regulations and are waterproof and wear-resistant.

With a 30-litre capacity and a fairly compact



size, the ST102W cylinder bag can be attached to the saddle or rack via two adjustable elastic straps supplied. There is also an easy-carry handle and a shoulder strap. Dimensions are 50 x 27 x 27 cm (l x h x d).

The ST103W saddle bag has a 40-litre capacity, and attachment is also by two supplied adjustable universal elastic straps. Dimensions are 54 x 30 x 30 cm (l x h x d). The ST104W is a versatile and compact 15-litre capacity cargo model, also ideal for carrying by hand, that can be attached to the rack or on top of the side case using four adjustable and universal straps. Technical features include a practical rear mesh pocket, reflective prints for improved visibility and a reinforced interior to provide greater support to the structure of the bag. Dimensions are 38 x 26 x 16 cm (l x h x d).

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New five-piece restyling kit for 02-07 Honda CR 2-strokes

Always bang on trend, Portuguese performance parts specialist Polisport has released a new take on its 2002-2007 CR restyling kit. With the new CRF models released in the past two years, Polisport felt the need to refresh its popular restyling kit for the Honda CR 2-strokes.

Now with a 2022 style that will completely refresh the look of the CRs from these years, this kit is a direct bolt-on plastic kit, without the need for special hardware or changes to the bike seat or tank.

The kit will include five parts: front fender, number

plate, radiator scoops, side panels and rear fender. All parts are designed to match the latest CRF design and available in red, white, black and Nardo grey.



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Surflex clutch power for Husqvarna T2/4 MX and Enduro

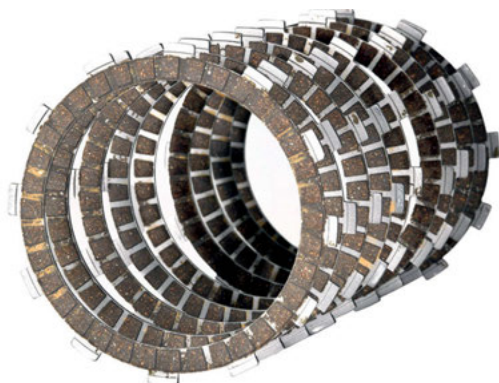
With over 70 years of experience with clutch components and friction materials research, Italian specialist Surflex is one of Europe's leading replacement and upgrade clutch manufacturers.

Seen here are Surflex' new complete clutch disc kits for Husqvarna two and four-stroke Enduro and motocross models. Designed and engineered to guarantee the kind of maximum efficiency and reliability required of competition level performance, they have nine die-cast, aluminium friction discs and eight middle steel discs.

The off-road specific friction coating developed by Surflex is composed of a fibre mix and technologically advanced resins delivered after extensive R&D to provide a homogeneous and stable high-performance material.

The result is a reliable coefficient of friction and excellent resistance to

high temperatures and abrasion - meaning that the clutch is more easily modulated and can avoid sudden breakage or loss of bonding, even under the prolonged stress generated by



motocross and Enduro racing, allowing all the engine power to get to the surface. These kits are 100 percent interchangeable with the original factory specification clutches used by Husqvarna.

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PLUG AND PLAY SOLUTION



Eleveit X-Treme



Following the success of its X-Legend suit and boot, Ivo Zanatta's Veneto, Italy based Eleveit's off-road suit, the X-Treme, leverages Zanatta's off-road experience and its involvements in off-road racing, such as with the official Fantic team and in the Enduro World Championship.

The X-Treme jersey is made of light polyester for a slim fit. It is extremely breathable in the underarm area, along the sides and behind the collar, allowing for the utmost airflow. For the X-Treme pant the material chosen by Eleveit is a "highly scratch-resistant polyester that resists high temperatures and offers four-way elasticity for excellent and perfect mobility".

The rear of the new X-Treme pant is in polyamide, allowing for increased resistance, while rubber air intakes positioned in the knee area and a breathable net behind the calves allow for improved air flow. A classic leather coating in the inner-knee area provides increased grip during off-road riding, while pleated spandex has been inserted on the front of the knee and in the

lower back area.

The gloves have been updated with a breathable mesh for the upper, to allow for optimal airflow. The palm is in Nanofront and padding inside the glove reduces blistering. Nanofront is also used between the thumb and index finger, with TPR Sonic patches applied to provide increased protection for the fingers.

Also seen here, the new X-Legend Gold is a limited edition boot with the same high-tech spec as the standard Legend, such as the controlled forward and controlled lateral flexion, but with a special colour scheme - white with gold



finishing, as worn in past seasons by the ex-world champion Alex Salvini in the EnduroGP and this season by Andrea Adamo and Alberto Forato in a number of rounds of the MXGP.

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WRP handlebars - "racer confidence"

Italian distributor, parts engineer and brand owner Wind Trading says that its "WRP Taper-X handlebars and Pro-Bar oversized handlebars are designed to meet or even exceed the strength and quality of OEM bars.

"WRP's fleet of sponsored riders prove this race after race, as they put their bikes and their handlebars through extreme situations on a regular basis. Ten of the 60 riders competing in the 2022 MX2/MXGP season have full confidence in WRP handlebars, making WRP one of the top two handlebar providers in the series".

Confidence is something that can be difficult to measure, but WRP has done it by adding up the number of professional racers who trust the brand's handlebars - a simple way of judging how reliable its handlebars are, but an effective way too.

This season, WRP Taper-X and Pro-Bar handlebars are being used by Factory Beta SDM Corse and JWR



Honda in MXGP. SM Action GasGas and KMP Honda use WRP handlebars in both MXGP and MX2.

Among the standout riders on those teams are Beta's Jeremy Van Horebeek and GasGas' rider Alberto Forato in MXGP, as well as GasGas' rising star Andrea Adamo in MX2.

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MIVV X-M5 for Monster 937

Ducati OEM exhaust manufacturer (Monster, Diavel, Streetfighter) MIVV has a new Euro 5 approved application of its X-M5, tuned specifically for the 937 cc Testastretta 11-degree L-twin.

The double outlet on the right side of the stock system is replaced by a 2 in 1 slip-on that preserves the original position - a connection pipe with the original silencer is supplied, as well as an elegant carbon heat shield.

Based on the experience acquired by MIVV in the MotoGP, Moto2 and Moto3 Championships, the X-M5 "represents the perfect synthesis between racing style and performance".

Equipped with a 3K twill carbon end cap and a removable protective grill that hides the dB killer, its conical shape and compact dimensions produce what is described a

convincing sound.

It is available in Grade 1 titanium with a "pearl effect" finish or 304 stainless steel with a "Black Moon" effect finish that uses a ceramic-based high temperature-resistant coating.

MIVV says that the X-M5 for the Monster 937 delivers +5.30 hp of maximum power gain at the rear wheel, +0.50 Nm of maximum torque and a -1.40 kg weight reduction.

An optional performance-improving stainless steel Decat pipe is offered. Designed for MIVV slip-ons, it can also be combined with OEM mufflers.

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Folding trolley

GIVI's E206 accessory transforms all cases equipped with the Monokey attachment system, both top and side cases, into a handy trolley. Streamlined yet sturdy, incorporating high-tech features, it has a telescopic pull handle and "will be a welcome companion to your travels, ready to scoot off on its own two wheels once you reach your destination". A similar accessory is already available from GIVI (the S410), with a more structural trolley case, to be attached directly to the Monokey plate, joining it to the top case. The E206 model is the 'light' alternative, "cheaper and thus more appealing to a wider range of bike and scooter owners".

This folding trolley is equipped with wheels



with noise-reducing ball bearings, which can be replaced if necessary, and a telescopic handle with a lengthy extension. The production materials used are steel, extruded aluminium and mechanically stress resistant plastic for several components.

The E206 measures 39 cm when closed, while when open the wheeled base is 27 cm wide and the main structure extends to a height of 100 cm, thanks to the telescopic handle. It can easily be accommodated inside a soft bag or in a top case, inserted in the netting under the lid.

GIVI S.P.A.
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Guzzi V7 power and torque gains

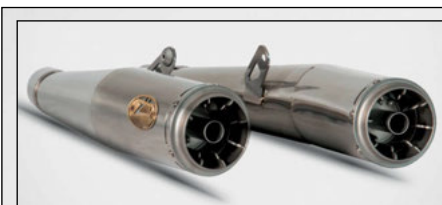
Leveraging the company's racetrack experience in the Fast Endurance Moto Guzzi Trophy, Italian exhaust manufacturer Zard has developed this Euro 5 compliant slip-on system for the Moto Guzzi V7 850.

Featuring a "muscular design enriched by refined details such as the laser-cut bronzed logo and stainless steel fins inside the end caps, these Zard mufflers enhance the character of the powerful new 850 cc Moto Guzzi V7 - the Special and Stone models".

Hand welded, this dB killer-equipped dyno and road-tested slip-on system is made entirely of AISI 304 stainless steel, titanium and carbon fibre and offers significant weight reduction compared to the original exhaust (5.0 kg compared to 9.2 kg) and is said to deliver increased torque and power, while maintaining Euro 5 homologation (Directive 97/24/CE, EU regulation 134/2014).

Installation does not require any ECU retuning. The kit is available in both polished steel and black coating finishes. The black ceramic coating is resistant right up to 1,000 degrees C.

ZARD S.R.L.
Baldichieri d'Asti (AT), ITALY
Tel: +39 0141 659239
sales@zardexhaust.com
www.zardlab.com



S 1000 RR carbon winglet kit

German carbon fibre specialist Ilmberger has added the BMW S 1000 RR to its range of winglet upgrade kits.

"In addition to the opportunity to give your 'S' the distinctive 'M' look, and a 'racetrack look', our winglet designs are not just trend-following optics - they do have a positive effect on handling.

"This means more downforce at the front wheel - which translates to more stability during acceleration and braking and at higher speeds. Our carbon winglets have the bracket design, which is also used in MotoGP, and have been tested in the

toughest conditions in the IDM."

Delivered with ABE (therefore no additional registration is required), there are two mounting options. They can be mounted in conjunction with Ilmberger carbon fairing side panels - on the left and right. These have already been prepared for the installation of the winglets and contain the necessary holes for the attachment.

The second option is to mount the winglet on the original side panels. For this purpose, the winglet kit includes a drilling template and reinforcements for the inside of the fairing.



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NEWS BRIEFS

Steve Harris, the founder of Harris Performance in the UK, died in June aged 73. His early work as a welder included F1 Lotus chassis building. He started his own business in 1972 and with brother Lester and fellow director Steve Bayford set up Harris Performance selling approximately 2,000 Harris Magnum frame kits in five versions, plus making numerous frames to order. Paying customers included world champion Barry Sheene. Harris was involved at world championship Grand Prix level, WSB and with a MotoGP project for Sauber Petronas. Recent work included chassis design for Royal Enfield singles and twins. In 2015 Harris Performance was bought by Royal Enfield.

The fifth edition of the European KTM Rally will be staged in the south of France with the city of Quillan in the French Pyrenees as the base from 14-17 of September. For 2022, the flagship KTM community event is limited to 150 riders. Entry is open to any KTM Adventure or Enduro R model owner.

Yamaha announced that it is accelerating its carbon neutrality goal for its factories - including those overseas - to 2035. This represents a 15-year jump as the original target year to achieve carbon neutrality in the revised Yamaha Motor Group Environmental Plan 2050 announced in July 2021 was 2050. To achieve the new goal, it will push initiatives centred on minimising energy use as well as relying on cleaner energy. The projected result of these moves by 2035 is a 92% reduction in CO2 emissions (compared to 2010). Remaining CO2 emissions will be offset by internationally recognised methods to achieve the plan by 2035.

ACEM management team

The European Association of Motorcycle Manufacturers (ACEM) has announced new senior leadership appointments, with Michele Colaninno, Chief Executive of Global Strategy, Product, Marketing and Innovation of the Piaggio Group (PIA.MI) as the new President.

The association also appointed three Vice-Presidents to support the President in his mission to lead the organisation during his two-year mandate - Stefan Pierer, CEO of KTM AG, and outgoing ACEM President; Dr Markus Schramm, Head of BMW Motorrad, and Eric de Seynes, President of Yamaha Motor Europe N.V.

Colaninno is quoted as saying: "I would like to congratulate Stefan Pierer, who has brilliantly been acting in this role for five years. I am very thankful to my colleagues for trusting Piaggio in this



ACEM new leadership, left to right: Eric de Seynes - President of Yamaha Motor Europe, Stefan Pierer - CEO of KTM, Michele Colaninno - Piaggio, Markus Schramm - Head of BMW Motorrad.

prestigious and challenging role.

"I look forward to promote our priorities as outlined in the Vision 2030+. The European motorcycle

industry will keep working to bring innovative and low-carbon vehicles to the market, for commuting, leisure and urban mobility."

Vertex & WPS Arrowhead owner buys Bihr

Blaine, Minnesota based Arrowhead Engineered Products (AEP) has agreed to acquire 100% equity ownership of Bartenheim, France based distributor Bihr from present owner Alcopa of Kontich, Belgium.

AEP is the owner of Vertex Pistons, in Italy, and Boise, Idaho based domestic U.S. distribution major Western Power Sports, plus an impressive portfolio of mostly American powersports industry parts and accessory brands such as All Balls Racing, Hot Cams, Pivot Works and Cylinder Works.

Alcopa, which traces its roots in automotive and motorcycle distribution in Belgium and beyond back to 1937, acquired Bihr in 2010. In recent years it has been funding an aggressive strategic acquisition



John Mosunic, CEO of Arrowhead Engineered Products

programme to grow the Bihr business footprint. This has included the MotoDirect Distribution, RST Apparel and Race FX operations in the UK and, most recently, noted Hamburg, Germany based distributor and brand owner Paaschburg & Wunderlich.

AEP itself saw a majority stake in its business bought by the massive Genstar Capital private equity firm in the USA last year, having previously been in the ownership of the Riverside

Group, whose backers included Investcorp/Bahrain Sovereign Wealth Fund.

Bihr was founded in 1975 by industry veteran Cyrille Bihr and these days has a portfolio of some 350 brands (including being a major player for Arai Helmets in Europe) and distributes some 200,000+ SKUs to a growing network of 15,150 dealers across 20 countries from a total distribution centre footprint of over 54,000 sq m.

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