

INTERNATIONAL DEALER NEWS

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Honda accelerates Zero Carbon plan: ten electric models by 2025

With deadlines for the demise of the internal combustion engine starting to appear around the world, motorcycle makers are under pressure to switch to electric power. Honda is the latest to come forward with bold plans that start with an onslaught of at least ten new electric models by 2025.

Honda plans to reach annual electric motorcycle sales of one million per year within five years and 3.5 million per year by 2030. That would be 15% of Honda's present global motorcycle sales. Honda will unveil two 'commuter' electric motorcycles between 2024 and 2025 for markets in Asia, Europe and Japan, plus five lower-performance electric mopeds - with top speeds between 25 and 50 km/h - and lower-performance 'electric bicycles' with top speeds under 25km/h. Honda also plans for 'FUN EV' models, launching in Europe, Japan and the US between 2024 and 2025. These higher-performance models are represented in silhouette form in images that accompanied the announcement. The

three bikes include a maxi-scooter, a retro-inspired roadster taking cues from the 'Neo Sports Café' look adopted by the CB650R, CB125R and CB1000R, and a lower-slung, cruiser style bike. In stance, the bikes are reminiscent of the Honda Integra, NC700 and CTX700 models of a few years ago - all based on the same platform, but targeting very different customers. Honda also plans



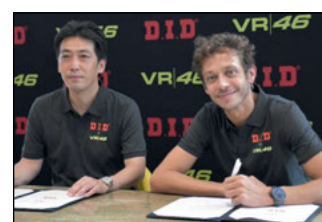
an eleventh model, the Kids Fun EV, which will be an off-road minibike aimed at children in Europe, Japan and America. The technology will see the battery, PCU and motor combined into a bike's body for improved efficiency and reduced costs. Solid-state battery technology is due to appear in prototype form by 2024 and reach production in the second half

of the decade. They use a solid rather than liquid electrolyte and promise to be safer, faster charging, lighter and more power-dense than current technologies. Honda has also reiterated its support of battery-sharing tech, based on a standardised, swappable battery pack - as seen with Honda's Mobile Power Pack (MPP), used in the PCX electric scooter, Gyro-e and Benly-e in Japan.

Along with Kawasaki, Yamaha and Suzuki, Honda has established a standard for swappable batteries in Japan and is working with European manufacturers to create a similar standard in Europe, with the aim of creating an ecosystem of battery-swap stations to allow instant refills.

Despite all this, the internal combustion engine isn't being forgotten. As the basis of Honda's success, the company is working to develop low-CO2 and carbon-neutral ICE models, introducing flex-fuel bikes in India, with E20 (20% ethanol) compatible machines in 2023 and E100 (100% ethanol) models in 2025. Honda already has 100% ethanol bikes on sale in Brazil.

DID - VR46 PARTNERSHIP



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Letter from Ukraine



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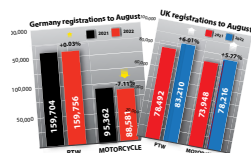
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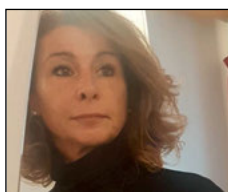
COMMENT - Pick your crisis! 4

Looking for a crisis? Robin Bradley says there's no shortage of choices. If the war between Russia and Ukraine doesn't inspire, how about global economic downturn? Inflation? Materials shortages? Energy pricing? Sabotaged oil pipelines? Our "Little Shop of Horrors" has them all and more besides!



MARKET STATISTICS 6-7

It's a mixed picture - when is a downturn not a downturn? When a downward trend in new motorcycle registrations still leaves most of the major markets in Europe posting record or near record unit sales numbers.



LETTER FROM ITALY 28

Production investments and new product R&D - Elisabetta Quadrini of Turin based Newfren points to the importance of production investments and new product R&D as being one of the few positive ways of dealing with the issues that all businesses are facing one way or another at this time.



SAUDI ARABIA 32

As Barcelona based MotoGP rights holder Dorna announces that India is on the race calendar for 2023 (definitely a good thing), how does the signing of a deal to race in Saudi Arabia square with a corporate world scrambling to cloak itself with ESG credentials?



BRADLEY REPORT 8-14

Honda: We have a slew of Honda news in this month's edition - at least three new corporate alliances, Q1 results, celebrating 50 years of MX models, latest fiscal results and, at last, something to back up the Honda Hornet hype.



ASIAN POWERSPORTS NEWS 18-19

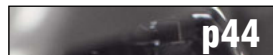
QJ Motors' Benelli brand continues to make the news, Benda gets Chinese approval for its V4 cruiser, and Ben Purvis asks if the new JEDI K750 Suter collaboration parallel twin is the most advanced and best looking sports bike to come out of China so far?



MotoFUTURE 16-17

Energica says goodbye to the FIM Enel MotoE World Cup, Can-Am releases the first concept drawings, Zero gives a debut to the world's first electric ADV model, and Kawasaki finally appears to be closing in on electric and hybrid production readiness.

PROGUIDE 34-60



War, prices, labour shortages, lockdowns, energy, logistics, materials - pick your crisis!

We are surrounded by multiple international crises. From the potential death of democracy as we know it to a global financial system that doesn't know whether to go backwards, sideways, up or down in its efforts to bring inflation under control and head off pending global recession, we are surrounded by doubt and uncertainty.

Even though the well documented supply chain meltdown we have been enduring is showing signs of abating, the talk remains of recession.

Generally speaking, some combination of five things happens in a recession. First and most fundamentally of all, people stop being able to buy our products. Then the factories, vendors and service providers we depend on to get materials, components and finished products to where they are needed can't supply. This happens because they have had to lay off their people due to softening demand, or worse still, they have had to close down completely.

Either way, the collapse in the trade cycle creates a swollen labour pool as people are laid off. Without work, they can't then afford to buy our products. Which is why our vendors have to lay more people off or close down and which is why people can't afford to buy our products. Which is why businesses close and lay more people off, etc. etc. Round we go, down we go.

This self-perpetuating decline cycle results in price reductions because of reduced disposable income. Recession becomes weaponised as a primary tool with which to fight inflation. In the United States, the 'Fed' has openly talked about it needing to see (albeit short and shallow) recession in order to break that cycle that interest rates alone are no longer able to do.

Next, because businesses are not making enough (or any) money, they are not generating the investment capital they need. So, as debts mount, cutbacks to the two things that are closest to survival magic bullets that they have - new product R&D and brand building - get switched off. The problem with that is that an almost infinite amount of research (going back to the 'Long Depression' of the 1880s in the United States) shows conclusively that of all business spending cutbacks, and that along with lack of capital, they are the two cutbacks that are the most closely linked to business failures.

Here's the irony. While some businesses in some markets are for sure having a hard time already, closing down even, our problem isn't declining output, triggered by declining demand, but declining output despite the high level of demand. We can't make enough of our products - motorcycles and scooters - to meet the robust demand that exists.

And ours isn't the only market where this is happening. Certainly not the only specialty leisure market. Okay, we are a 'cross-over' in that some of our product lines are aimed at urban mobility - and that is less of a "discretionary" than pure leisure riding. But nonetheless, demand in the motorcycle industry is pretty strong, pretty consistent, robust and growing even - in most if not all segments of the broader PTW market.

There is demand out there. Regardless of what the registration statistics suggest, there is potential growth to be had, but the feet on our hosepipes, such as supply chain issues, are way above our pay grade. Although there are signs of those

particularly complex issues abating, there are plenty of others ready, willing and able to take their place.

While war, pricing, labour shortages, pandemic lockdowns, energy, logistics, materials, capital availability and the other issues we are faced with are demand-side problems for vendors, demand for our finished goods is not yet diminished.

We appear (almost certainly) to be headed for a recession in 2023 (the UK and some other markets are already, effectively speaking, in worsening recessions), yet employment remains high (record highs in some countries), levels of available unemployed labour are low (record lows in some markets and for some skills), prices are still rising across the board and factories are pretty much selling everything they can ship.

Typically, high levels of employment and low levels of unemployment would be the hallmarks of robust, well performing markets and we'd all be enjoying 'the good times'. Instead, this time round, these appear to be the hallmarks of a fragile market that is eyeing uncertainty.

So, is this a crisis, yes or no? If it is, then what kind of crisis is it, when will it play out and how?

Nobody can answer these questions at this stage - all any of us can do is hope for the best, but prepare for the worst. Which of itself is a kind of crisis - a crisis of confidence. We all understand that if something can go wrong, it likely will, but there's a danger that preparing for it to happen can become a self-fulfilling prophecy.

The latest survey of new motorcycle and wider PTW (Powered Two-Wheeler) market registration statistics that we have

been able to put together for this edition does not help to draw any conclusions. The reports present a mixed picture.

There definitely is somewhat of a downward trend, but it is growth that is softening as the year plays out. The reported sales levels in at least three of the "Big Five" markets are still close to record levels for the time of year (the first eight months). The latest ACEM data (January to June 2022) puts the 'majors' (which account for over 80 percent of new model registrations) doing okay at mid-year, essentially flat at just -0.5% year-on-year.

In aftermarket terms, there continues to be market consolidation, with Mergers and Acquisitions (M&A) activity (on both sides of the Atlantic) running at record levels in the past 24 to 36 months.

Finally, and sad to report, there is continued atrophy on the industry expo landscape. As I write, the market is just a few days away from witnessing the dramatic contraction of the once all-conquering INTERMOT Expo at Cologne, Germany. Not something that augers well as the high mileage, large displacement riders of northern Europe are the true ringers of the market's cash registers.

“round we go, down we go”

Robin Bradley
Publisher

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EXCELLENT VIBRATION RESISTANCE
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Italy - motorcycles +4.56% to August

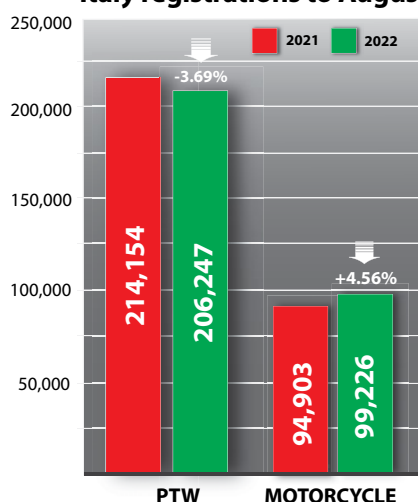
The new year started strongly in Italy with motorcycle registrations +23.31%, +27.81% and +16.18% for January, February and March respectively. However, despite an uptick in August, the overall market uncertainty that IDN reported seeing from April onwards has continued.

According to the latest available data from ANCMA - the motorcycle industry trade association in Italy - Motorcycle registrations were up in August at 6,870 units (+13.50%). Despite that being the best August since before 2014, it is historically the first of the five months that define the slower "second half" of the market in Italy - some 75% of annual new registrations happen in the first seven months.

Although the YTD market performance to August is up slightly following several months of decline, at +4.56% (99,226 units), it looks like the phenomenal growth that defined the first quarter in Italy will likely play out as a "broadly flat" annual market come the year end.

Indeed, the total PTW registrations data for Italy for the period to end of August show an overall market

Italy registrations to August



that is already in negative territory at -3.69% (206,247 units). However, though down on 2021 so far, it is still the second-best first eight months for the

Italian PTW market since 2011.

Of the units registered YTD, ANCMA is classifying 107,021 as scooters, which is -10.26% compared to the first eight months of 2021.

The Benelli TRK 502/X was again the top selling motorcycle YTD at 5,712 units, which also makes it the third best seller overall behind the Honda SH 125 in first spot and Kymco Agility 125 R16 in second. The BMW R 1250 GS is the second bestselling motorcycle (3,132 units YTD), followed by the Ténéré 700, Multistrada V4/S and the Keeway RKF 125 (recorded as the top-selling 'naked' style motorcycle YTD with 1,982 units registered).

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).

Spain - motorcycles +7.55% to August

Marking an improvement in the sales action seen in Spain in March, April and July this year, the latest data from ANESDOR - the motorcycle industry trade association in Spain - show that motorcycle registrations in August were +1.66% (11,518) units and that growth for 2022 is firmly established at +7.55% YTD (119,210 units).

In motorcycle terms this has been the second-best market performance for the first eight months in Spain since before 2009 and only some 1,500 behind the 2019 record.

Moped registrations in Spain were

-8.49% YTD at 10,623 units, but total PTWs were running at +6.03% YTD at 129,833 units registered so far.

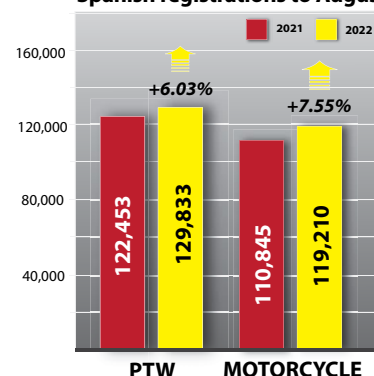
Demand for electric powered PTWs was +30.9% in August at 1,068 units. Honda remains market share leader in Spain with a 22.1% share (26,299 units), followed by Yamaha (11.4%, 13,647 units), Kymco (6.9%, 8,218 units), Piaggio (6.7%, 7,940 units), Sym (6.6%, 7,921 units) and BMW (6.3%, 7,481 units).

Honda's PCX 125 and SH 125i are the top-sellers, followed by the Sym Symphony 125, Kymco Agility City 125

and Honda Forza 125.

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 August



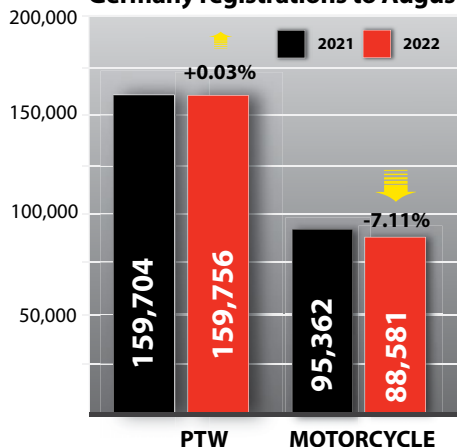
Germany: motorcycles -7.11% to August

While most of Europe's 'Big Five' major markets (Italy, France, UK and Spain) 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 some good results, but, as predicted by IDN in the last two editions, a downward trend has set in with registrations at -27.39% (11,198 units) in June, -21.95% (10,394 units) in July and, according to the latest data available from the IVM (the motorcycle trade association in Germany) a somewhat less dramatic -7.96% decline (9,817 units) for August. For the first eight months of 2022 motorcycle registrations were -7.11% at 88,581 units - the worst since 2017.

In total PTW terms the German market is essentially flat with new registrations for the first eight months of 2022 running at -0.03% (159,756 units) - though that is still the second best for the first eight months of the year in Germany since before 2009 and only some 4,250 units lower than the 2020 record.

Germany registrations to August



The top selling motorcycle in Germany YTD was the BMW R 1250 GS with 7,084 units sold for an 8.00% share of the total market - remarkable for a single model - and way ahead of the Kawasaki Z900 in

second (3,107 units). Followed by the Yamaha MT-07 and Tenere 700, Honda CRF 100 Africa Twin and CB 650 R Neo Sports Café, Kawasaki Z650, Suzuki SV 650, Honda CMX 500 Rebel 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 21.56% share (19,098 total units sold YTD). Honda is a distant second with a 11.26% share (9,970 units), followed by Kawasaki (11.10%/9,833 units), Yamaha (8.29%/7,347 units) and KTM fifth (8.23%/7,289 units). The top ten sees Harley-Davidson in sixth followed by Ducati, Triumph, Suzuki and Royal Enfield 10th (3.25% share/2,883 units sold YTD).

For the record - motorcycle registrations for the 2021 full year in Germany were -11.90% (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).

H1 European registrations -0.5% in 'Big Five' markets

Released in late August, ACEM - Europe's Brussels based international motorcycle industry trade association - shows registrations of motorcycles and mopeds in Europe's largest markets remaining "stable" for the first half of 2022.

"Registrations of new motorcycles in five of the largest European markets (France, Germany, Italy, Spain and UK) showed a slight decrease of -0.5% (532,980 units) during the first six months of 2022, compared to the same period of 2021 (532,460 units)". The 'Big Five' markets account for just over 80% of European registrations.

Some of the largest European

motorcycle markets registered increases, including Germany (117,800 motorcycles registered, +1.7%) and Spain (91,870 units, +10.7%). Registrations decreased in France (108,000 units, -6.4%), Italy (161,500 units, -2.8%) and the UK (53,650 motorcycles registered, -2.3%) compared to the first half of 2021.

The moped segment performed slightly better during the first six months of 2022. Moped registrations reached a total of about 134,500 units in the six largest European moped markets (Belgium, France, Germany, Italy, the Netherlands and Spain). This represents an increase of +1.0% in comparison to



the first six months of 2021.

Commenting on the current situation of the sector, Antonio Perlot, ACEM Secretary General, said: "In recent months, two-wheeler sales have been affected by logistic disruptions at international level. This led to a backlog in vehicle deliveries in several European

markets. Sales were also affected by rising energy costs and inflation, higher interest rates and broad economic uncertainty.

"Registrations for mopeds and motorcycles in Europe remained stable in comparison to the first half of 2021. Due to their relatively low purchasing and running costs, two-wheelers have fared much better than other private means of transport.

"We will know whether 2022 was a good year for our sector when the aggregated figures for the first nine months of the year become available." That data may not be available from ACEM until after EICMA.

UK: motorcycle registrations +5.77% for first eight months

It is odd to be pointing to a downward trend in a market where YTD new motorcycle registrations are +5.77% (78,216 units) for the first eight months of the year, but despite the most recent available data from the MCIA (the motorcycle industry trade association in the UK) showing that August was the first month of market growth since April (+2.30%/8,171 units), that is the inescapable conclusion of a YTD analysis.

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 +3.86% (10,627 units) for April and -11.02%/11,237 units, -15.59%/11,801 units and -11.90%/10,181 units for May, June and July. The year-to-date sales trend for motorcycles has

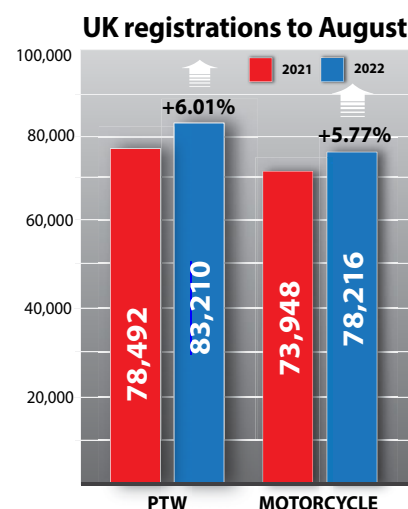
declined every month of the year since January and now sits at +5.77% so far in 2022. Though at 78,216 units YTD, 2022 has still seen the best market performance for the first eight months of the year in the UK since 2016.

Total new PTW registrations were +2.66% (8,768 units) and -11.39% in July (10,925 units) and running at +6.01% for the first eight months - 83,210 units compared to 78,492 last year.

Within that data, total scooter sales in the UK were +2.9% for the first eight months at 23,065 units; the top selling scooter in the UK in August was the Honda PCX 125.

Honda was market share leader in August (1,509 units sold), followed by Yamaha, BMW, Triumph, Lexmoto, KTM, Royal Enfield, Piaggio, Benelli and Kawasaki.

For the record - motorcycle registrations for the full year



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

Australia - motorcycle, scooter and ORV sales -14.2% for first six months of 2022

The FCAI, the trade association for Australia's automotive and motorcycle industry, says that a total of 47,929 motorcycles, scooters and ORVs were sold in Australia from January to the end of June 2022.

This represents a decrease of -14.2 per cent on 2021 figures (7,911 fewer vehicles sold).

Road-going motorcycles grew by +4.8 per cent (18,164 units) and scooters grew by +11.4 per cent (2,784 units). However, off-road motorcycles and off-road vehicles declined by 12.7% to 19,406 units and by -45% to 7,575 units respectively.

Off-road motorcycles had two exceptional sales years in 2020 and 2021 as many people purchased these motorcycles to enjoy recreational

activities during the COVID period. From January-June 2022 a total of 19,406 off-road motorcycles were sold. While this represents a decrease of -12.7% on the same period in 2021, sales are still higher than pre-COVID years.

Off-road vehicle sales are down 45% compared to the first six months of 2021. This follows a decision by the major ATV brands to stop importing ATVs into Australia due to safety concerns with the new quad bike standard. Abnormally high sales in previous years coincided with a huge rush to buy favoured brands and models of ATVs before they sold out. FCAI Chief Executive Tony Weber said that the global automotive supply chain crunch was also having an

Sector	Jan-Jun 2021	Jan-Jun 2022	% change
OHV	13,799	7,575	-45.0
Off-Road	22,231	19,406	-12.7
Road	17,331	18,164	+4.8
Scooter	2,499	2,784	+11.4
Total	55,840	47,929	-14.2

impact. "Global shipping remains unpredictable. This is impacting both production of motorcycles, scooters and off-road vehicles and their freight to Australia," Mr. Weber said.

While total sales are down, road motorcycles and scooters remain important elements of Australia's mobility network. "With increasing congestion in our capital cities, decision makers need to be planning with road motorcycles and scooters in mind. These vehicles are an important

tool in improving traffic flow and reducing trip times for all road users.

"Decisions around land use planning in rural and regional areas, particularly those adjacent to population centres, need to factor in off-road motorcycle and vehicle use. We are seeing public land which riders have traditionally been able to access for recreation being locked up. As an industry we are calling on decision makers to consider the needs of recreational riders in land use planning decisions."

NEWS BRIEFS

Like many global corporations at this time, Honda continues to invest its cash in share buybacks. The company bought back 3,827,000 shares of its common stock for around €100m (US\$98m) in the period August 12 through August 31, 2022. This is happening under a board authorisation to buy back up to 32 million shares (1.9% of its issued shares) in the period to March 31, 2023, at a total cost of up to 100bn yen (€717m/US\$695m).

Norton has announced that it will not now be putting either of the previously announced, affordable and much anticipated Norton Atlas middleweights into production any time soon (if ever - the Nomad and the Ranger). First unveiled in April 2019 towards the end of the now infamous Stuart Garner era, the Atlas was set to be an all-new, entry-level, retro-styled naked 650 cc, liquid-cooled, parallel twin co-developed with China's Zongshen. Now though, under the ownership of India's TVS conglomerate, the plan has been cancelled - which will likely leave Zongshen and their domestic Chinese engine customers with a clear run at the platform, if not the brand names. Those who had paid deposits prior to the January 2020 closure of "Garner Norton" will have to seek redress from the bankruptcy liquidators. After the sale of Norton to TVS, interim CEO John Russell had originally told customers, in writing, that "Norton will build the Atlas", with production commencing in the second half of 2021, but present CEO Robert Hentschel has now confirmed that those plans have been abandoned.

BMW Motorrad USA has added shorter 3.8" Akrapovic rear silencers to its accessory programme for the BMW R18. Shorter than the two standard silencers, the Akrapovic units are made of durable stainless steel, coated in matt black with a silver end cap, which can be rotated in 90-degree steps. A screwed-in heat protection cover on each of the manifold sections of the slip-on rear silencers protects the rider's feet. With a combined weight of 19.2 lbs, the two Akrapovic rear silencers are 2.2 lbs lighter than the standard fishtail exhaust sections.

QJMotor - three models on sale in Germany

By Ben Purvis

A couple of years ago, the QJMotor brand didn't even exist, but the company, an offshoot of the huge Qianjiang concern that owns Benelli, already has 37 models in production across every major market segment and promises even more. Until now, they've only been available in China, but the first export models have been given European type-approval and have gone on sale in Germany.

Initially, the German market range starts with just three machines, but that number is going to grow throughout 2023. The first bikes are the SRK700, a modern, naked roadster built around a parallel twin engine, the SRK400 with similar looks but a smaller twin, and the SRV550, a more retro-styled offering using yet another parallel twin.

The SRK700 is one of QJMotor's most

recent models and the debut platform for a new twin that appears to be very similar to the engine used in the CFMoto 700 CL-X. The same engine is due to appear in future Benelli models, including the new TRK 702, and makes a claimed 73.4 hp in Euro 5-certified form, with 67 Nm of torque - matching the Yamaha MT-07, its obvious target. In Germany, the 196 kg SRK700 is substantially cheaper than the Yamaha MT-07 or the CFMoto 700 CL-X. The same applies to the SRK400, which, despite a larger engine, is arguably a rival for the Yamaha MT-03, matching it with 41 hp but more torque at 37 Nm. There's a weight penalty for the



SRK700



SRV550

bigger engine - the SRK400 is 18 kg heavier than the MT-03 at 186 kg. The more retro-styled SRV550 uses the same 554 cc engine that's due to appear in MV Agusta's Lucky Explorer 5.5 adventure bike - also made by Qianjiang - and the same twin is expected to appear in updated versions of the Benelli TRK 502 and Leoncino 500. It has the same 47 hp output as the smaller 500 cc version of the engine to comply with European A2 licence rules, but makes an additional 6 Nm of torque at 51 Nm.

BMW - mixed results for H1

A total of 107,555 BMW motorcycles and scooters were delivered to customers in the period January to June 2022, down slightly (-0.1%) on the 107,610 units sold in the first half of 2021. Q2 saw 60,152 units delivered, -7.5% down compared to 65,018 units in Q2, 2021.

For H1, 2022 revenues were up slightly at €1,663m (+2.6%), with Q2 accounting for greater than half of that at €864m (-0.5% compared to Q2, 2021).

Motorcycle segment EBIT for H1, 2022 totalled €235m, which was -17.3% compared to the same period of 2021; with an EBIT margin of 14.1% (HY1

2021: 17.5%; Q2 2022: 14.7%; Q2 2021: 17.2%).

Speaking in corporate terms, the BMW Group says that it expects the current "high volatility to continue" through H2 - "we expect business conditions to remain difficult. The ongoing supply bottlenecks, particularly for semiconductors, the war in Ukraine and interruptions in supply chains have led to a decline in deliveries".

Also primarily addressing its automotive markets, BMW says that "the percentage of electrified vehicles should still increase

significantly, and sales of fully electric vehicles are expected to more than double".

As an indicator of the transport market's 'direction of travel' it is interesting to note that this amounted to 75,890 fully electric vehicles of all kinds in the first six months of 2022 and that electrified vehicles' share of total deliveries (which includes hybrids) rose to 15.9% from 11.4% in the first half of 2021.



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MOTO FUTURE

Gamechanger is an overused word, but Chinese auto manufacturer Leapmotor's first mass production model with CTC Technology may well be a genuine case - and one with profound implications for how electric motorcycles and scooters are built. CTC stands for 'Cell to Chassis' - a technology where the chassis acts as the storage venue for the electric power. The battery module is integrated into the vehicle body. Very different to using the battery cluster or its case as a stressed member and a concept with major implications for design options and charge cycles.

Honda has announced an agreement with LG Energy Solution to establish a joint venture company to produce lithium-ion batteries in the U.S. to power Honda electric cars for the North American market. Honda is investing US\$1.7bn.

Aviation may only contribute 2.5% of anthropogenic greenhouse-gas emissions, but it is a high-profile contributor to global warming. Green moves are happening, including work towards using batteries or hydrogen for short-haul flights. Sustainable fuel made from biomass and waste products is already being used by some airlines. However, what would solve the matter quickly is an all-new fuel, high in both environmental credentials and in energy density, based on modified bacterial fungicides. Scientists at the Lawrence Berkeley National Laboratory in California have worked out how to create cyclopropane (cp) rings, one of the energy-rich chemical structures found in hydrocarbons, using genetically engineered bacteria. Aeronautical engineers already know the value of cp rings. In the 1960s, Soviet scientists used them in their design of Syntin, a rocket fuel that propelled the upper stages of Soyuz and Proton launchers. But making Syntin and other synthetic polycyclopropanated (pop) compounds remains hard and expensive - and usually involves a fossil-fuel feedstock. However, an anti-fungal molecule produced by *Streptomyces roseovireticellatus*, a common soil bacterium, one of only two known natural pop compounds, is full of cp rings and powerful enough to fuel aircraft with energy densities of up to and greater than 40 megajoules per litre, more potent than most widely used rocket and aviation fuels.

Honda Hornet 750 parallel twin

By Ben Purvis

Honda has been teasing its new Hornet project since last year, but the company has finally revealed some genuine photographic evidence along with the first specifications.

There's already a 745 cc twin in Honda's range, powering the NC750 line of bikes, but the new 755 cc twin for the Hornet (and the upcoming Transalp 750) is a very different proposition, despite sharing some characteristics. Like the NC engine and the Africa Twin's 1,084 cc twin, the Hornet's 755 cc unit uses the Unicam cylinder head arrangement, with a single camshaft acting directly on the intake valves and opening the

exhausts via rockers. It's a compact layout that helps reduce both the size of the engine and its parts count.

In terms of performance, the new Hornet engine is superior to the NC750 engine. Despite only a 10 cc capacity advantage, it offers a peak of 90.5 hp at 9,500 rpm, much more than the lazy 57 hp at 6,750 rpm of the NC. Torque is also up, from 50.9 lb-ft to 55.3 lb-ft, coming at 7,250 rpm. This new Hornet engine uses a 270-degree firing interval to replicate the throb of a 90-degree V-twin, and it will benefit from electronic throttles and the usual array of traction control and riding mode software.



The Hornet Test Project Leader is Fuyuki Hosokawa, who led the development of the current Fireblade. He said: "Before starting this project, we thought long and hard about what kind of performance we wanted to give to the rider. We knew that it was essential to keep the classic Hornet top end power 'hit' and at the same time, as a new generation Hornet for modern times, we wanted the engine to have a really strong torque feel and 'throbbing' sensation at low to mid rpm.

"To get the kind of performance and lightweight handling we wanted, we knew we had to develop an all-new, short-stroke, twin-cylinder engine with a 270° crankshaft. This would not only deliver that top-end rush, but also the sporty lowdown torque, ideal for riding in urban environments and powering out of corners on the open road."



CFMoto brings 450SR twin to Europe

By Ben Purvis

CFMoto's 450SR is probably the company's most ambitious machine to date. Previewed with the Italian-styled SR-C21 concept at last year's EICMA, the production 450SR has since been launched in Asia and is now confirmed for European markets in 2023.

While the styling is a clear evolution of the look seen on CFMoto's existing, smaller-capacity SR models, the 450SR is completely new and built around a dedicated 450 cc parallel twin engine. This water-cooled DOHC motor uses a 270-degree firing interval from a crossplane crankshaft, giving the feel and sound of a 90-degree V-twin combined with the tight packaging and reduced component count of a parallel twin engine. Dual balancer shafts keep it smooth and there's a slipper clutch

between the engine and the six-speed transmission.

Although the final power figures for European bikes won't be confirmed until after homologation, the Asian version is good for 37 kW (50 hp) at 9,500 rpm and 39 Nm of torque at 7,600 rpm, in a package weighing only 168 kg, including fuel. That low mass means it'll be hard to detune the bike enough for A2 licence regulations in Europe, but for

full licence holders looking for a lightweight sports bike, it fills a gap in the market that's been empty since the demise of two-stroke machines like the 55 hp, 167 kg Aprilia RS250 two decades ago.

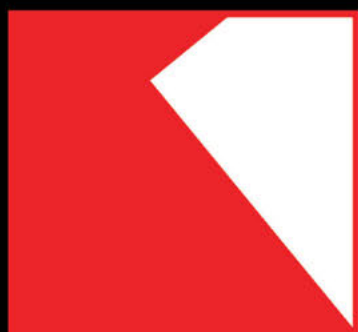
High-spec chassis components include 37 mm upside-down forks and a Brembo brake system using a single 320 mm disc and a four-piston, radial-mount caliper at the front, with Bosch ABS.



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MOTO FUTURE

Harley-Davidson's much anticipated flotation of its LiveWire electric motorcycle brand finally happened at the end of September. Harley used a SPAC merger with equity investor partners to list a LiveWire IPO on the NYSE (ticker LVWR) at around \$8 per share. As at the time of writing, the share price had dropped by some 4% after three days of trading. The new company is a joint venture that sees Harley in business with Korean manufacturer KYMCO, who have a minority stake. On flotation, the listing raised less capital than had been hoped for.

EV sceptics frequently point to the unholy trinity of infrastructure, range and price as reasons why electrification is not a satisfactory forward-facing transport solution.

However, researchers at MIT may have found a solution to the charging conundrum. In a paper published by MIT's (Massachusetts Institute of Technology) Donald Sadoway (along with 15 other authors from Peking University, Yunnan University, Wuhan University of Technology, University of Louisville, University of Waterloo and Argonne National Laboratory), the Materials Chemistry Professor claims to have found a cheap solution to expensive lithium-ion batteries. Using the second-most commercially available and most Earth-abundant metal, aluminium, and the cheapest available non-metal, sulphur, as the battery's other electrode and a molten salt electrolyte. While the battery's composition prioritises cost-efficiency and easily obtainable resources, Professor Donald Sadoway cites several additional advantages - "the ingredients are cheap, and the thing is safe - it cannot burn." The aluminium-sulphur battery still prizes heat, however. Studies showed that the unit actually charged 25 times faster at 110 degrees Celsius (230 degrees Fahrenheit) compared to 25 C (77 F). What's more, the battery generates heat during both charging and discharging periods. This allows it to maintain an optimal operating temperature while keeping the salt solution from freezing.

KTM Group - first half unit sales down, revenue up

PIERER Mobility AG, parent company for KTM, Husqvarna and GasGas, has posted what it describes as a "strong performance in the first half of 2022" with revenue of €1,154.1m (+7.1% vs. H1 2021) despite motorcycle unit sales being down by -7.2% at 163,334 units (a figure which includes the models sold by its partner Bajaj). It is reporting sales of 51,417 e-bicycles and bicycles for the period, down by -3.1% compared to H1 2021. EBIT was down -9.6% for the first half of 2021 at €92.8m. During the period, the global headcount increased by 768 to a total of 5,656 employees. Despite ongoing supply chain issues, a total of 198,163 Powered Two-Wheelers (PTWs - motorcycles and e-bicycles) were sold worldwide (-8.1% year-on-year). Growth was said to be particularly strong in North America, where 44,689 motorcycles were sold. This represented an increase of +47% compared to the first half of 2021. In Europe, supply chain issues were particularly acute with 61,435

"Do you dare - the 2023 890 Adventure R is here to break travel barriers on or off the beaten track".



motorcycles sold in the first half of the year (-15% year-on-year).

In Australia/New Zealand, 6,707 motorcycles were sold. In India, too, the lack of availability of parts led to a decline in the number of motorcycles sold to 18,251 units (previous year: 30,561). "Although the entire motorcycle market was affected by supply chain issues and recorded slightly declining rates of growth in the first half of 2022, the PIERER Mobility Group was able to largely stabilise its

market shares in the global markets.

"In the European market, registrations of the three KTM, Husqvarna Motorcycles and GasGas brands reached a combined market share of 9.9%. This represents a decrease of -1.8% compared to December 31, 2021.

"In North America (USA, Canada), the current market share of the Group with its three motorcycle brands is 10.6% (end of 2021, USA: 11.3%, Canada: 14.1 %)."

Suzuki parallel twin range

We're about to see Suzuki retire one of its most famous engines - the 650 cc V-twin that debuted nearly a quarter of a century ago in the SV650. It will be replaced with a completely new parallel twin engine that will form the basis of a range designed to go head-to-head with Yamaha's MT-07-based line-up.

Suzuki first suggested a middleweight parallel twin back in 2013 when it unveiled the Recursion concept bike, complete with a turbocharged 588 cc SOHC parallel twin engine, making a claimed 100 hp.

Intended to offer a new balance between economy, emissions and performance, the idea of a boosted two-cylinder continued with 2015's 'XE7' engine, shown at that year's Tokyo Motor Show, with an increased capacity of around 700 cc and DOHC cylinder head XE7 that would have formed the basis of a long development project that is now resulting in Suzuki's upcoming two-cylinder models.



Two bikes using a non-turbocharged version of the XE7 engine were recently spotted on test in Europe, looking very close to production-ready. The first is a naked roadster with styling reminiscent of the GSX-S1000, including stacked rectangular LED headlights, and using oversized air intakes on either side to feed the new engine. This bike, as yet lacking a name but potentially using the 'GSX' designation, will replace the SV650.

Alongside it, an adventure bike using the same engine was also seen on test. Clearly intended to replace the V-Strom 650, it takes a much more serious off-road approach, with a 21-inch wire front wheel and a 17 or 18-inch rear, plus long-travel suspension and substantial engine protection bars to prevent damage to the cases or the exhaust.

Since the new engine is believed to be around 700 cc, it should be good for around 75 hp in normally aspirated form. However, patents from Suzuki over the last few years have shown that a turbocharged version, similar to the original XE7 concept engine, has also been in the works. This engine has yet to be seen in a test bike, but should it reach production, it could be the solution to Suzuki's sports bike problem in Europe, where emissions limits have long since driven the GSX-R600 and R750 from the market, and, for 2023, the GSX-R1000 is expected to go the same way.



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MOTO FUTURE

In yet another apparent breakthrough in battery technology, scientists from MIT have invented a new approach to the storage of power generated by solar panels and other kinds of renewable green energy for when the weather isn't cooperating - a relatively inexpensive aluminium-sulphur alternative to the use of lithium-ion in home storage batteries. Aluminium is the second most plentiful metal on the planet, after iron. It is also cheap - sulphur is the least costly non-metal element and is also abundant. The entire battery can be made for about a sixth of the cost of its lithium equivalent - and it cannot burn. The battery is additionally ideal for use at electric vehicle charging stations as well as powering homes and small or medium-sized businesses. Full charge is reached in less than one minute.

A recent J.D.Power survey reports that the growth of electric vehicle (EV) sales during the past year in the USA has been remarkable, but that it has added stress to an already beleaguered public vehicle charging infrastructure. Owners in high EV volume markets like California, Texas and Washington, for instance, are finding the charging infrastructure inadequate and plagued with non-functioning stations - this is despite there being more public charging stations in operation than ever before. The shortage of public charging availability is said to be the number one reason vehicle shoppers reject EVs.

In recent years, many so-called experts and analysts have stood up at conferences or published Op-Ed pieces and papers explaining that because there will never be any new battery chemistry or architecture to deal with the crippling issue of renewable energy storage, the bright new, clean, green future being promised is doomed to die in darkness. Well, tell that to a certain Mr. Matti Ulvinen, product sales manager at Polar Night Energy, a small six-person start-up in Finland. The company has developed the world's first commercially operated sand battery. Yes, you read that right, good old basic low-grade sand! Successful neighbourhood heat storage trials near Helsinki have proven that sand can be heated to 500 degrees C (compared to 100 C for water) and that it retains the generated heat in a closed loop system without significant loss for months on end. Unlike water, it does not evaporate or turn to steam and can therefore be released locally as demand requires, rather than needing to be used immediately.

Honda global motorcycle units up for Q1

For Q1 of its 2022-2023 financial year, Honda reports 4.251 million global Group unit sales, up by some 372,000 units over the prior year period (consolidated sales were 2.972 million units, up by 580,000).

Those sales generated 676bn yen (€4.848bn), which were up by 30.5% year-on-year and said to be mainly due to a sales increase in Asia and favourable currency effects.

This resulted in a motorcycle segment operating profit of 97.8bn yen (approx. €705m), a year-on-year increase of +21% related to changes

The A2 licence-friendly 2023 CMX500 Rebel parallel twin-cylinder compact cruiser - new paint options for 23YM. Standard specification includes assist/slipper clutch, LED lighting and gear position indicator. A Rebel S version with factory-fitted accessories (headlight cowl, all-black fork covers and gaiters plus diamond-stitch style seat) now finished in titanium metallic paint.

in sales prices, costs and favourable currency effects.

Despite the modest increase in unit sales seen in Q1, Honda has kept its full-year forecast (through March 31,



2023) level at 18.560 million units - which will see it having grown unit sales over the prior full year by an extra 1.533 million units.

KTM to distribute MV Agusta in North America



MV Agusta and KTM AG have signed a commercial agreement for the distribution of the MV Agusta range of motorcycles in the U.S., Canada and Mexico by KTM AG's North American subsidiary. MV says the agreement is part of its strategic plan, one which envisions significant growth in the coming years.

KTM AG Group will create a dedicated US-based legal entity, which will be in charge of all MV Agusta operations in North America. Going forward, MV Agusta motorcycles will be distributed through both select KTM AG dealers as well as existing and new MV Agusta stores.

Timur Sardarov, CEO at MV

Agusta Motor S.p.A., commented: "This agreement is between two historic European motorcycle manufacturers. I am confident that KTM's extensive and professional sales organisation, paired with the strong appeal of our brand in the region, will bring great benefits to both companies. Thanks to our cooperation, we will create synergies that will enable us to accelerate our growth strategy in North America."

Hubert Trunkenpolz, a member of the Executive Board at KTM AG, said: "We are extremely excited to start a new partnership with such a historic motorcycle brand. Our brands

are going from strength to strength everywhere in the world, particularly in North America, where we will exceed 100,000-unit sales in 2022 with the KTM, Husqvarna and GasGas motorcycle brands.

"Taking on the distribution of the MV Agusta brand will complement our extensive premium motorcycle range. With the addition of the most iconic Italian luxury motorcycle brand to our KTM North America operations, we are able to ensure support to all North American motorcycle enthusiasts, as well as bringing exciting new business opportunities to existing and new dealers."

Honda - 50 years of MX

Honda is marking "50 years of Motocross legends" - half a century of manufacturing and winning MX bikes and races.

Seen here, the CR250M 'Elsinore' triggered the legendary "Win on Sunday, sell on Monday" era that many view as a golden era for the motorcycle industry, especially in the United States, as off-road racing matured and shaped the market we still have today.

The product of the growth in motocross competition (and sales demand) in the USA and Europe, the CR250M was Honda's first built-from-

scratch, two-stroke production MX machine and met with instant success thanks to its user-friendliness, high build quality and reliability.

Promotional activities for the new bike included a much-loved advertising film featuring Steve McQueen.

Named after the legendary Elsinore Grand Prix (held by Lake Elsinore, California), the air-cooled 247.8 cc engine propelled 104 kg, while the chassis comprised a semi-double tubular steel frame, telescopic forks, steel swingarm, twin rear shocks and drum brakes front and rear. Honda's MX journey had begun...



Retro Bike Porn - everybody shout a big fat "thank you" to Honda for the 1973 CR250M 'Elsinore' - harbinger of the "Win on Sunday, sell on Monday" golden era!



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Electric dreams and memories By Ben Purvis

After four years of racing, and two more years of development before getting to the grid - and that fire, don't forget the fire - Italian electric sports bike pioneer Energica has now bowed out as the 'spec' bike manufacturer for the FIM Enel MotoE World Cup.

"The Ego Corsa showed the world how exciting and compelling electric motorcycle racing can be, and it defied any preconceptions that may have crossed the minds of the talented riders partaking in the series.

"Since day one, they realised that it was indeed a fully-fledged, state-of-the-art performance motorcycle and that it was ready to take some of the best racetracks in the world by storm. Through the years, MotoE racing has more often than not been the scene-stealer, delivering thrilling battles from



The Energica family line-up on the Misano grid "with the three riders who brought our Energica Ego Corsa to the top of the world". Picture by Jesús Robledo

the start to the chequered flag". Elbowed out of the MotoE series by VAG backed Ducati, and now under the ownership of New York based, NASDAQ listed Ideanomics, behind the scenes - at the tracks and at its Modena, Italy headquarters - Energica worked hard in conjunction with the series organisers and its other technical partners to maintain and improve the

level of technology and competition, "while developing synergies that went far beyond the racetracks as well". Looking to its future, one enhanced by the recent launch of its 'Experia' zero-emissions electric Tourer, Energica states that "vision, courage, commitment, planning and effort are all key ingredients in writing a new chapter.

"No matter the level of involvement of each person in this project, no matter what we were asked to do, not only did we do it, but we excelled and even exceeded expectations. We will all make wonderful use of what we have learned throughout this exciting journey and be ready for what is to come".

www.energicamotor.com

Can-Am 'Pulse' and 'Origin' By Ben Purvis

The idea that the Can-Am name could return to motorcycles has been circulating ever since the brand was revived for ATVs and three-wheelers in 2006. The return has now been confirmed, but the production bikes won't be ready until 2024, to coincide

with the company's 50th anniversary. The Canadian brand first appeared as Bombardier's entry to the motorcycle scene in 1973, hitting immediate success in motocross competition, but Bombardier lost interest. Canadian Can-Am production ended in 1982,

with CCM in the UK keeping the brand alive from 1983 to 1987, when the Can-Am name disappeared completely. The 2006 comeback saw the Spyder three-wheeler and a range of quad bikes, but the current interest in electric motorcycles means it's being used for BRP's entry into that market.

The first new bikes are the 'Pulse' roadster and 'Origin' ADV, built around a modular platform that's designed to be adaptable to suit all sorts of bikes, from off-roaders to custom cruisers. The central battery case doubles as the main frame structure, with swappable front and rear subframes to change the bike's character and geometry. Rotax, the Austrian manufacturer that

made the original Can-Am engines, is developing the electric motors.

In all the upcoming Can-Am models, the motor is mounted inside the front of the single-sided swingarm, where it drives through helical-cut reduction gears to a front sprocket, and then via a chain to the rear sprocket to provide another layer of gearing reduction.

Unusually, the chain runs inside the swingarm rather than outside, sealing it from the elements and allowing it to run through an oil bath, with a built-in chain tensioner. That means chain adjustment and oiling should be unnecessary and the chain noise reduced. As with most electric bikes, there's just a single speed and no clutch, but Can-Am is sticking to the familiar foot-operated rear brake rather than moving to a scooter-style, bar-mounted version.



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Kawasaki: production-ready electrics and hybrids

By Ben Purvis

Kawasaki has been among the most vocal of Japan's bike makers in terms of its plans to launch multiple battery-electric, hybrid and hydrogen-powered motorcycles in the near future, and it surprised crowds at the Suzuka 8-Hour race by demonstrating two near-production ready machines on track ahead of the race.

Kawasaki previously revealed an electric prototype in 2019 and showed an early version of its hybrid bike last year, but these new machines differ significantly from those development models.

The HEV (Hybrid Electric Vehicle) is the higher-performance and more sophisticated machine. Based around a parallel twin engine - it appears to be from the Z400 - with a large electric motor mounted above its transmission and a relatively small battery pack under the seat.

In town, it's able to run on pure electric power, although with a relatively short range thanks to the small, light battery. On longer, constant-speed runs, it uses the twin-cylinder petrol engine, operating at an efficient speed to drive the bike and simultaneously recharge the battery pack.

When you need all the performance at once, both powertrains run simultaneously, offering more performance than either could achieve alone. The result should be economy and emissions equivalent to a small



Hybrid prototype



Electric prototype

bike, maybe a 250 cc machine, and performance similar to a Ninja 650, with none of the range or recharging problems associated with pure

electric bikes.

It uses a conventional combustion engine and transmission, but with the foot-operated gear shift replaced by an

electrically operated version, controlled by switches on the left-hand bar, with an automatically controlled clutch. The move to semi-auto shifting means the transition between electric and petrol power can be achieved relatively seamlessly.

The frame is purpose-made for the bike, but isn't unnecessarily exotic - it's a tubular steel design, with a box-section swingarm at the rear and off-the-shelf suspension and modest brakes.

The second bike shown at Suzuka, the pure electric, was completely different to the prototype revealed in 2019. Where that was a sports-style bike with a permanent battery and a conventional manual transmission, the bike seen at Suzuka was a smaller, 125 cc-equivalent offering with a direct drive, single-speed transmission and no clutch.

It also appears to have swappable batteries in a case that's accessed by removing the top of the 'fuel tank' section in front of the rider. Power is expected to be limited to 11 kW to ensure it fits into learner bike legislation, but the final machine's styling is likely to be substantially different to the bodywork seen here, which is largely borrowed from the existing Z125 model.

Both models are likely to get an official debut later in 2022 and to reach showrooms at some stage in the next 12 months.

Electrified adventures with Cypher III+ features

Just three months after Italian electric motorcycle trailblazers Energica unveiled what is thought to be the world's first fully electric touring motorcycle comes the DSR/X from Zero Motorcycles of Scotts Valley, California - billed as the world's first fully electric Adventure Sport model.

"Purpose-built to handle everything from the twists and turns of mountain roads to taming terrain beyond where the road ends, Zero says the DSR/X is

"informed by nearly two decades of industry leadership and over 15 million miles of owner rides around the planet.

"The DSR/X delivers an entirely new experience of effortless adventure through precision on/off road performance and its patented electric powertrain technology. Equipped with our largest capacity battery, the Z-Force 17.3 kWh, DSR/X riders can extend range even more to a massive 21 kWh of charging capacity with the optional Power Tank upgrade.

"The DSR/X inspires confidence with an upright riding position and high ground clearance, coupled with instant and smooth acceleration powered by Zero's newest direct drive motor, the Z-Force 75-10X.

"This new motor configuration produces the highest output of power ever from a Zero - a massive 225 Nm of torque. Rear shock preload settings



are hand-adjustable to dial in a smooth ride with light or heavy loads. DSR/X will be the first electric motorcycle with Bosch's off-road Motorcycle Stability Control (MSC) for improved on/off-road safety and control in variable traction conditions."

Zero says that the DSR/X comes in stock with every available Cypher III+ feature such as faster charging, increased battery capacity, turn-by-turn navigation and Parking Mode - which adds the ability to ease forward and backward into a parking spot or to aid in clearing tough obstacles.





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Benelli TRK 702 hits the market

By Ben Purvis



The Benelli TRK 502 twin has been a remarkable success story in its Italian homeland - repeatedly topping sales charts thanks to its low cost despite unbalanced styling and middling performance. Benelli has addressed both those issues by now creating the TRK 702, and it could be the machine that brings the 502's Italian success to a wider global reach.

Launched in China, the TRK 702 is likely to come to Europe and other markets once production gears up, and it already looks like a tempting package. It's the first Benelli to get the 693 cc parallel twin engine that's already appeared in some QJMotor models, including the SRK700 that's now gone on sale in Europe - proving that it meets Euro 5 emissions limits. With 56 kW (75 hp), the 693 cc engine is a huge step forward compared to the 35 kW (47 hp) 499 cc twin in the TRK

502, but the bigger Benelli isn't very much more expensive than its older sister. In China, where both machines are on sale now, the base TRK 702 costs around the same as the top version of the TRK 502.

The TRK 702's equipment includes heated grips and a heated seat, as well as a built-in, high-definition front camera that feeds a 'driving recorder', allowing rides to be saved and replayed either on the full-colour TFT dashboard or elsewhere. Styled in Italy, the bike's appearance has a distinct family resemblance to the recently launched TRK 800, with a much more modern and appealing design than the 502.

The current TRK 800 uses a 754 cc parallel twin derived from Benelli's old three-cylinder engine - making the same 56 kW output as the newer, cheaper 693 cc.

Jedi K750 - China's sportiest bike yet

By Ben Purvis

The K750 must be the most impressive-looking sports bike to have emerged from China so far. If it had a Ducati or Honda badge, it would be getting championed for moving away from the bikes dominating the market at present. With bodywork that blends seamlessly into the fuel tank, a neatly integrated, belly-mounted exhaust and the choice of either a conventional or single-sided swingarm, it's a bike that deserves more than just a second look!

The chassis is a diecast magnesium alloy twin-spar design carrying a 730 cc parallel twin engine, making 60 kW (80.5 hp) and 70 Nm (51.6 lb-ft) of torque. It's the same engine that

features in some of Jedi's other models, but tuned for extra performance. The whole bike was created with the assistance of **Suter in Switzerland**, and the frame - a single, seamless casting - weighs only 9.3 kg.

KYB fully adjustable upside-down forks, a rising-rate, adjustable shock from the same brand, a multi-faceted headlight, TFT dash with Bluetooth connectivity, **Brembo** brakes and name-brand tyres set it aside from more generic Chinese offerings - **Pirellis** and Michelins are options. The bike is to be made in a 113-acre factory site where there is already a 35,000 sq m factory, with plans to expand it to 85,000 sq m.

Benda V4 cruiser approved in China

By Ben Purvis



Benda is among the more interesting motorcycle companies emerging from China at the moment - in the last couple of years launching two 700 cc inline-four models as well as a range of 300 cc V-twin cruisers - but its new BD500 is arguably the most ambitious machine yet as it debuts China's first V4 motorcycle engine.

The engine was first shown last year in 496 cc and 1,198 cc forms, claiming 56 hp and 151 hp respectively, but appearing nearly identical from the outside. The smaller of the two is reaching production in a cruiser model that's inevitably reminiscent of machines like Yamaha's V-Max.

In production form, the smaller V4 engine makes a peak of 53.6 hp and is mounted in a cast alloy chassis that's similar in concept to designs used by Indian in recent years. Benda's engine is a water-cooled DOHC design, and

although the BD500 has yet to be officially announced, has appeared in Chinese type-approval documents, weighing in at 241 kg and has a 1,575 mm wheelbase.

There's nothing unconventional in the styling, and seen from one side you might think it's a V-twin cruiser. But that exhaust is replicated on the other side as well, proving its four-cylinder arrangement. The upside-down forks, Benda-branded radial brakes and LED headlight are modern touches, as is the alloy frame, but the proportions are conventional, and the twin-shock rear end is absolutely in line with Cruiser tradition.

Given that the larger 1,198 cc engine is physically similar to the 496 cc version, we may well see a 'BD1200' model that looks very much like this, but has far more performance.

In the future, Jedi plans to add more 'K' series sports models to its range, including 300 cc and 500 cc machines, as well as other bikes using

the same platform, and there are already indications that the company has its sights set on markets outside China as it expands further.



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NEWS BRIEFS

Honda has announced a strategic partnership with Hanwa Co., Ltd., a major Japan-based trading company, "toward stable procurement of essential metals for batteries necessary for its electrified vehicles". To realise carbon neutrality for all of its products and corporate activities by 2050, "Honda is striving to make battery-electric vehicles (EVs) and fuel cell electric vehicles (FCVs) represent 100% of its global vehicle sales by 2040. Through this partnership, Hanwa's strengths in resource procurement will ensure stable procurement in the medium to long term of essential metals necessary for batteries such as nickel, cobalt and lithium, positioning the mined resources secured by Hanwa at the core".

Sony and Honda have signed a joint venture agreement to establish a new company "to engage in the sale of high-value-added electric vehicles (EVs) and provide services for mobility". Sony Honda Mobility Inc. will aim to bring together Honda's "cutting-edge environmental and safety technologies, mobility development capabilities, vehicle body manufacturing technology and aftersales service management experience, with Sony's expertise in the development and application of imaging, sensing, telecommunication, network and entertainment technologies to realise a new generation of mobility and services that are closely aligned with users and the environment".

US specialist motorcycle dealer education and sales and marketing agency Brands That Shine (Jessica Shine) has added further to its burgeoning portfolio with a deal to represent British specialist R&G in the United States. R&G is one of the world's leading specialist crash protection product manufacturers offering Aero frame sliders, engine case covers, crash bars and fork protectors and is an official partner of the 2022 MotoAmerica Championship as well as sponsoring two teams in the Series - Team Hammer and Tom Wood Powersports. MotoAmerica has given its official approval for R&G engine case covers, lever guards and tank sliders. Look for R&G at AIMEXPO 2023 (Feb 15-17, Las Vegas).

<<< Continued from page 64

MXGP continues to grow around the world, I am very happy to be back and looking forward to going racing with Triumph."

For Infront Moto Racing, FIM's MXGP rights holder, CEO David Luongo pointed to the value of having another factory team on the grid. "It is a great news! Probably one of the most important in recent years. We are talking about one of the most emblematic motorcycle brands in the world. This is a very important announcement and is a fantastic sign about the interest and the importance of MXGP in the international motorsport scene."

"With an average of 19 events per year, MXGP gives the best platform for manufacturers to develop their bikes, components and to advertise them worldwide. From Asia to South

America and Europe, MXGP is covering all the different markets and is touching most of the off-road fans in the world."

Triumph Global Off-Road Ambassador Ricky Carmichael was equally excited about the news. "It's been a long time coming, but since the start of this project with Triumph, I have been amazed at just how hard everyone has been working."

"From the first stages of the prototypes, I was really taken back at how good the performance was. Since then, being in the UK testing the

newest developments, I can tell you that it has the capabilities of winning at the highest level, and I personally believe the riders, from professional to amateur, across the entire range of off-road models, will really like what is being developed!"

To be ready to race in 2024, Triumph will have to launch its 250 cc bike in 2023, and there's a good chance it could appear quite early in the year as the company has already embarked on tests of both motocross and enduro versions in the UK, Europe and the USA.



Landport expands SLA battery range - showing at INTERMOT and EICMA

Dutch battery specialist Landport is one vendor who is definitely not reducing its brand support at present. Understanding the value of maintaining and developing brand profile and recognition even when times are uncertain, it will be exhibiting at both INTERMOT (Köln, October 5-9) and EICMA in Milan (November 9-13).

Based at Raamsdonksveer (near Breda and Dordrecht in the Netherlands), Landport is a European battery specialist with almost 30 years of experience in importing and distributing batteries. "We offer an extensive range of batteries and battery chargers for various powersports, automotive and industrial applications," says Landport's Bart van Abeelen.

"We focus on long-term, mutually beneficial partnerships with our customers and suppliers, and we strive for absolute customer satisfaction along the way. With our own 'LP' brand, we serve the European aftermarket, offering one of the most complete ranges of powersports batteries available in Europe."

"During the last motorcycle season, we saw that the demand for sealed batteries continued to increase massively. This is the result of the new regulations forbidding the sale of sulphuric acid to end-users since 2021."

"Most of our customers are switching



their business from batteries with acid packs (conventional and AGM) to completely sealed alternatives (SLA and GEL). The main advantage of these is that they are factory-activated (filled and charged) and therefore ready to use. No acid handling is needed.

"We have responded to this increased demand by expanding our range of SLA batteries. If you visit our stands during INTERMOT (stand H7 C031) and EICMA (H9 A70), we will be able to tell you all about our comprehensive SLA range and other technologies."

"The LP brand is available in six series

with a total of 200 battery models suitable for motorcycles, scooters, all-terrain vehicles, jet skis, snowmobiles and lawn mowers - a massive range of applications."

"We offer the series DRY (conventional battery with acid pack), AGM (battery with fitting acid pack), SLA (completely sealed AGM battery), GEL (completely sealed GEL battery), LFP (lithium lifepo4 battery), and HVT (specially for heavy V-twin motorcycles). Contact us for an appointment, and we hope to see you soon on our stands."

www.landportbv.com

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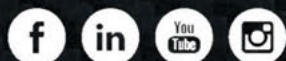
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FIM reaffirms WSX as "only sanctioned World Supercross Championship Series"

The Mies, Switzerland based Fédération Internationale de Motocyclisme (FIM), the global governing body of motorcycle racing, has moved to reaffirm that the FIM World Supercross Championship (WSX) remains the only Supercross world championship series that is recognised and sanctioned by the FIM. "Whilst the AMA Motocross and

Supercross Championships [in the United States] are successful domestic Championships in their respective own rights, these domestic championships do not combine to score points towards any official FIM sanctioned World Championship" and doing so would be "entirely contrary to the exclusive rights granted to SX Global as the exclusive sanctioned FIM World Supercross Championship promoter.

"No other sanctioned world championship exists in the sport of Supercross, and no winner of any other competition will be acknowledged as 'world champion' by the FIM".

The FIM had selected Gold Coast, Australia based SX Global as its "sole and exclusive world championship partner" due in large part to its "inclusive global approach, its deep experience in motorsports, and its commitment to creating an elevated Supercross experience for riders, teams, fans, brands and broadcast partners". In seeking to reinforce the position of the world governing body as the sole

recognised competent authority in motorcycle sport by the International Olympic Committee, FIM President Jorge Viegas stated: "SX Global is the exclusive current rights holder for the FIM World Supercross Championship. I look forward to attending the opening round of the 2022 FIM World Supercross Championship in Cardiff in October, which will definitely mark the beginning of a thrilling season."

The FIM statement goes on to state that "SX Global's model for the FIM World Supercross Championship has been designed to promote a diversity of riders, teams and partners to attract and grow fans around the world - underpinned by a global roster of teams and riders and an inclusive, partnership-driven approach of operational and financial advocacy.

"In total, more than USD\$50m has been designated specifically for team and rider support over the first five years of WSX, ensuring a well-capitalised effort focused on uniting all constituents in pursuit of a global championship and

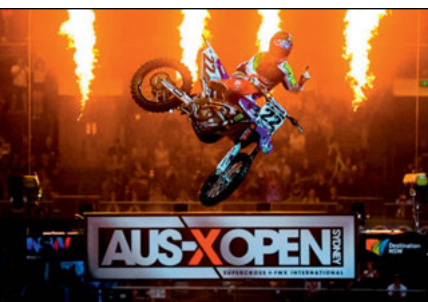


culminating in the crowning of a single, sanctioned world champion".

The opening round of the pilot season of the 2022 FIM World Supercross Championship is set to take place on Saturday 8th October at the iconic Welsh National Stadium, the Principality Stadium in Cardiff, as lead up to a full global championship taking place in 2023.

SX Global is backed by Abu Dhabi based Mubadala Capital (the asset management subsidiary of Mubadala Investment Company), an Emirati state-owned holding company that acts as a sovereign wealth fund. The company was established in 2017 when then-named Mubadala Development Company and the International Petroleum Investment Company merged. One of the world's leading sovereign investors, Mubadala has some US\$243bn of assets under management, encompassing 50 plus businesses in more than 50 countries.

www.wsxchampionship.com



SX Global includes the team (Adam Bailey and Ryan Sanderson) that has staged several highly successful FIM Oceania Championship events since 2015, including the AUS-X Open in 2019 in Melbourne, which attracted 35,000+ people to Marvel Stadium.

One-stop speed shop - new online portal

Specialising in parts and accessories for Italian motorcycle brands, Germany parts and accessories designer Stein Dinse has added a major new dimension to its dealer product offer - taking its support for motorcycle racing (of all kinds) to a new level with an online portal specifically for "everything around the racetrack," owner Hans Dieter Stein told IDN.

"If you can't get what you need for your performance, sports and superbike bike customers easily, quickly and efficiently, then we here at Stein Dinse have you covered.

"We too are race geeks, so we have upgraded our online shop with a whole new Race Parts and Accessories department. We love the smell of burning rubber in the morning, so our

new one-stop shop offers you everything from complete exhaust systems, helmets and apparel through to advanced quick shifters, tyre warmers, crash pads and, of course, maintenance and care products.

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www.stein-dinse.com





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SBMC - 21 members, and counting

The Swappable Batteries Motorcycle Consortium (SBMC) was founded in September 2021 by KTM, Honda, Piaggio and Yamaha and has grown quickly - it now has 21 members (and counting).

Founded with the mission to accelerate the deployment of swappable battery systems by developing and promoting new common technical specifications towards global and open standardisation, in its first six months, the consortium took essential initial steps at an incredible pace.

The aim is to ensure full interoperability of swapping batteries to facilitate their application and boost sustainable mobility.

An **SBMC Summit** was held in July 2022, with 40 of its representatives convening at the KTM Motohall in

Mattighofen, Austria.

"This event was the perfect occasion to reflect on the progress made over the consortium's first semester of existence, and to set the scene for upcoming activities towards standardisation.

"The vision, strategy and operations of the consortium were established across its members, the committees and working groups. The consortium was equipped with the proper tools and instruments to fulfill its ambitions. The set of relevant technical specifications was agreed upon, and the SBMC's work streams on prototyping and standardisation were successfully kicked off."

Strategic positions were also taken, among which are the acceptance of the SBMC as **Formal Liaison Member** to the CEN-CENELEC and membership in

CEN-TC301 and CEN-CENELEC JTC-13.

The three European Standardisation Organisations that have been officially recognised by the European Union and by the European Free Trade Association (EFTA) as being responsible for developing and defining voluntary standards at European level are CEN (European Committee for Standardisation), CENELEC (the European Committee for Electrotechnical Standardisation) and ETSI (The European Telecommunications Standards Institute).

"The consortium's constructive approach has enabled it to overcome the technical challenges of developing interconnected and compatible systems. The SBMC is on track to



achieve its goals, as planned, and can now count on the best available expertise in the world to do so."

The current members are: AVL, Ciklo, Fivebikes, Forsee Power, Hioki, Honda, Hyba, JAMA, Kawasaki, KTM, Kymco, Niu, Piaggio, Polaris, Roki, Samsung, Sinbon, Sumitomo, Suzuki, Swobbee, Vitesco, VeNetWork, Yamaha.

www.sb-mc.net

USA wins MXdN

The American Motorcyclist Association (AMA) has congratulated Team USA riders Eli Tomac, Chase Sexton and Justin Cooper and team manager Roger DeCoster.

"America is once again the motocross capital of the world", said American Motorcyclist Association (AMA) President and CEO Rob Dingman. "Team

USA reclaimed the Chamberlain Trophy when riders Eli Tomac, Chase Sexton and Justin Cooper, led by team manager Roger DeCoster, triumphed at the Fédération Internationale de Motocyclisme's Motocross of Nations at Red Bud Track 'N' Trail in Buchanan, Michigan, on September 25.

"This Motocross of Nations was a perfect demonstration of the success that comes from having the right people - motivated and talented people - in the right positions, from our team coordinators to the riders themselves and our team manager."

The Motocross of Nations teams are selected by the national federations affiliated with the FIM in each

participating country - in the case of the U.S.A. that is the AMA. Tomac, Sexton and Cooper defeated teams from 31 countries and two FIM Continental Unions on the way to their historic win.

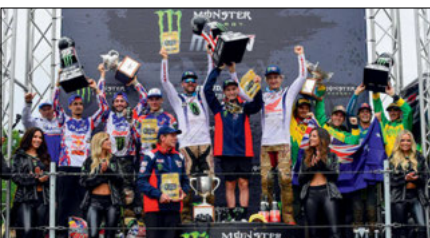
The FIM Motocross of Nations features teams of riders in three classifications: MXGP, MX2 and Open. Racing takes place in three motos. One includes MXGP and MX2 riders; one includes MX2 and Open riders; and one includes MXGP and Open riders. Each team's rider is scored based on where they finished in the combined motos. Those scores are tallied to determine the winning team.

Tomac finished 1-6 in the MXGP class, Sexton finished 2-3 in the Open class, and Cooper finished 9-4 in the MX2 class. Cooper's result, the best in the MX2 class, earned him the individual championship in that event.

Dingman added: "It's an honour to have the support of so many stakeholders at this event. All year these teams and companies compete against one another on the track and through their support of individual riders. Here, we are one team, Team USA, and I'm proud to say, today we are definitively the best motocross team in the world."

This was the 23rd time that USA has won the MXdN and the first time for 11 years since it was held at Saint Jean d'Angely in France in 2011.

Joining the winners on the podium was Team France with Maxime Renaux, Marvin Musquin and Dylan Ferrandis, who finished with 23 points, 7 behind Team USA, while rounding out the podium was Team Australia's Mitch Evans, Hunter Lawrence and Jett Lawrence with 26 points.



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SIDI celebrating Nancy van de Ven's WMX win

Dutchwoman Nancy van de Ven (25) ended the 2022 season at the top of the overall standings in the Women's Motocross World Championship with 201 points, ahead of Lynn Valk, second, and Larissa Papenmeier, third. "The season started really well for me as I won in Mantua, where I also took the red plate. Of course, my main goal is always to win. But the races are really demanding, and things don't always go as you would like. Despite a crash in Portugal, and some bad luck

in Sardinia, now I'm over the moon, I've done it - now I am leading the ranking and I have finally won my first world title.

"I have to thank everyone for their



support, my family, the team, the fans and the sponsors. I couldn't be happier to have a company like SIDI by my side. They are always available, they support me regardless of the results, they have total faith in me, as I have in them. I am enormously grateful to them." Nancy has worn various models of boots during her nine-year career before turning to the 'Atojo', which

was officially added to the Treviso-based company's product range at the end of 2019. SIDI says that "these boots offer high resistance, comfort and quality materials to ensure the rider's riding sensibility and perfect feeling with the bike".

"I appreciated the 'Atojo' from the first moment I wore them," explained van de Ven. "They are very light and absolutely flexible. I only need one riding session to be able to use them in the race. It's amazing. They are very comfortable and I feel protected. They last really long, and I really like their modern look - quite different from a lot of other models I see around."

www.sidisport.com

BMW - 50 years of four cylinders

The iconic BMW Headquarters building in Munich - "built to shape tomorrow" - is an architectural icon and is 50 years old this year. Built between 1970 and 1972, it was built opposite the Munich Olympic Park and opened in the same year. It was designed by Austrian architect Professor Karl Schwanzer and, with its innovative "suspended" construction, remains one of the most innovative engineering buildings of

the post-war period. Being the HQ for a car maker, it features four cylinders suspended from a cruciform steel beam construction on the roof. The building did not grow from the bottom up, as is still the orthodoxy, but instead the upper floors were first manufactured time-effectively on the ground, then moved upwards hydraulically on the massive "tower shaft" made of reinforced concrete and completed in

several segments. No stranger to being used as a film set, it was described by renowned 1960s/1970s artist Peter Blake (of Sgt Pepper's album cover fame) as a "unique piece of realised pop architecture", and BMW says that "its striking architecture remains a symbol of visionary corporate decisions for a successful future".



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Roam Air - putting Africa on two wheels

By Ben Purvis

Look at the new Roam Air electric motorcycle and you might have the impression it's a home-built electric conversion based on an old 125 cc learner bike. That's not too far from the roots of the idea, but it's now a production machine that has the potential to start an electric motorcycle revolution and mobilise vast swathes of Africa in the process.

Roam, formerly known as Opibus, is a part-Kenyan, part-Swedish company that started out doing electric conversions on Land Rovers and Toyota Land Cruisers, but has since expanded to buses and motorcycles - with the Roam Air as its first production two-wheeler.

In prototype form, the Air impressed Time magazine enough for it to list Opibus as one of its top 100 most

influential companies of 2022, even before the production version had been revealed. This is because of the potential transport revolution that a \$1,500 (US) electric motorcycle promises in Africa.

In its base \$1,500 form, the Air has a single battery, the twin-battery version seen here is \$2,050, with a 180 km range and a top speed of 90 km/h. The chassis is as simple as possible with conventional forks, non-adjustable dual shocks at the back, and a basic tubular design. Above it, the section that looks like a fuel tank is actually a storage compartment, complete with internal USB socket. There are four riding modes - Eco, Standard, Power and Sport, and the ability to reverse at walking pace.

Initial sales will be in Kenya only, but the bike will be globally eventually, using local construction plants rather than shipping complete machines around the world. With a low enough price, and the promise of cheap recharging, it's possible to see the appeal of such bare-bones transport in both developing and developed markets.



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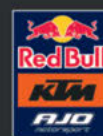
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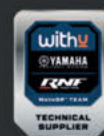
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MOTO GP - MOTO 2



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NEWS BRIEFS

SX Global, the Australian company spearheading the FIM World Supercross Championship (WSX), has announced that it is to partner with Dream Traxx to oversee the design, development, management and maintenance of tracks for FIM World Supercross Championship rounds - "unique enhancements and adjustments to conventional Supercross track layouts will emphasize safety for riders, while increasing competition and intensifying racing action".

MV Agusta has appointed MV Agusta Malaysia Sdn Bhd as the sole and exclusive distributor of MV Agusta motorcycles, parts, merchandise and special parts in Malaysia - a newly formed subsidiary of AFY Mobility Sdn Bhd (AMI). To support the brand's competitiveness in Malaysia, all MV Agusta motorcycles distributed in the country will be completely assembled at the AMI assembly and training facility in Glenmarie, Shah Alam.

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 news from the Isle of Man TT this summer was mostly of tragedy with five racer deaths recorded - the worst since 1989 - but in among the tragedy a reminder of why we are all drawn to racing like moths to light bulbs! MCN reported that Dean Harrison (DAO Racing Kawasaki) is reported to have recorded a lap speed of 131.767 mph (with a lap time of 17:10.817) in the third qualifying session for the TT on the iconic 37.3-mile public roads course.

Letter from Italy Elisabetta Quadrini, Newfren, Turin

Innovating our way out of the uncertainty

September was yet another month of instability, with rising prices and the uncertainty about the future making it impossible to look for strategies that can prove durable for more than just a few weeks at a time.

The metal market is still showing a very strong upward trend, due to the high energy costs, which are having a strong impact on the metal industry.

Cast furnaces, in particular, had already invested heavily in converting to the use of electricity instead of coal over the past few years by implementing

"uncertainty is the only thing that is certain"

decarbonisation requirements - but until reliance on coal or gas to generate electricity is firmly in the rear view mirror, pricing will continue to be unstable.

As with metals, we here at Newfren, and everyone in the brakes components industry, are still also facing price increases on all the other materials we need. In some cases, these can change on a weekly basis. In order to cope with the ever-changing impact of energy, many of our suppliers are now showing their energy costs as a separate variable and sometimes having to update invoices with added supplemental costs monthly.

While the need of the factories to add supplemental charges is understandable, we have to comment

that on the distribution side of the finished product, and therefore as our customers are concerned, this policy is simply not practical.

Therefore, manufacturers are being squeezed in the middle of this perfect storm with our sales price lists also suffering a significant reduction in 'shelf life' and needing to be updated frequently.

However, this cycle means that at least in part, manufacturers such as us are faced with having to absorb the price increases seen throughout the supply chain until new price lists can be updated.

In the middle of this uncertainty, manufacturers' day-to-day business also has to be about adjusting production and activities to incorporate the many regulation changes that are enacted to guarantee product quality and respect for the environment.

Of course, we all support such initiatives in principle, but these activities impact both on the internal organisation in terms of skills and time to be dedicated, as well as on the financial aspect - doing this under the present circumstances means that for medium-sized companies like Newfren, every day is a challenge.

In response to such a difficult situation, Newfren has therefore had to react to these challenges by taking many internal and external actions.

In particular, we have implemented new specialised internal resources to optimise productivity. We have a new



NEWFREN

R&D department that has acquired the skills of additional, experienced engineers who can ensure that new projects underway can proceed without suffering delays, so we can offer customers something of ever higher performance continuously - production engineering and manufacturing optimisation are at a premium these days.

New emphasis has been invested in



starting up additional collaboration activities with companies that are already partners, so we can add to the knowledge base critical mass and production capacity that we have access to.

The first results of these upgrades will be seen at EICMA (Hall 22/Stand 148) with the launch of a new range of products resulting from the development work we have carried out over the last two years.

The new line will offer a unique feature that we invite you to come and discover in Milan or on our digital communication channels from 8th November.

www.newfren.com

Science fact - as flown at Detroit

Described as a "Luxury Air Cruiser", the Aerwins Technology Xturismo is said to be the first in a whole new class of personal transport - think Star Wars Storm Troopers on Speeders on the forest moon of Endor in 'Return of the Jedi' meeting a drone style hoverbike, and that pretty much brings to mind the Xturismo.

However, this is not science fiction. In fact, Aerwins, a Japanese manufacturer, demonstrated the Xturismo at the recent return of a reimagined Detroit auto show.

As tech edges us ever closer to electric powered aviation and taxis, this machine is not in fact, as might be

assumed, an EV, but a good old fashioned hydrocarbon burner - internal combustion with battery and autonomous control via an electric control system.

The hoverbike is already on sale in Japan, and Shuhei Komatsu, founder and CEO of Aerwins, said plans were underway to sell a smaller version in the United States in 2023. In order to make that happen, his company plans taking the SPAC route to a NASDAQ

listing that will value the business at \$600m.

The Xturismo is claimed to be able to fly for 40 minutes, with a maximum cruising range of 40 km, reaching speeds of up to 62 miles per hour (100 kph). It weighs in at around 300 kg and measures 3.7 m long by 2.4 m wide and 1.5 m high.

The payload is recommended not to exceed around 100 kg...and the price? In a galaxy, far, far away, it is hoped to be able to sell it for \$777,000 - although Komatsu has said that the company hopes to get the cost down to \$50,000 for a smaller, pure electric model by 2025.



**TRADE ONLY**

ABOUT US

Hendler is a wholesaler of motorcycle, scooter and quad parts. We're a small but experienced team with over fifty years combined in the motorcycle trade.

We believe in carrying a well-stocked range of great quality products sold at fair prices, with this in mind we have our own range of Hendler branded products and alongside of these we also carry some well-known premium brands, such as Motobatt, Koyo, Motul, NGK, Tourmax and many more.

Our international shipping prices are competitive and are charged per 30KG parcel to most European countries.
Should a pallet service be required then we can arrange this instead at cost.

Whilst we only sell to the trade and not to the public, our website is filled with features that help you sell to your customers, with toggle buttons to hide trade pricing and display SSP pricing or even having the ability to drop ship orders directly to your customers, enabling you to get those orders out immediately rather than having to wait for the stock to arrive with you first.



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NEWS BRIEFS

Steve McQueen's 1971 Husky 400 has sold at auction for \$186,500. Aka 'Harvey Mushman' (his sometime racing nom de guerre), this is the fourth time this particular McQueen-owned Husqvarna has gone to auction, last selling at a Bonhams auction in 2011 for \$144,000. McQueen and his close friend and sometimes stunt double, Bud Ekins, autographed the bike at some point.

In case you were wondering about the lack of news from Bonneville this year - that's because the 2022 AMA Land Speed Grand Championship was cancelled. The AMA announcement came on August 14, just ten days after SEMA had praised the conservation and restoration efforts at the Salt Flats. It was flooding that caused the abandonment of FIM Land Speed World Record chasing for 2022. The event's assessment team, led by Bonneville Motorcycle Speed Trials (BMST) promoter Delvene Reber, reviewed current conditions of the Bonneville Salt Flats both by air and on the ground on August 12 and 13, and determined that all track locations and alternatives were still flooded. With between 4 and 10 inches of water in many places, the team determined that there was no possibility the salt would be sufficiently dry in time for track preparations and operations to begin.

Following the news in the United States that Arai is to end its distribution agreement with Tucker Powersports of Fort Worth, Texas, comes news that Yoshimura R&D of America (headquartered at Chino, California) is to "dissolve its distribution partnership with Tucker Powersports. After a 20-year relationship we find ourselves at a difficult crossroads and have made the decision to part ways with Tucker Powersports as a distribution partner". While an announcement is still awaited from Arai as to what alternate arrangements it plans to put in place, Yoshimura has acted quickly, announcing on the same day that Western Power Sports (WPS) will be its exclusive U.S. distributor. After being in private hands since it was founded as a snowmobile distributor in the 1960s, at Boise, Idaho, at the start of this year WPS announced that it had been purchased by Arrowhead Engineered Products (AEP), the owner of component brands such as All Balls Racing, Hot Cams and others, and the owner of multiple businesses in Europe such as Vertex and, since this summer, Bih. Neither decision affects the brands' existing European distribution plans (as far as we know at this stage), but it is yet more evidence of "churn" in the distribution sector.

BS Battery - "the power you need" now available in USA



French battery specialist BS Battery has taken its business relationship with LeMans Corporation to another level.

Having distributed through Parts Europe (Wasserliesch/Trier, Germany) for the past five years, the Paris based manufacturer has announced that it is now to be distributed by Drag Specialties and Parts Unlimited in the United States.

Present in both OEM and aftermarket sales, founder and General Manager Benjamin Sebban told IDN: "We offer an exhaustive range of battery solutions with all the technologies available - lithium batteries, AGM sealed lead acid batteries, AGM maintenance-free batteries for all powersports applications - motorcycle, V-twin, SSV, ATV, UTV, snowmobile and watercraft."

The company has even designed a dedicated line for big engines - called "SLA MAX" - with reinforced cases and grid framework to reduce vibrations and provide riding comfort, specific terminals to facilitate



Founder and General Manager Benjamin Sebban told IDN: "We offer an exhaustive range of battery solutions with all the technologies available."



mounting without using spacer rings and an advanced construction design to increase the capacity and enhance starting power.

Focused on innovation, the manufacturer also offers lithium batteries with robust terminals, lighter weight (up to 70% lighter than lead acid batteries) and equipped with a voltage indicator to check the state of charge at any time.

"Thanks to our strong technical racing partnerships with leading racers and teams such as Fabio Quartararo (MotoGP World Champion), Yamaha GMT94 (World SuperBike), Kawasaki Bud Racing (MXGP), Sherco Racing (Enduro GP, Hard Trial) and others, BS Battery tests its products under extreme racing conditions to innovate more in lithium technology."

www.bs-battery.com



Gajser and Vertex - 2022 MXGP World Champions

Italian performance piston manufacturer Vertex is celebrating yet another year of race success - especially with all-conquering Slovenian Tim Gajser taking his fifth MXGP title (with two rounds to spare), riding the HRC CRF 450R equipped with the multi-titled Vertex GP Racer's Choice pistons. Top of the Vertex Pistons 4-stroke off-road pistons range, the GP Racer's Choice is hot forged in high resistance VP-310 alloy, equipped with the exclusively machined, F1 inspired T-Bridge and a DLC

coated pin, rings in chromed or nitrated steel and the exclusive shape of the head that Vertex has developed - a design that "guarantees excellent performance without any loss of reliability".

Gajser's title was one of many achievements for Vertex equipped riders in 2022. Jeremy Seewer is this year's MXGP Vice-Champion, Jago Geerts' the MX2 Vice-Champion and Nancy Van de Ven took the WMX world title.

All this in addition to the successes achieved by Maxime

Renaux, Glenn Coldenhoff, Mitch Evans and Thibault Benistant - all finishing in the top ten of their respective classes; then there is also the achievements of Kawasaki factory rider Romain Febvre.

www.vertexpistons.com





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Photo: Lucio Buselli - Overlook farm



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Letter from Ukraine

An update from DJ Maughfling of Supersprox at Zhitomir, west of Kyiv in Ukraine

Production upgrades essential to meet the pressures

As the market tries to adjust to the new realities of supply chain challenges and materials inflation, Supersprox CEO DJ Maughfling is another aftermarket vendor who contacted IDN recently with information about changes made in its production processes this year.

According to DJ, the start of the war in Ukraine has caused the company to review how production will be managed in the future.

DJ says: "This year has been historical in the number of complexities for all businesses around the world. Supersprox will need to adapt to the new conditions in future. We see the slowdown in many economies and the change in the global feeling of wellbeing.

"Now is a time to adapt to the picture that we imagine in 2023-2026. We have a head start on change, because our Ukraine factory is at the so-called front line of Europe, and we lost staff to the war effort. We had to find ways to adapt.

"We have already introduced our first robot into the Ukraine factory during August 2022. Whilst it might seem reckless to invest in a country at war, we consider our strategy to have good logic.

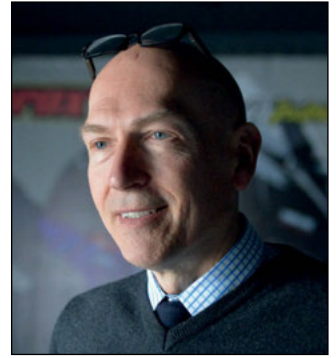
"It seems that the chances of the conflict spreading West is low. However, we also believe that the war will continue for some time, and even if the war was to finish, there will be a long recovery period for Western confidence.

Supersprox



"Historically, one of our main assets has always been our people - but that human resource here will be at a premium in the foreseeable future. Labour shortages are being felt worldwide, but it is becoming especially difficult here, and will be especially acute in manufacturing. Young people don't want to do this kind of work any longer.

"In our steel production, a robot has now taken over the turning process and will be a proof of concepts, because Supersprox has a wide range of differing parts with relatively low volumes. There are many tooling changes required, and that's tough to automate, so we have hired specialists for this new concept. Completely



changing the process steps for production has resulted in output increasing more than 60% compared to our historical method of loading the machines.

"Supersprox plans to keep all staff at its Ukraine and Poland factories, and there is a strong expansion plan for the company over the next five years. Several operations will be robotised and from the six key stages of production, four will be fully automated.

"We have already automated the production of aluminium sprockets in Poland during 2022. Now the four different types of machining processes required to make an aluminium sprocket have been replaced by a single process, doing everything.

"A single piece of aluminium goes into the workstation and a finished sprocket comes out - faster and of higher quality. Critically, there doesn't need to be any human interaction during the process. I am sure that many companies will adapt in similar ways to meet the changing demand from their clients. This will be the only way that the market will be able to achieve improved price stability and faster response times."



Dorna signs Saudi Arabia MotoGP deal

Madrid based Dorna Sports, the FIM's MotoGP rights holder, has signed a memorandum of understanding with Saudi Motorsport Company (SMC) to host a MotoGP round in Saudi Arabia - SMC is the dedicated commercial entity established to bring the Kingdom of Saudi Arabia's (KSA) motorsport events under a single umbrella.

SMC acts as the local promoter for KSA's growing motorsport events portfolio, which currently includes the Formula 1 Saudi Arabian Grand Prix, the Formula E Diriyah ePrix, the world-renowned Dakar Rally and an annual round of the Extreme E series. The signing of the deal took place in September at the San Marino Grand Prix by HRH Prince Khalid Bin Sultan Al Abdullah Al-Faisal, Chairman of the Saudi Automobile and Motorcycle

Federation and the Saudi Motorsport Company and by Dorna CEO Carmelo Ezpeleta.

Commenting on the deal, Dorna stated: "The FIM MotoGP World Championship is watched by more than 800 million people, broadcasting live to more than 200 countries around the world. The addition of Saudi Arabia to the MotoGP calendar on an annual basis will see the sport expanding further into the Middle East, with Qatar currently hosting the only round in the region.

"The partnership initiative between SMC and Dorna will also see the establishment of a new talent development programme for young Saudi riders, designed to increase awareness of and accessibility to the sport in the Kingdom."



Dorna CEO Carmelo Ezpeleta (left) with HRH Prince Khalid Bin Sultan Al Abdullah Al-Faisal, Chairman of the Saudi Automobile and Motorcycle Federation (SAMF) and the Saudi Motorsport Company (SMC).

Carmelo Ezpeleta is quoted as saying: "As the leading global championship for two-wheel circuit racing, we are thrilled at this opportunity for MotoGP to expand its reach within the Middle East by adding an annual

GP in Saudi Arabia. The region is a key market for motorsport and the demand in the Kingdom for events of this kind is growing, with research showing that 80% of Saudi fans wanting to see more in their country."

Rossi extends D.I.D partnership through 2024

D.I.D[®]

D.I.D and race legend Valentino Rossi have been in a brand relationship, one way or another, for two decades - from racing with D.I.D chain ever since he switched to Yamaha in the early days of his career, right through to his position as a D.I.D Brand Ambassador since he retired.

With a year still to go on their present three-year agreement, D.I.D and Rossi have now extended that agreement, signing a new three-year deal that will see Rossi continue as a Global Brand Ambassador for D.I.D, with D.I.D continuing its support as an official Technical Partner for the VR46 Riders Academy and VR46 Ranch, and for the Mooney/VR46 race team in Moto2 and MotoGP.

Hirofumi Araya, President of Daido Kogyo Co., Ltd. said: "We are extremely pleased to be able to continue our relationship with Valentino Rossi. He is a fine ambassador for D.I.D and for the sport.

"D.I.D and Valentino share a common, mutual desire to improve riders' performance and contribute to foster the future talents in two-wheel motorsports. It is a pleasure to work with Valentino as our Global Brand Ambassador and we are excited to continue backing his investment in the future of motorcycle racing.

"On the racetrack, D.I.D will continue

to use the most innovative materials and technologies to develop chains that can contribute to the performance of a globally recognised and respected sports person like Rossi. At the same time, DAIDO will incorporate latest materials and technologies to co-develop with him the ultimate chains that can be safely used and enjoyed by riders all over the world, so to increase the joy of motorcycle riding."

Last year saw D.I.D launch its first co-branded chain product with Rossi - the D.I.D X VR46. The company also released "The Doctor" - a newly designed 460-piece limited edition chain, test-approved by Rossi, that was directly derived from the D.I.D chain supplied in MotoGP. That sold out immediately, and the good news is that a second limited edition special chain in the series is currently at the design phase in Japan.

Araya went on to say: "At the same time, DAIDO will incorporate latest materials and technologies to co-develop with him the ultimate chains that can be safely used and enjoyed by riders all over the world, so to increase the joy of motorcycle riding."

Commenting on the extension of the relationship, Valentino Rossi said: "I have been using D.I.D on the track with Yamaha for many years, and now I am very glad to extend this partnership as



Hirofumi Araya, left, President of D.I.D chain manufacturer Daido Kogyo Co. Ltd. concludes the extension of the partnership with Valentino Rossi.

their expertise and great technology can support me and our VR46 Riders Academy racers on the track and during our training activities."

Araya concluded by saying: "Fun is a strong driving force in D.I.D, fun is the

essential element, and combined with Valentino's dedication to excellence and the search for adrenaline, this is a 360- degree partnership between winners, for winners."

www.didchain.com



The relationship between Valentino Rossi and D.I.D goes right back to Rossi's switch to Yamaha (from HRC) in 2004.



Tested by Valentino Rossi, D.I.D launched its first co-branded chain last year - the D.I.D X VR46 520 and 525 series.



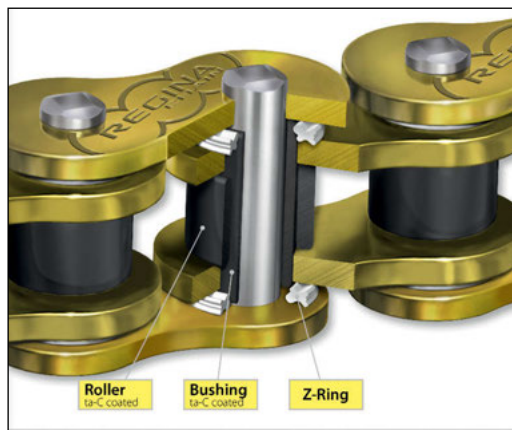
D.I.D's new X-rings have greater retention and durability, for higher wear resistance.



HPE 520 series Z-Ring chain

Having presented its innovative and revolutionary Z-Ring High Performance Endurance HPE chain in September 2020, given the success achieved in the past two years with 525 chains and driven by the numerous requests of enthusiasts, Italian manufacturer Regina is now announcing that it has extended the range to also include 520 applications.

This addition to the range means that not only will Regina's distributors and their dealers be able to gain another good slice of the market - both HPE chains together represent access to some 85% of available sales - but thanks to the important



production volumes that will now be achieved, Regina has thus succeeded in developing economies of scale, which have allowed the Italian manufacturer to reduce HPE production costs.

Despite the difficulties caused by the continuous increases in raw materials and energy costs at this time, Regina Chain - which still makes 100% of its motorcycle chains in Italy - has nevertheless decided to share this production benefit with the market, making the entire HPE range much more accessible to all end-users by reducing HPE product sales prices to the public.

The chains in the HPE range - the first in the world to allow



the elimination of the periodic relubrication traditionally needed every 1,000 km with standard chains - have found considerable success among motorcyclists for both the remarkable convenience of the lube-free concept and for the unique durability and performance characteristics of the product.

Regina's CEO, Paolo Garbagnati, told IDN: "Numerous laboratory and road tests show that the HPE chain achieves a useful life at least equivalent, if not superior, to that of a traditional Z-Ring chain that needs to be regularly relubricated."

"The reduction of energy dissipation and increase of the efficiency of the chain drive obtained by combining the high hardness of the coated surface with a low coefficient of friction results in improved chain performance and reliability."

"The hydrogen-free Tetrahedral Amorphous Carbon (ta-C) coating offers better performance of the motorcycle - which translates to lower fuel consumption - than the use of a traditional chain thanks to our use of what is currently considered the most advanced of the DLC (Diamond Like Carbon) coatings."

"We apply this to the surfaces of the bushes and rollers of HPE chain. The elimination of chain cleaning operations and lubricant splashes while driving minimise the environmental impact and tedious routine maintenance operations." The 520 HPE chain will be available from the end of October 2022.

REGINA

Cernusco Lombardone (LC), ITALY

Tel: +39 039 9980 1

sales@reginachain.net

www.racing.reginachain.net



Zard for Thruxton RS

Italian exhaust manufacturer Zard has updated its offer for the Triumph Thruxton RS (and Speed Twin models) with slip-ons and full system options that leverage the brand's race credentials and long-standing status as a major player in the aftermarket exhaust space for Triumph models.

"Muscular design combines with high-quality finishes and racing materials," is how Zard introduces its SP full exhaust system for the Thruxton, "giving the British roadster a completely new character thanks to its sporty look and distinctive sound".



Entirely made of AISI 304 stainless steel tubes and laser-cut titanium plate, the complete SP exhaust kit is "graced with refined details, such as the laser-cut bronzed tag, and can be completed by the carbon fibre silencer end caps available as an optional extra - a detail that enhances the weight saving and gives an additional racing character to the SP system."

"Thanks to the work done by our R&D department, and the experience gained on the racetrack, the SP full racing exhaust provides the Triumph Speed Twin engine with a clear increase in power and improved power delivery, while weighing just 4.1 kg".

Features include removable dB killers and optional carbon end cap. The installation of the Zard SP system on the Thruxton (and Speed Triple) does not require any modification of the ECU, and the SP system can also be used on the race-only Thruxton R. The optional black ceramic coating is heat-resistant up to 1000°C.

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RMS 'Factory Quality' for late models and Classics



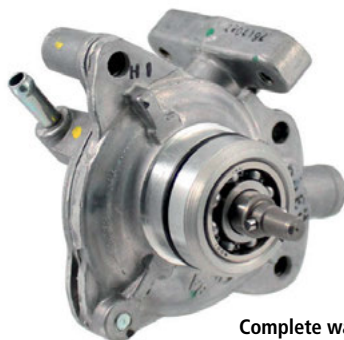
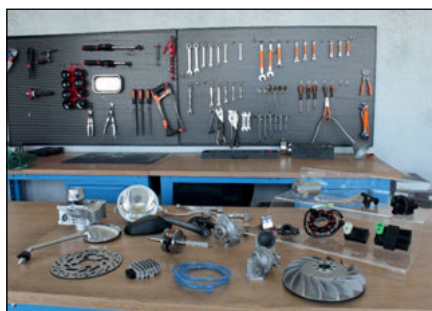
Established in 1985 and based in the Monza/Milan area, RMS Performance Parts specialises in the distribution of spare parts and accessories for the motorcycle and scooter industry in Europe. The company sells a range of over 40,000 product references to dealers throughout Italy and worldwide.

In addition to parts and accessories for the latest mainstream model motorcycles and scooters from many of the leading manufacturers worldwide, RMS has a strong 'Classic' programme, focusing mainly on older Vespa and Lambretta scooter models, as well as other PTWs such as APE and mopeds.

The company's latest 2023 'Classic' catalogue is out now and features more than 500 pages of new and updated product lines from the leading brand names as well as its in-house designed 'RMS Classic' line. The 2023 mainstream and late model catalogue will be released at EICMA in November.

RMS distributes leading international brands in the Italian market, including Liqui Moly (Germany), BS Battery (France), Kenda, KMC Chain and JT Sprockets. In addition, RMS offers its customers a

Cylinder kit for Yamaha NMAX 150 cc



Complete water pump for Honda PCX 150 cc



comprehensive range of premium quality own-brand components for Vespa models from recognised Italian and worldwide manufacturers, including the RMS Moto, Nypso, EVOK and Sinter brands.

Products offered range from electrical and transmission components to engine parts (such as its RMS brand cylinder kit for Yamaha NMAX 150 cc models) and accessories like the E-marked rear view mirrors for the Yamaha Ténéré, a complete water pump kit for the Honda PCX 150 cc and rear lights for Vespa P125X, P150X, PX125 E and PX150 E/T5. All RMS branded product lines are the result of extensive in-house R&D and high-quality precision production standards. The RMS Moto brand has strong Italian design and manufacturing DNA and offers a very wide range of products at a competitive value for money price point.

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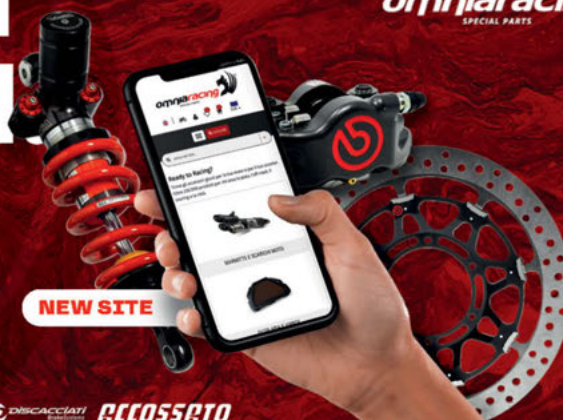


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2023 KTM and Husqvarna protection upgrades



Roost deflectors



Radiator guards



Clutch slave cylinder guard

Michigan, USA based Enduro Engineering offers importers and their dealers in Europe access to a wide and growing range of product designs for Enduro enthusiasts - from exhausts to suspension components, skid plates and seats to radiators, controls, clutch and the all-important debris deflector designs.

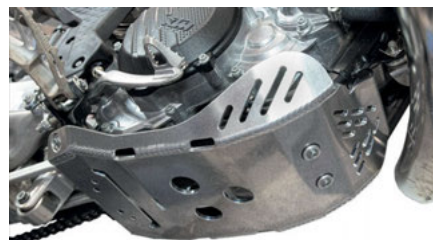
Always quick off the line where new model applications are concerned, seen here is a selection of products for the new 2023 KTM SX/SXF/XC/XCF and 2023 Husqvarna FC/TC/FX/TX models - "everything you will need to protect your new motorcycle - for 2 and 4-stroke models".

The line-up runs from radiator guards, radiator brace, rear brake disc guard, stainless steel brake pedal tips and open-ended aluminium moto roost deflector arms to full wrap aluminium debris deflectors, EVO2 plastic roost deflectors, front brake disc guard, handlebar risers, clutch slave cylinder guard, full floating, rubber mounted aluminium skid plate, skid plate mounted linkage guard and axle wrench and spark arrestor end caps for 2-stroke models.

Also available, Enduro Engineering wheel spacer kits are a versatile programme of spacers only or full kits with replacement seals and bearings - plus a spacers and seals kit that allows pre-2023 wheels fit the 2023 models.



disc guard



Full floating rubber mounted aluminium skid plate

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Charlotte, MI, USA
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LV Corsa in carbon fibre

Italian exhaust specialist LeoVince describes its new 'LV Corsa Carbon Fiber' 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. For the sleeve we use a double layer of 2x2 twill pre-preg carbon fibre that has been specifically developed to resist high

temperatures, while making the exhaust even lighter.

"We chose a matt finish for the 'LV Corsa Carbon Fiber' to enhance the racing look and make a special end cap in AISI 304 stainless steel with a shot-blasted finish - strong and tough - chosen for its optimal resistance to the nitric acid that is present in the exhaust gases and use hand-TIG welds throughout." High temperature resistant LV Corsa grade one titanium and ceramic-based matt black coated AISI 304 stainless steel versions also available - to give riders the performance, durability, corrosion resistance and choice they want.

LeoVince

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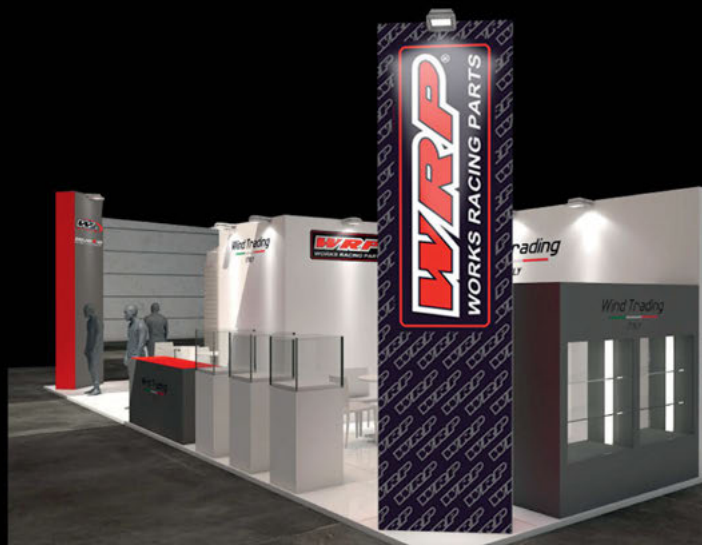
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Handguards for Tiger 1200

Australian handguard specialist Barkbusters continues to expand what is already a huge range of model-specific applications for its range of hand and lever protection designs.

"We lead the world in hand and lever protection," says owner Bruce Collins.

"Barkbusters is known worldwide for its innovative designs and use of advanced materials to optimise rider safety even under the toughest of conditions.

"Now our ever-growing range of model-specific handguard kits has expanded even further, allowing discerning riders to switch out inferior OEM offerings with the best

quality hand protection on the market."

Available now, this new model-specific handguard kit includes all the necessary mounting hardware for 2022 and up Triumph Tiger 1200 GT Explorer and Rally Explorers. The full wrap-around aluminium hardware is compatible with all the company's two-point handguard designs - Jet, VPS, Storm and Carbon.

BARKBUSTERS

Victoria, AUSTRALIA

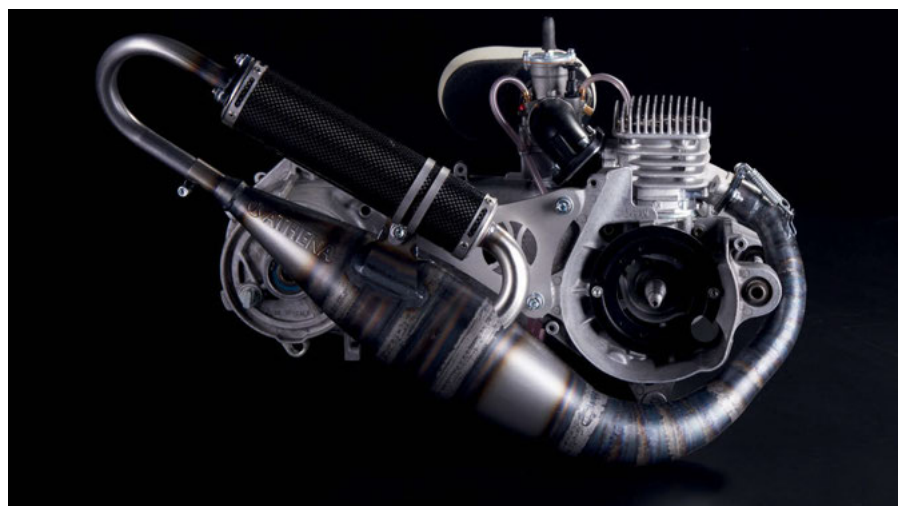
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www.barkbusters.net



Athena racing exhaust kit for Yamaha-Minarelli engines



Designed for Yamaha-Minarelli air-cooled vertical big bore engines, this new racing exhaust kit from Vicenza, Italy based Athena is compatible with well-known models such as MBK Booster, Yamaha BWs and Aprilia SR.

Said to deliver "improved torque and acceleration", it follows on from the success of the Athena 70 cc big bore cylinder kit for Yamaha-Minarelli vertical engines that was launched by the company last year and developed in direct response "to enormous demand from fans".

"The reaction to the cylinders resulted in our R&D team engineering this new exhaust to handle the increased power. When combined with the cylinder kit, the racing complete exhaust kit ensures the correct pressure inside the exhaust pipe, along with an optimised dynamic flow of the gas expelled, guaranteeing increased torque and acceleration with unprecedented levels of performance.

"Manufactured with precise craftsmanship and the utmost attention to detail, it has been created by hand-welding more than 18 high-quality steel

sections with a thickness of 0.8 mm. The Athena exhaust delivers the best possible performance, ensuring maximum durability and resistance to thermal and dynamic stresses.

"The structure is capable of resisting the stresses generated by a tuned engine, ensuring that its geometries are maintained.

"The Athena exhaust is also equipped with a carbon silencer to guarantee both lightness and maximum durability and it has a bracket crafted from AISI 316 stainless steel, which is laser-cut to ensure accurate and safe installation".

ATHENA

Alonte, ITALY

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motorsport@athena.eu

www.athena.eu



ATHENA

Kawasaki Ninja 400/Z400 clutch kit

The newest addition to the USA made Barnett Clutches & Cables line-up of clutch kits is this Kevlar clutch plate/spring kit for the Kawasaki Ninja 400 and Z400.

This kit includes five Kevlar clutch plates and a set of three heavy duty clutch springs. Barnett's proprietary Kevlar friction material has evolved and been a proven product for over 30 years.

Each kit is manufactured in-house at the company's Ventura, California headquarters,

allowing Barnett to maintain strict quality control standards.



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GPR Tech division

Founded in Milan in 1968, GPR Exhaust Systems is unveiling a new division at EICMA.

GPR Tech leverages its ISO 9001 certified manufacturing heritage and precision machining



skills to present a new range of motorcycle parts and accessories that, initially, focuses on Trail and Naked models with products such as sump guards, roll bars, rear luggage racks, top box carriers and rear brake master cylinder and oil filler protection guards.



The new range includes items for BMW, KTM, Royal Enfield, Honda and Benelli models and all of the bestselling models from the market's leading trail bike manufacturers.

Owners Mauro and Luigi Orlandi have invested heavily in their new factory and upgraded all their R&D and manufacturing processes in the past two decades and these days export some 89% of production and have a growing line-up of OEM contracts.



GPR specialises in processing titanium and steel, and with a selected network of specialty collaborators to meet the highest standards, Mauro told IDN: "We decided that now is the right time for our company to show what it can achieve in additional manufacturing segments, and this first selection of GPR Tech product designs shows one of the directions we will be taking."



"Our outstanding international distributor network and reputation for quality and service are the perfect platform from which to expand what the GPR brand means for our dealers and their customers."

"GPR exhaust systems have been present for years in the main world competitions such as MotoGP and the Moto3 category, the MXGP World Championship category and the World Supersport Championship since 2021, and our design and manufacturing processes mean we can offer the best combination between innovation, quality and cost."

GPR ITALIA SRL

Riozzo di Cerro al Lambro (MI), ITALY

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Falco 'Land 3' touring boot

Italian riding footwear specialist Gianni Falco describes its updated for 2023 touring mid-boot as "the perfect combination of support, protection and comfort all in one adventure travel boot."

"Our touring mid-boot has finally reached a 3rd step of technical development - renamed as 'Land 3'. The three main features are that it is extremely durable, superbly well made and delivers all-day comfort".

A new upper material combination combining perforated micro-fibre with a High-Tex membrane is



said to provide the best performance ever under heavy rain and the ankle is 100% protected by D30 cups inserts. Closure is by a side Velcro strap for comfort and wearability gains and rear calf accordion stretch provides the necessary flex-support.

A hard-wearing, injected rubber sole features a new lugged outdoor anti-slip outsole design.

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TracTive X-TREME PRO shocks and cartridges



Dutch suspension specialist TracTive is no stranger to developing extreme condition suspension solutions for the ADV market - indeed it could be said that it wrote the book on how to engineer shock absorbers and front fork cartridges for this most demanding of applications. These products are distributed and serviced worldwide by TracTive technical partners, including the renowned Rally-Raid Products Ltd. in the UK, Touratech GmbH in Germany and Boano Moto Srl in Italy.

"Our X-TREME products are recognised as the ultimate choice for big adventure bikes and for riders who travel the world with heavy luggage or explore off-road trails," says TracTive co-founder and General Manager Tom Glazemakers.

"However, more riders are now making the switch from heavyweight, highway and urban jungle bred large displacement ADVs to the easier to handle, more responsive and versatile medium sized

"While every rider, from amateur to professional, benefits from upgraded suspension, Pol Tarrés' Erzbergrodeo Ténéré 700 featured a new generation of TracTive X-TREME products - the all-new and substantially enhanced X-TREME PRO shock." Tarrés used a Rally Raid by TracTive shock with longer length and stroke than anyone could yet 'buy off the shelf'. "The new X-TREME PRO shock is a further



Also available in the range, the X-TREME PRO cartridge kit has a new main piston, offering increased oil flow, a new damping set-up and improved hydraulic stop function.

A review from a test rider, who switched from the X-TREME to an X-TREME PRO set-up, stated that "the new (PRO) shock outperformed the old shock in every way. Softer initial movement, smoother free-flowing stroke and more bottoming resistance.

"The new (PRO) cartridges are the perfect complement to the new shock. This set-up for me is bullet-proof - I can't fault it and I can't break it. The new (PRO) is exactly what I was trying to achieve when modifying the existing X-TREME. I feel like the new (PRO) suspension will suit everyone from the faster riders looking for more bottoming resistance. The range from soft to hard settings is much larger". Where the X-TREME products excel in stability, control and comfort in all road conditions, the X-TREME PRO is the product for the hardcore, faster

'the first twin-cylinder to make 17 stages points in the allotted time'

adventure bikes. As they spend more time and do more miles riding harder and more aggressively off-road, then a lot of changes happen to the demands being placed on ADV models, not least for the suspension - probably the most important component system for hard off-road riding."

The ultimate proving grounds in the off-road and Enduro racing world are the Dakar, the ultimate long distance test, and the big bad Erzbergrodeo Hare Scramble, the notorious Iron Giant, where suspensions are pushed to the edge and beyond.

Riding the Yamaha Ténéré 700 Rally Raid, Pol Tarrés became the first man (or woman) to reach the 17th of the 27 stages of the punishing multi-surface, multi-obstacle course on a twin-cylinder machine.

improvement over the proven qualities of the existing X-TREME line for riders who mainly ride hard off-road or compete in rallies and require more damping and bottoming resistance."

The X-TREME PRO shock has an improved bumpstop, protector sleeve, bearing seals, a new damping set-up, including a revised Position Dependent Damping System, improving bottoming safety.

'the PRO set-up is almost bullet-proof'

rider.

The 2022 Erzbergrodeo is already being talked of as being the most gruelling in the competition's 26-year history. The third of the eight stops on the 2022 Hard Enduro World Championship circuit, it was 35.2 km of harsh terrain that included fields of massive boulders, near vertical hill climbs, plunging descents and single tracks that zig-zagged through thick, muddy forests. Riders also had to survive dust and mud and extreme high temperatures.

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Puig additions

Frame slider Pro 2.0



This new version of Puig's Pro model frame slider offers greater protection in the event of a fall - the damage suffered in the area of the engine and the chassis is minimised by avoiding direct contact with the road in the event of a fall and subsequent sliding. They are made up of a central body made of polyamide, a material with high resistance to impact and abrasion, and two pieces (front and rear) made of thermoplastic elastomer to absorb possible impacts with the rider.

The attractive aerodynamic design with lateral wings optimises the absorption of impact forces thanks to its conical configuration.

Folding rear view mirror

Available in anodised for the 2021 Yamaha XSR900 and machined from billet aluminium, this foldable



rear view mirror design "combines character and sensuality with its curved shapes and its machined details. On a functional level, it has a turning mechanism that allows the mirror to be folded down to protect it when passing through narrow areas and recover its initial position without any effort.

Lumen S LED headlight



Thanks to the advanced LED technology, this Lumen S LED headlight improves lighting while providing an attractive neo-retro aesthetic.

It has compact dimensions (175 mm wide by 160.4 mm high) and fits a wide segment range of models and styles, especially Café Racers and vintage style Naked.

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Carbon Street Fighter

Launched to critical acclaim earlier this year as part of its 2022 product line-up, the Scorpion EXO HX1 Carbon SE (ECE 22-06) Carbon Street Fighter is a "versatile neo-retro" helmet in Ultra-TCT carbon fibre shell - a Thermodynamical Composite Technology shell - essentially pre-preg fibreglass with, typically, a 3k carbon outer coating. The fibre matrix has progressive crumple impact energy absorption properties - Scorpion call it "digestive integrity on impact" and claim that it "absorbs more energy".

This delivers the look of a full carbon helmet, and much of the impact protection, but at a lower cost than full carbon. Scorpion's track record using composites, including fibreglass, is excellent, and this Ultra-TCT Carbon is feature-rich with micrometric closure, "Aero-Tuned" ventilation, eyewear-friendly, removable and washable,



hypoallergenic and breathable Kwikwick3 internal cushion and patented magnetic visor opening system.

Additional features include an internal retractable sun visor to give maximum comfort and maximum visibility, Pinlock 100% Max Vision 3D, EXO-COM ready (the new Bluetooth 5 Scorpion intercom with DynaMESH connection), nasal deflector (to prevent fogging of the visor), double air intakes (chin guard and upper part of the shell) - all in a package that weighs in at around 1,390 g, with a five-year warranty.

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www.scorptionsports.eu

Adaptive fit advanced Expedition Layers collection

British distributor Oxford Products' 'Advanced Rider Series' products include its new 'Expedition Layers' system - "designed for the most trying of weather conditions, the Expedition is a must for serious adventure riding.

"Insulation is mapped to the body, ensuring protection where it is most needed, whilst lightweight stretch panels provide an adaptive fit. A premium fur-fleece lining offers unparalleled comfort and warmth retention".

The 2022 Layers Collection is based around the Black Expedition under jacket and pants. "Each garment in Oxford's advanced layering system has a unique purpose: a base layer for year-round comfort, mid-layer options for different levels of insulation and a huge choice of outer layers for protection".

Features include ergonomically designed slim fit for maximum comfort when worn under a motorcycle jacket; thermally mapped for optimal warmth and minimal bulk; windproof and highly breathable fabrics and front facing material lined with 'fur-fleece' for extreme thermal performance.

The lightweight 4-way stretch material on the back, arms, cuffs and hem make for maximum flexibility, breathability and a snug fit while a silicone hem grip prevents the garments from 'riding up' the body. There are thumb holes at the cuff and zipped hand warmer pockets.



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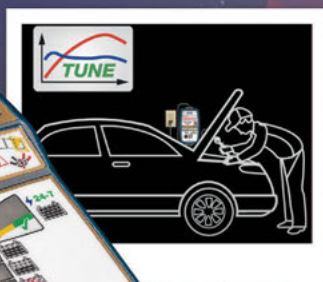
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Hornig - BMW S 1000 R conversion parts



German BMW parts and accessories specialist Hornig offers dealers access to a wide range of model-specific and universal fit parts and accessory designs for all of BMW's bestselling models.

Seen here for the S 1000 R, Hornig has replaced the OEM windshield with a tinted sport windshield resulting in less turbulence and, therefore, improved comfort. The screen here is used in combination with risers that lift the handlebar by 35 mm and bring it 15 mm closer to the rider.

The distance between the Midi brake, clutch levers and the handlebars can be adjusted in six positions. Hornig mirrors have been fitted for improved ergonomics and safety and Hornig has installed swingarm, fork and frame crash pads and used a silver anodised aluminium oil filler plug, which can only be opened with a Torx T45.

The side stand foot enlargement increases the stability of the motorcycle

on all surfaces. Optimal protection for the oil and water cooler is provided by a two-piece cooler screen. The tank pad in carbon is a small visual highlight and protects the tank area against scratches. There is a custom paint finish for the front mudguard and the pillion seat cover is said to blend in perfectly with the overall look.

The short registration plate holder and the adjustable licence plate bracket (stainless steel) give the rear a sporty look. Other accessories available include handlebar risers with offset, registration plate holder, stainless steel adjustable licence plate bracket, oil filler plug, tank bag, pillion seat cover and universal rim stripes.

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Knox 'Seasonless' - "one outfit, all riding conditions"

Internationally recognised British protection apparel specialist Knox has unveiled its new-for-2022 'Seasonless' collection - "the result of a year of development and planning, the Knox 'Seasonless' collection is a new philosophy that builds on the foundation of our signature armoured shirts.

"The Knox 'Seasonless' collection is about core Knox pieces, used for every ride and every season. Start with core protection and add layers to adapt and overcome all conditions, from unbearable heat through to driving rain.

"There is no spring, summer, autumn, winter wear, the Knox 'Seasonless' collection is a versatile and modular approach to all-year riding, in all conditions, via seasonless equipment".

Available for men and women riders, the range includes armoured shirts (Honister jacket, Urbane and Action Pro shirts), Action Pro trousers, Oulton and Orsa OR3 Mk2 gloves, Richmond MK3 jeans, Dual Pro jacket and Action Pro knee and elbow guards.

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The power to tune with fixed voltage battery support

Troubleshooting an electrical fault, uploading a new ignition map or setting up the electronic suspension, ride modes and personal rider settings all require power from the battery as the ignition key has to be in ON position - which means all the vehicle systems are powered up.

During service or repair, if the vehicle is 'plugged into' an electronic diagnostic tool, the battery must remain above a set voltage (typically 12.5V), otherwise a 'low battery error' will interrupt the tool's operation.

TecMate has introduced **fixed voltage battery support** in its advanced battery chargers that delivers a stable 13.6V supply to the battery and the vehicle's electrical system - preventing drain from the connected diagnostic tool and/or the vehicle's electrical system whilst the rider or dealer troubleshoots, updates or customises settings.

OptiMate 6 Select and OptiMate 7 Select come with a power supply (PS) mode that can be **selected at any time** prior or during the charge process, whereas the OptiMate Lithium 4s6A and 4s10A come with a **TUNE mode** adapted for lithium batteries that need special care when discharged. TUNE mode for lithium is only selectable if the LFP (LiFePO4) battery under charge is at 75% or higher - namely the battery needs to have been safely recharged before battery support can commence.

The OptiMate PRO-1 DUO, able to save, charge and test all Pb (lead-acid) or LFP (Lithium Ferrous Phosphate) powersport batteries, has a **smart Supply mode** adapted for shop use, with safety features to protect the vehicle's battery and electronics.

Martin Human, CEO of TecMate, told IDN: "In our fast evolving industry, one that now includes full electric vehicles



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(yet still with a 12V auxiliary battery to power all low voltage systems), a problem common to both is the inability of the 12V battery to deliver stable power during troubleshooting, updating or mode customising. "Our latest OptiMate battery chargers have the solution - you can literally go TUNE as long as you like and then switch back over to battery charge and maintain mode once you're done."

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Matris - Interceptor 650 suspension upgrades

Italian suspension specialist Matris continues to add new applications to its ever-growing list of rear shock absorber and front suspension cartridge options - seen here for the popular 'modern-classic' Interceptor 650 roadster from Royal Enfield.

Available in Matris' Dark version, to optimise the



bike's styling, the M40KC and M40D shock absorber series are ready to install options that are said to "improve handling and comfort," says Matris' Alberto Turcato. The base line M40D set features adjustable rebound, length and preload, with the M40KC top-line twin-shock set adding full adjustment on the compression stroke.

In addition to its entry-level FKE and FSE fork kits, at the front the performance of Matris' award-winning 20 mm F15K hydraulic cartridge with the "quad valve system" allows fully adjustable compression, rebound and preload. It replaces all the original internals and is a ready to fit, 100 percent plug-and-play, fully reversible install with no modification to the original fork required.

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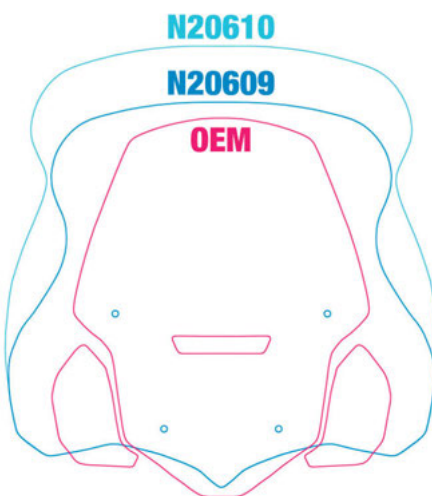
VStream for Tiger 850/900

Maywood, Illinois based National Cycle's new VStream windscreens for the Triumph Tiger 850 Sport and Tiger 900 (all models) are available in two sizes, so there is a "perfectly sized windscreen for almost every rider," says International Sales Manager Paul Gomez.

"Both will offer improved wind protection and riding comfort compared to other aftermarket windscreens. Extensively tested before the sizes were determined, riders 6 ft or taller, for example, will want the N20610 Mid windscreen. As always, the OEM windshield adjustments are fully maintained".

VStream gets its name from its unique patented shape. The advanced "V" profile and dimensional contours push the wind vortex out and away from the rider's helmet, resulting in a peaceful, quieter riding environment.

These windscreens are made from tough 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 dark or light tint.

NATIONAL CYCLE INC.
Maywood, Illinois, USA
Tel: +1 708 343 0400
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www.nationalcycle.com



Koso DL-04 for R nineT



Seen here as suitable for the R nineT, leading motorcycle instruments manufacturer Koso's DL-04 multifunction meter is one of a wide range of contemporary multifunction meter designs available to dealers from Koso Europe.

Koso gauges combine advanced technology with modern optics - features include six indicator lights to provide all the most important information about the bike, both during the ride and for analysis afterwards.

A genuine 'plug and play' gauge, the DL-04 "combines speed, odometer and tripmeter with hour meter, voltage, clock, stopwatch and recording of maximum values".



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Polisport additions

Portuguese parts and accessory specialist Polisport has been a leading maker of "Performance Plastics" since 1978 - next year will see the company celebrating its 45th anniversary.

Always a prolific manufacturer of new MX and (since EICMA 2021) Street products, recent new product lines include ...

Clutch cover protectors



An expanded line of bike protections for GasGas and Suzuki DRZ models, with clutch cover protectors now additionally available for 2021 and up GasGas MC250 and ECF 250/350 and Suzuki DRZ 400 models, with an ignition cover protector also available for the DRZ 400. Features include a slim, minimalist design, **dirt-proof built-in rubber O-ring**, hard resistant plastic to withstand boot abrasion and high temperature resistant durable plastic. Easy to install, they ship with all mounting hardware included in the kits.

YZ250 water pump protector

Made of resistant plastic, this quick and easy to assemble additional new water pump protector design for Yamaha models is a lightweight, design-compatible impact and accidental ground contact damage protector for the new Yamaha YZ250; available in black and brand colours.



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'Trigger' MX jersey 4.0

This new 'Trigger' MX 4.0 jersey from

iXS "was developed for uncompromising motocross use. It is the result of

collaboration with former MXGP rider Max Nagl and the iXS Hostettler Yamaha MXGP team and its two Swiss riders Valentin Guillod and Kevin Brumann.

"The ergonomic slim fit cut combined with the 4-way stretch material guarantees a precise fit and full freedom of movement. The tight-fitting sleeves made of perforated stretch material ensure maximum comfort.

"It can be used with or without body protection and is perfect for anyone who wants a cool and comfortable jersey. The extra long back with silicone print means that the shirt stays tucked into the trousers. Sublimation printing technology, which is

used in the manufacturing process, ensures that the colours will not fade or discolour, even after many washes.

"Trigger MX trousers are also available, featuring Schoeller Keprotec reinforcements to make them extremely robust despite the super-light and breathable outer fabric".



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Vance & Hines - BMW GS 1250 slip-on muffler

This Hi-Output Adventure 500 slip-on muffler is the largest capacity exhaust ever made by Vance & Hines.

Manufactured with a stepped 5-inch diameter in high-grade 304 stainless steel tube, the system features a brushed works-style finish, a CNC-machined billet aluminium end cap, black heat shield, stainless mid-pipe and spring clip assembly. With less weight than the stock exhaust, it "delivers increased horsepower and torque - smooth tractable torque throughout the powerband. The glass-wrapped, perforated baffle core design delivers a rich, smooth rumble while still meeting SAE J2825 sound level standards".

It has been designed specifically for the BMW 1250 Boxer motor, is compatible with the BMW factory panniers and centre stand and fits '19-'22 BMW GS 1250 models.

MOTORCYCLE STOREHOUSE

MOTORCYCLE STOREHOUSE BV
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Ermax screen for Can-Am Spyder

French windshield and accessory specialist Ermax offers screens for most popular makes, models and styles of motorcycles and scooters, but here is something a little different - something that demonstrates the versatility of its production

technology.

For the Can-Am Spyder F3 (2015 and up), this high protection OE replacement windshield provides optimal protection for the head against bad weather. It is equipped with large air intakes and is available in seven colours - clear, grey, light brown, light black, dark black, satin black and satin grey.

It measures 37 cm high (plus frontal air intake!) compared to just 32 cm for the stock windshield it replaces.

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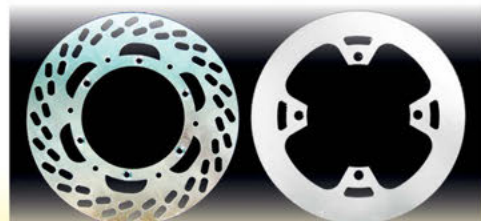


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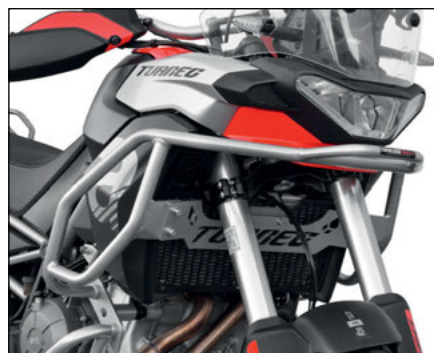
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PRO GUIDE

Top Block Trail - front end protection for the Aprilia Tuareg



Best known for its motorcycle security programmes, French manufacturer Top Block launched a brand-new range of products this year that represents a diversification for the Belfort, France based business. Top Block Trail is a new range dedicated to ADV models. With more than twenty years of experience



protector, deflector and handle in the case of a fall, or for towing the bike if needed.

The two lower parts that complete the front kit protect the housings and their essential components such as the water pump, clutch and controls. They integrate perfectly with the original brake and do not require any modifications, so are a 100 percent fully reversible 'plug and play' bolt-on install (using Multisport fasteners and the original mounting points) that can take additional lights.

A Tuareg badged reinforcement plate connects the right side to the left for additional rigidity, and the product is guaranteed for two years against all manufacturing defects.

TOP BLOCK
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www.top-block.com

in protectors and kits for motorcycle schools, Top Block says it has used all of its R&D know-how to produce specific kits for the leading ADV models that dominate the market in 2022. The range includes the advanced design engine and front end guard seen here for the 660 cc Aprilia Tuareg.

Manufactured in 25 mm high strength steel tubes, painted epoxy gray aluminium, the kit features three bolt-on elements that are fixed between the engine and the top of the engine on either side of the bike using 6 mm oversized plates to provide protection, rigidity and durability.

The additional tubular section at the front acts as



PHBH carbs - good 'price-to-performance' ratio



performance & style



German scooter parts and accessory specialist SIP Scootershop has added to its SIP Performance brand line-up with these new mid-range tuning sector PHBH carburettors "for all those who want to get more power out of their scooters on a tight budget," says CEO and joint founder Ralf Jodl.

"The classic PHBH carburettors from Dell'Orto may be a bit outdated, but they are still very popular. Their technology is simple, proven and reliable. Unfortunately, the production of 'vintage' technology is not Dell'Orto's focus. The ability to deliver is deteriorating from year to year.

"The remedy for this is our two PHBH carburettors, which we have launched under the SIP Performance label. We designed them to give a good 'price-to-performance' ratio and are designs that have proven technology for reliable, durable tuning."

Equipped with pull choke and large float valve, these black PHBH carburettors have a pull choke instead of a flap choke. "We use a 350 float needle valve in conjunction with a 50 throttle slide. The intake funnel with a 62 mm connection width is perfect for large air filters as well as the connection of the original intake hose".

Described as "providing a basic tuning that provides a solid starting point for finding the right set up so that fine-tuning to match the exact

engine set up has a platform on which to build for engine-specific calibrations".

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Dakar and Speed Edge slip-ons for the Tuareg 660

Speed Edge



Italian exhaust specialist MIVV has released a model-specific version of its recently introduced 'Dakar' system - designed especially for the latest generation of ADV models - for Aprilia's Tuareg 660.

The mid-range displacement ADV market is growing quickly, and the enduro chassis and RS and Tuono shared twin also makes an ideal platform for MIVV's 'Speed Edge' silencer and additional optional accessories.

Both exhausts are compatible with original side cases and slip straight onto the stock manifold for a modification-free, fully reversible install, and fully Euro 5 compliant.

The 'Dakar' is said to have been born from the manufacturer's experience in rally racing. Made of 304 stainless steel with a special highly resistant "pearled" finish, it is a robust and durable exhaust available in natural or black finish.

MIVV says that its dyno data (measured at the wheel) shows a +1.10 hp increase (at 9,400 rpm) and +0.50 Nm increase (at 6,400 rpm) for the maximum power and torque - with a 2.30 kg weight saving.

Already tried and tested in off-road applications, the 'Speed Edge' silencer is recognisable for its practical hexagonal shape, which allows the exhaust to be as close as possible to the frame. Two versions are available for the Tuareg 660 - titanium body and black 304 stainless steel body with "Black Moon" effect - a durable and highly resistant finish obtained using a special ceramic-based paint process. Both feature a carbon end cap and anchor bracket that add a touch of aggressiveness to this silencer.

Testing shows an increase in torque and maximum power equal to +1.00 hp (9,500 rpm) and +0.80 Nm (at 6,500 rpm) with a weight saving of just under 2 kg compared to the stock configuration.

Options for both exhausts include a de-cat pipe for situations where road homologation is not required and a carbon heat shield.

MIVV S.P.A.
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SHIDO dual charger with DC 1.0 and DC 4.0 options

Among its internationally recognised product lines, Belgium headquartered DC AFAM is owner and master distributor of the SHIDO line of batteries and chargers.

"SHIDO lithium batteries offer an excellent level of performance, but to gain the best from them, they need to be charged correctly".

DC AFAM has developed its own SHIDO chargers for motorcycle and powersport applications and SHIDO dual battery chargers come with a unique and optimised algorithm, which allows for a safe charge of both lithium LiFePO4 and lead-acid batteries.

"One of the key things to know," says DC AFAM's Davy Dousselaere, "is that charging a deeply discharged lithium battery (<10V) should be done very carefully, starting with applying very low current. Applying high current from the start on discharged lithium batteries will cause premature failure.

"Also, chargers where the voltage goes above 15 volt for a certain period of time will severely damage your lithium battery. Our SHIDO dual chargers will also be maintaining the charge on the battery after the charging is completed.

"Every four hours the charger will check the voltage. When battery voltage drops below 1.8 volt, the charger will start applying charge again. We can now recommend SHIDO chargers for lithium and lead-acid batteries in all confidence."

They are designed with a clear split between lithium and lead-acid charging modes and battery recovery for deeply discharged batteries, battery health check after charging, maintaining mode and protection against reverse polarity, overcharging, overcurrent, overheating and short-circuits. There is user-friendly



detection for reverse polarity, low-voltage or damaged batteries.

SHIDO chargers are IP 65 rated (waterproof) and adjust for varying A/C line voltage to deliver consistent charging current. On the SHIDO DC 4.0 charger, there is a specific AGM mode for sealed batteries, a high quality and clear digital screen with live voltage reading and a hook attachment.

They are suitable for 6V and 12V batteries - choose between 1A and 4A.

DC AFAM
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Triumph Tiger 850/900



SP-3 Carbon
Black Ceramic
Steel



SP-3 Carbon
Titanium

Italian exhaust manufacturer HP Corse has a choice of SP-3 Carbon and SPS Carbon slip-ons available is a selection of finishes and materials for three-cylinder Triumph Tiger 850/900 applications.

Designed in the HP Corse Bologna R&D Centre, the distinctive octagonal body shape and lightweight carbon end caps are tested and proven to be durable and robust, adding power and torque in the low and mid-range - where riders need it most.

Available in choice of Titanium, Black Ceramic Steel or Satin Steel, they are equipped with a carbon heat

T-Spirit EVO with E-Dry membrane

Eleveit's T-Spirit EVO was described when it was launched earlier this year as a model that is "about to become a 'must-have' for all those who love both to face long journeys or travel on dusty dirt roads immersed in wild nature".

"Using the same technology as the popular X-Legend off-road boot, breathability, comfort and protection are the qualities that Eleveit's designers have been looking for with the T-Spirit EVO".

The upper is in microfibre with nubuck leather finishes for comfort and increased resistance to abrasion and the neck of the boot also has ergonomic and soft protection to make the fit safe and comfortable.

Numerous PU protections are positioned in the ankle and tibia areas as well as thermoformed material protections in the toe and heel. The classic protection in the shift lever area is repeated in the left and right, with an internal suede leather heat shield to increase grip.

The sole is in two-component, two-tone high-performance rubber, but Eleveit says that the real plus



of the T-Spirit EVO WP is the E-Dry membrane used inside for maximum waterproofness. Closure is with three interchangeable and adjustable TPU buckles.

ELEVEIT SRL
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www.eleveit.it

SPS Carbon
Satin Steel



shield, have a race-style, laser-engraved HP Corse logo and fit the original collectors "perfectly". Euro 5 approved, the mufflers are 350 mm long and weigh-in at just over 3 kg.

They have a stylish, hydroformed double gas exhaust outlet, are equipped with double dB killers, have manually TIG welded slip-on fittings and mounting brackets with vibration dampening.

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



Accessories for CFMOTO 800 MT

GIVI regards Chinese manufacturer CFMOTO's 2022 Tourer as "one of the most interesting new bike models at the last EICMA", and now offers a range of dedicated accessories to add to its "European style". Both the 800 MT Sport and Touring versions can be fitted with these GIVI components.

Luggage options include the SR9225 rack for a top case. If a Monokey model is being used, this has to be combined with plates M5, M7, M8A, M8B, M9A or M9B; if a Monolock top case is preferred, the combination must be made with the M5M or M6M plate. An alternative to the top case is the EX2M bag holder, an anodised aluminium bag holder suitable for carrying large bags up to 50 litre capacity and 6 kg of weight.

The PL9225 is the side mount, which allows the use of a pair of Monokey side cases, and attaches directly to the pannier holder fitted as standard on the motorcycle. The BF72 is a flange for fitting the GIVI tank bags equipped with TANKLOCK or TanklockED quick release coupling.

There is a choice of GIVI panniers available, but the trio chosen to equip this bike is part of the Trekker line (Monokey fitting). It is made up of the two side cases TRK33N and the top case TRK52N, equipped with a nylon rack and a padded backrest. The EA123 tank bag is part of the GIVI Easy-T range, which has recently been replaced by the brand new EA144, identical in shape, but with new graphics.

The D9225ST windscreen is transparent, measures 64 x 51 cm (H x W) and can be mounted directly, using the attachments of the original screen. Its

additional 17 cm height offers increased air protection.

Other dedicated accessories include the TL9225KIT specific fitting kit for attaching the S250 toolbox to the PL9225 side pannier rack. The kit is mounted on the left side of the 800 MT. A pair of hand protectors (HP9225B), made in ABS, feature an aerodynamic design and are specific for this bike for a "perfect integration with the handlebars". A metal crossbar

(FB9225), to be mounted behind the windshield, is capable of accommodating one of the many smartphone or GPS holders available in the GIVI catalogue.

GIVI S.P.A.

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www.givimoto.com



GIVI

Sport screen
h: 30 cm

Sport screen
h: 35 cm

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Hevik 'Orion' gloves

Part of the Hevik 2022 gloves range, 'Orion' is a CE-certified technical glove, made of 40% microfibre, 45% nylon and 15% softshell. This model is rich in details that guarantee a high level of comfort. The wide gusset cross-elastic band on the back and thumb not only gives a sporty twist to the overall look, but also ensures freedom of movement for the fingers.

'Orion' is equipped with a waterproof membrane and an adjustable strap fastening at the wrist, with integrated elastic wristband, rigid protectors on the knuckles, EVA reinforcement on the outside of the palm and touchscreen compatibility on the index finger and thumb.

Insulation from rain and weather is provided by the

waterproof inner membrane, the ultra-soft polyester fleece touch lining and the adjustable strap fastening at the wrist, completed by the "airtight" knitted polyester cuff. Safety features consist of rigid protection on the phalanges, reinforcement on the outside of the palm in EVA and Clarino reinforcement on the palm, and dark reflex inserts.

'Orion' is available in a wide range of sizes from S to 3XL in the Men's version and from XS to XL in the Ladies version, as well as in three colours, (black, black/ice/red for males; black, black/fuchsia for females).

The glove is certified according to EN 13594:2015 European Standard, Level 1.



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Lightech at the track

Founded in 1997 and headquartered near Treviso in northern Italy, internationally recognised Italian high-tech parts and accessories specialist Lightech has been a fixture in the racing world, using collaborations with prestigious teams in the World Superbike Championship, MotoGP and Moto 2 world championships as an extension to its in-house R&D and testing capabilities.

Lightech sells over 8,000 products - some 7,000 of them manufactured in high-strength, lightweight Ergal zinc aluminium alloy, plus more than 400 product designs - through over 1,500 authorised resellers in Italy and distributors in 50 other countries.

Although most of Lightech's product range is for street bikes, over the years its paddock presence has resulted in a range of accessories for the track.

The front triple tree lift seen here is made in stainless steel and height adjustable with 11 pins of various sizes available (all machined from solid) to allow the stand to be adapted to a wide range of makes and models.

Also seen here, the stainless steel rear stand is available with forks or with rollers - both accessories are machined from solid. It is height and width adjustable and suitable for most of the different swingarms on the market. Both stands have red inserts and Lightech branded wheels.

Finally, this stainless steel rims carrier has been



designed to reduce the chances of wheel damage. All the products are ideal for race teams and add up to an ideal track day kit for dealers and their riders and are manufactured to the same high levels of precision and quality control that all Lightech product designs are known for.

LIGHTTECH S.R.L.
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www.lightech.it



'Exile' D3O jacket

The 'Exile' jacket from British owned brand Merlin's Explorer Collection uses Halley Stevensons 100% organic, soft tumbled Ripstop cotton in its construction, making for a "futureproof, durable garment that will last well into the riding seasons".

Using 45% less CO2 and 50% less water during production, the 'Exile' jacket is sustainable without compromising safety. A suite of D3O CE EN17092 Level 'A' armour is pre-fitted to the shoulders, elbows and back, while a jacket-to-jean connection zipper allows easy attachment of Merlin jeans.

Additional features include a fluorocarbon-free, water-repellent treatment finish, removable 125 g thermal lining, Textland Humax waterproof and breathable membrane and a premium, close-knit mesh, fold back collar and adjustable fit points.



MERLIN MOTORCYCLE CLOTHING
Burntwood, Staffordshire, UK
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WRP disc brake pads

The Italian WRP performance parts programme is a strong brand in the brakes market - its brake pad options have been especially developed for street, track day or off-road use.

"They are 100% European-made from first-class materials," says Wind Trading's International Sales Manager Francesco Fabbri (Wind Trading is the brand owner and worldwide distributor for WRP). "These high-performance brake pads offer twelve friction different compounds, each one specifically developed for the kind of riding they will be used for."

"There are eight types of compounds for street applications, and four for off-road applications. The performance they achieve will appeal to the rider using standard brake systems on high-performance



bikes - either as a track day riding event fitment or if an OEM upgrade is needed for more sporty style street riding.

"Using WRP specific sintered brake pads, the rider will experience increased friction and improved brake feel and control due to higher heat resistance - excellent for sporty riding or under the extreme conditions seen in racing."

"Most of the WRP brake pads have been approved according to ECE R90, which is required for all replacement street brake pads throughout the European Union and in non-European countries that have adopted ECE regulations."

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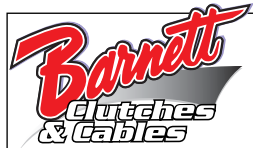
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INTERNATIONAL DEALER NEWS

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Toprak Razgatıoğlu Pata Yamaha with Brix WorldSBK



Pata Yamaha with Brix 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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NEWS BRIEFS

Back in June, the MV Agusta family joined "the entire world of motorcycling sports in congratulating Giacomo Agostini on the day of his 80th birthday". A living legend of motorcycle racing, "Ago" has inspired many and written some of the most epic pages of the sports history. "His name is forever tied to that of MV Agusta, and the successes they reached together are still unequalled".

CAKE, the Swedish electric motorcycle pioneer, has opened a pop-up store at Shoreditch in the fashionable district of East London in the UK. The store will act as a hub from which to build a local organisation ahead of the UK's stated aim of banning new ICE vehicles by 2030. The brainchild of noted designer Stefan Ytterborn, the CAKE hallmarks are ergonomics, utility, durability, simplicity and sustainability.

LS2 Helmet co-owner Paul Liao has celebrated the 15th anniversary of the brand by opening a new 16,000 sq m distribution centre at Terrassa, Barcelona, with capacity for some 180,000 helmets and 50,000 jackets. Sold in 115 countries through 96 distributors, LS2 sells to more than 7,000 retail stores around Europe (BDN).

Ducati achieved an unprecedented thousandth podium finish in World Superbikes at the end of July when Alvaro Bautista took his Panigale V4 R to his seventh win of this 35th WSBK season in Race 1 of the Czech Round.

Triumph confirms MX2 and MXGP race plans



RACING

Having announced that it was to enter the off-road motorcycle market last year, hiring Ricky Carmichael and Ivan Cervantes to advise, Triumph Motorcycles has confirmed expectations that it is to compete in the FIM Motocross World Championship in 2024, with a factory-supported race programme under an all-new Triumph Racing banner.

Triumph Racing Team has been set up in partnership with ex-Kawasaki team principal Thierry Chizat-Suzzoni, with his long-standing team manager Vincent Bereni as manager of the new TRT set-up, based at Chizat-Suzzoni's MX ESCA race HQ at Eindhoven, in the Netherlands.

TRT will field two of Triumph's all-new

Eindhoven team structure and facilities. Further underpinning that its ambition and commitment to win is central to this new partnership, Triumph has also stated that it will continue leading the team with a full crew "of highly experienced technical staff, all focused on bringing Triumph to the pinnacle of motocross racing performance."

"The new long-term partnership between Triumph and Thierry reflects a shared goal and commitment to build depth and success into Triumph Racing's approach to competition. As a part of Triumph Racing's portfolio of commitments, Thierry and Vincent's team will focus on the FIM Motocross World Championship, in MX2 and

motocross design engineering department at its Hinckley, UK headquarters - which is responsible for and already testing the concept and development of its all-new MX and Enduro motorcycle range.

Testing of the new Triumph motocross and enduro bikes "is also well underway and information on the specifications, performance characteristics and components of each model will be released in due course, along with more news on Triumph Racing's entry into further top-tier championships and categories".

Triumph CEO Nick Bloor is quoted as saying: "This new partnership demonstrates Triumph's long-term commitment to competing at the highest levels of racing. Our entry into the FIM Motocross World Championship with a factory supported Triumph Racing team signifies a landmark moment at the beginning of our new top-tier off-road racing campaign."

TRT owner (MX2 and MXGP) Thierry Chizat-Suzzoni said: "Nick Bloor and the Triumph Board of Directors have made their long-term ambitions for the project very clear, and I see a huge amount of passion from everyone at the factory."

"I am happy with progress on the bike, it looks great, has speed on the track, and Vincent and my staff are working with the engineers at Hinckley on building it into a competitive package."

Continues on page 20 >>>



Nick Bloor (left) and Thierry Chizat-Suzzoni

250 cc 4-stroke MX bikes in the 2024 MX2 class in 2024 and will add an entry into the 450 cc MXGP class in 2025.

The new TRT banner will now cover all of Triumph's racing-related activities, including Moto2 and Supersport racing. The partnership between Triumph and Thierry will encompass his well established and highly successful

MXGP, together with development of technology and talent to build Triumph's future strength in international motocross racing".

Thierry and Vincent's past racing record boasts over 80 MXGP World Championship victories and a huge reputation for technical and preparation excellence. The effort will be backed by Triumph's in-house

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