

INTERNATIONAL DEALER NEWS

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DEC '22/JAN '23

ISSUE #170

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Majors mostly report improved global unit sales and revenues for 2022 YTD; mixed performances in Europe

The latest data available from Brussels based international motorcycle industry trade association ACEM (Association des Constructeurs Européens de Motocycles) show new motorcycle registrations for the 'Big Five' European motorcycle markets - France, Germany, Italy, Spain and the UK - down by -1.4% (781,824 units) for the first nine months of 2022.

Motorcycle registration volumes declined in Italy (-3.3%/227,400 units), Germany (-0.5%/173,750 units) and France (-7.9%/154,660 units). The other two major markets did better - with Spain (+6.2%/135,800 units) and the UK (+3.5%/90,190 units), both showing an upward trend. The 'Big Five' account for some 81% of total European new PTW registrations.

In OEM terms, it would appear that a combination of housekeeping, a return to growth in Asia and, in the case of the Japanese manufacturers, beneficial currency fluctuations have resulted in mostly improved fiscals, but unit sales performances back up the

ACEM data here in Europe.

For its first half year, to the end of September 2022, **Honda** reported an increase of +38% in its consolidated global motorcycle sales revenue (1,412.6bn yen) from Honda Group unit sales of 9.202m (+1.03%) and +1.27% (6.343m) in consolidated

Japanese made
250 cc+ exports
to Europe
massively up

unit sales terms. Consolidated sales revenue in **Europe** was 93,701m yen, which was down by -17.1m yen on H1, 2021.

In its motorcycle ("Land Mobility") business segment, **Yamaha** reports net sales of 1,085.3bn yen (an increase of 203.3bn yen or 23.0% compared with the same period of the previous fiscal year) and operating income was 66.2bn yen (an increase of 5.8bn yen or 9.6%).

Total global unit sales were 3.588m units for the first nine months of 2022 (up from 3.460m for the year-ago period). Domestic Japanese sales were down 7,000 units at 71,000 for the period. Unit sales in **Europe** were down by 2,000 units at 154,000, up by 1,000 in North America at 53,000 and up in Asia at 2.879m.

In reporting its fiscal results for the first half of its current financial year (the period from April to September 2022), **Kawasaki** says that demand for its motorcycles in Europe "remains strong despite product shortages" and that, overall, and in common with all the other Japanese manufacturers, the primary motorcycle component supply chain risks it continues to face are the ongoing shortage of semiconductors and raw materials, "but that the logistics disruption is improving".

Overall, **Kawasaki** motorcycle wholesale for the 6-month period was up by 1,000 units over the 2021 period at 96,000 units in total. In **Europe**, unit wholesale was down by 8,000 units at 25,000, while the United

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Vendor News



Letter from Ukraine



SIDI Sold



Resonar



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**INTERNATIONAL
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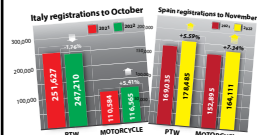
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COMMENT - EICMA has its momentum back!.....4

Having been to both INTERMOT and EICMA in the space of a month, Robin Bradley contrasts two shows headed in different directions. He says that "Europe needs both - it needs a healthy INTERMOT so the industry can better access valuable north European riders and dealers, but the German exhibitor community has lost its mojo."



STATZONE - The good, the average and the ugly6-7

Reports from Italy, Spain, the UK and Germany show mixed fortunes for four of Europe's five majors, but there is evidence that the inventory bottleneck may have started to ease from late summer as dealers started getting more bikes from Japan.



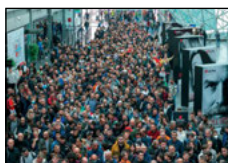
LETTER FROM UKRAINE - "We lost water supply, so we dug a well"8

Ukrainian reliance and resourcefulness should never be underestimated. History has shown many examples of how being under attack can do wonderful as well as awful things to a country. DJ Maughfling of Supersprox is seeing both as Russia blames the UK and USA for having to invade in order to save the Ukrainians from freedom.



EICMA A-Z - 21 manufacturer reports from 12 different countries16-29

Eight of those reports were of selected electric vehicle projects as EICMA starts to see the 'major' OEMs get closer to their own visions of what the future will look like, and as evolutionary capitalism starts to separate the start-up survivors from the historical footnotes.



EICMA 2022 - More than 40 vendor reports from 14 countries30-40

Momentum is a powerful thing, and as reported elsewhere, EICMA has built on the start its 2021 reboot gave it. There were aftermarket vendor absences, but there were also plenty of comebacks and new businesses - enough to keep any dealer or importer/distributor 'dance card' full.



PROGUIDE EXTRA - ARAI42

"Dedication to protection" is the legendary Japanese manufacturer's mantra, and new flagship products, graphics and concepts abound as ARAI brings home its core safety messaging.

PROGUIDE42-60



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EICMA has its momentum back

Following a better than expected visit to EICMA in November, which itself followed a very disappointing trip to INTERMOT in October, the process of putting together this edition of IDN has been, well, "interesting" to say the least.

For me, one of the primary ways to analyse the health of any market, but not least our international motorcycle market, has been to witness the ebb and flow of expo exhibitor attendance and their status fortunes as represented by the changes in the vendor lists at such shows.

Another litmus has always been to weigh the generally prodigious output of the market's R&D departments in terms of new product ideas and new business opportunities for dealers.

This year, the two most striking trends have been the surprisingly high number of exhibitor absentees at both shows - INTERMOT especially - but there were also some 40 or more of what I would call 'staples' absent from the EICMA exhibitor footprint. The collapse in the exhibitor community at INTERMOT really didn't come as a surprise. Indeed, a major part of my motivation for attending the show was the prospect of witnessing it for myself rather than relying on third party reports.

With the benefit of a few weeks of hindsight since INTERMOT, and with having EICMA 2022 in the rear view mirror now too, I do think the speculation that this might well have been the last INTERMOT at Cologne is overstated and, for sure, unhelpful.

I have to plead guilty that I too found myself figuring that there was no way back for the once mighty north European showcase, and I am embarrassed by that because the simple fact is that, regardless of what it takes, we do all need to do everything we can to ensure that INTERMOT does return to greater strength than the enforced four-year gap reduced it to.

The plain fact is that the buying power value of German and northern European riders is huge compared to that of the scooter dominated greater Milan and southern European riding community. That alone is a compelling and essential argument in favour of ensuring that INTERMOT continues in some shape or form, regardless of what the comparative new motorcycle registration numbers may presently be appearing to suggest.

What shocked me most at INTERMOT was the ill-informed conjecture, negativity and downright apathy I encountered among many members of the domestic German exhibitor community, including many so-called 'majors', and even including some who are German motorcycle industry trade association members.

I came away from INTERMOT wondering if, how and when some kind of spark of momentum will quick-start the German furnace again - both in terms of positivity to try to make every sale (the 'booth apathy' really was awful to behold) and in terms of new product development.

The contrast with EICMA couldn't have been starker. In Italy the furnace of 'Made-in-Italy' momentum is burning brightly and the great white heat of R&D is alive and well. Even the exhibitor absences were an interesting story, in and of themselves.

Some traditional EICMA stalwarts (mostly Italian brands, but some others too, and especially from among the traditionally powerful and market leading Italian gear and apparel sector) appear to be relaxed about disappearing off the industry's international radar. But for every 2019/2021 exhibitor who also skipped EICMA in 2022, there was another who decided to come back this year.

I think many of those who decided to miss 2022, on the basis of their 2021 experience being a less than stellar expo experience, will be back in 2023. They are the ones who will now recognise that the 2021 reboot has been effective in terms of setting EICMA back on an upward trend. They are the ones who, belatedly, will be recognising that EICMA has now got momentum again.

Equally, for all the absences there appears to be at least one or two other newbies - start-ups in the electric motorcycle and scooter 'space' and other tech-led vendors mostly - whose R&D investments made being at EICMA 2022 a 'no brainer'.

There is not yet a tsunami of 'new' in P&A and performance terms, but compared to 2021, that too has momentum despite the supply chain problems. MOMENTUM. The Italian vendor community is turning its focus on export opportunities. Contrary to whatever we outsiders may think we are hearing about the status of Italian capitalism and businesses at this time, the lights are on in Italy in a way in which I just don't see in Germany.

As an economic powerhouse driving exports and capital reserves, the 'Mittelstand' appears to have stalled.

In Italy, however, after EICMA's post-Covid comeback last year, I remember writing about the extraordinary explosion in the number of electric PTW projects that were there. They appeared to have come up like mushrooms overnight in the 24-month pause between EICMA 2019 and 2021.

I remember talking too about how many of them may only last a show, or two or three, but then disappear back into the forest floor from where they came as under-capitalisation and market over-supply rained on their parade.

I wrote too about how, in fast moving tech environments, there are always more casualties than there are 'Alpha Births' - my reference was the first stage of the digital and internet revolution circa 1997 through 2001.

I specifically pointed to the distributive advantage of the established ICE OEMs to disrupt the disruptors once they got their acts together.

Well, they are starting to do that now, starting to get their acts together, and although the "lens of now" might make the aims and intentions of the likes of Honda, Yamaha, Kawasaki, BMW, Triumph and KTM still appear a tad gauche (to say nothing of the likes of LiveWire/H-D, MV Agusta and Ducati), their critical mass in dealer network and balance sheet terms are going to crush many a start-up.

With 'Big Red' announcing ten electric motorcycles and scooters ready for various showroom floors in the next 36 months, nobody should bet against the traditional OEMs at this stage.

Equally, with Chinese volume production abilities and cost profiles also driving the sails of the EV space, only those European start-ups and would-be disruptors with genuinely unique and distinctive propositions will achieve escape velocity but, mentioning no names, we are now starting to see that select cohort emerge at EICMA.

“no tsunami of new P&A yet”

Robin Bradley
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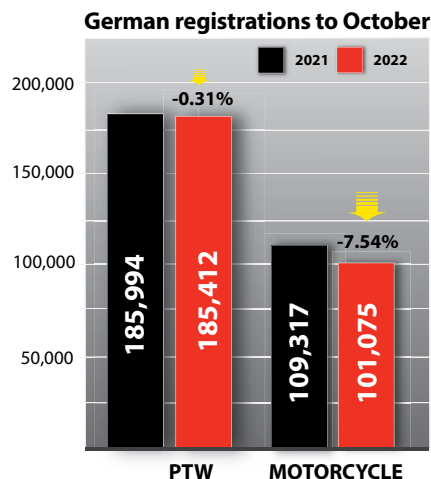
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Germany: motorcycles -7.54% to October

The latest data from the IVM (the motorcycle industry trade association in Germany) show new motorcycle registrations running at -7.54% for the first ten months of 2022 at 101,075 units - the lowest YTD in Germany since 2017.

Most recently, August was -7.96% (9,817 units), September was -14.93% (7,369) with October at -3.17% (5,125 units). Either none of the increased inventory coming into Europe from the Japanese factories since late summer has been making its way into German showrooms, or else the market there does have a real problem in motorcycle terms. Total PTW registration there were broadly flat for the first ten months of the year at -0.31% (185,412 units).

In market share terms, BMW remains the market leader in its home market with an imperious 21.29% market share (21,521 units sold YTD) and total of 11 models in the top 50. It is way ahead of Kawasaki in second (10.71% share/10,830 units), Honda in third (10.55%/10,660 units), Yamaha in fourth



(8.49%/8,578 units) and KTM in fifth (8.38%/8,467 units).

They are followed by Harley-Davidson, Ducati, Triumph, Suzuki and Royal Enfield, which is now up

to tenth spot in market share terms (3.31%/3,344 units).

The top selling motorcycle in Germany YTD was the BMW R 1250 GS with 7,930 units sold for a 7.85% share of the total market - remarkable for a single model - and way ahead of the Kawasaki Z900 in second (3,459/3.42%), the Yamaha MT-07 and Ténéré 700, Honda CRF 1000 Africa Twin, Suzuki SV 650, Honda CB 650 R Neo Sports Café, and the KTM 390 Duke, SMC 690 and 890 Duke in 9th, 10th and 11th spots.

The top five recorded electric manufacturers were Zero (319 units sold), VMoto, KTM, Tinbot and Energica (with just 38 units sold).

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).

Spain: motorcycles +7.34% to November

The latest data from ANESDOR - the motorcycle industry trade association in Spain - show that motorcycle registrations in September were +2.77% (15,795 units), +4.82% (14,318 units) in October and +13.56% in November (14,786 units).

That represents the best November market performance in Spain since before 2009 and likely represents further evidence of growing inventories as the logistics challenges that affected deliveries from the Japanese factories, especially, started to ease up in late summer.

In year-to-date terms, motorcycle registrations had climbed to +7.34% at 164,111 units for the first 11 months of 2022 - fractionally the second best in Spain since before 2009 (2019 saw 164,916 units sold).

Moped registrations in Spain were -10.94% YTD at 14,374 units, with total PTWs running at +5.59% at 178,485 units registered so far in 2022.

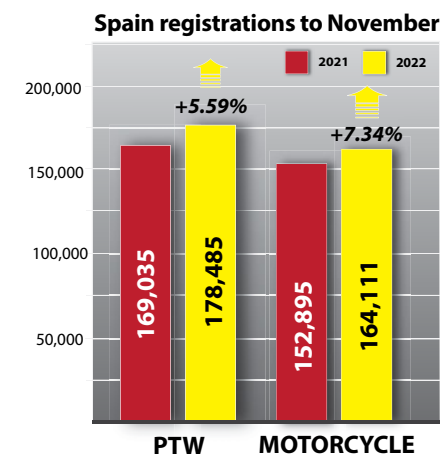
Demand for electric powered PTWs was +29.9% in November at 864 units and +61.0% at 9,558 units YTD.

Honda remains market share leader in Spain with a 21.8% share (35,824 units), followed by Yamaha (11.9%, 19,592 units), KYMCO (7.0%, 11,518 units), BMW (6.6%, 10,912 units) and Piaggio (6.3%/10,389 units) in fifth, ahead of Sym, KTM, Kawasaki, Zontes and Aprilia.

Honda's PCX 125 is the top seller YTD, followed by the Sym Symphony 125, Honda SH 125i, 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.



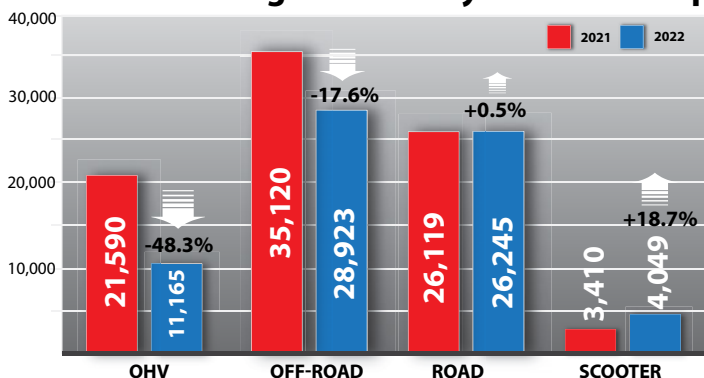
Australia - total motorcycle/OHV -18.4% January to September

The FCAI, the trade association for Australia's automotive and motorcycle industry, has released sales figures for motorcycles and off-highway vehicles (OHV) for January-September 2022.

A total of 70,382 motorcycles and OHVs were sold between January and September 2022. This represents a decrease of -18.4% over the same period in 2021.

The most popular segment, off-road motorcycles, achieved 41.09% of overall sales, equating to 28,923 units sold. This is a decrease of -17.6% on 2021 figures. Road motorcycles were the second most in-demand segment, recording 37.29% of sales with 26,245 units sold. This represents an increase of +0.5% on

Australian registrations by sector Jan-Sep



2021 figures.

The OHV segment of the market decreased by -48.3%. This amounts to a total of 11,165 units sold, representing 15.86% of the overall market. This decrease is due largely to Government policy

mandating the fitment of operator protection devices (OPDs), which has led many manufacturers to cease supply of agricultural all-terrain vehicles (ATVs) to the Australian market.

Scooters made up the smallest portion of the market with 4,049 new units sold, equating to 5.75% of total sales. However, this figure is an increase of +18.7% on 2021 figures.

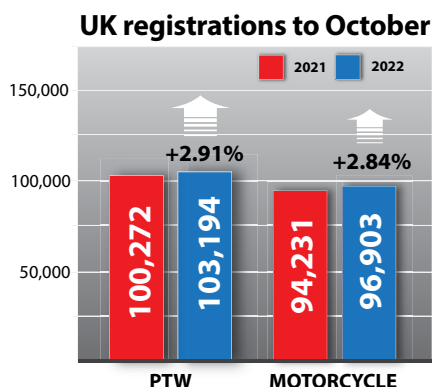
FCAI Chief Executive Tony Weber said that while the decrease in overall sales was disappointing, the increase in the scooter segment indicated that

Australian motorists were considering the benefits of two-wheel transport. "More Australians are looking to scooters as a way of reducing their commute times, as well as their toll, fuel and parking costs," Weber said.

UK: motorcycle registrations +2.84% January to October

The most recent available data from the MCIA (the motorcycle industry trade association in the UK) show that monthly motorcycle registrations have continued to fluctuate in the UK, but are mostly down or flat. August's +2.30% (8,171 units) was followed by -9.10% in September (11,336) and -5.73% in October (7,351).

However, thanks to a 'storming', if statistically anomalous, first quarter, new motorcycle registrations in the UK were still positive for the year to October (after a poor summer) at +2.84% (96,903 units) - the best for the first ten months in the UK since 2016 and the second best since before 2009.



Total new PTW registrations were +2.91% (103,194 units) for the period. That included 6,291 mopeds (+4.14%). The top selling scooter in the UK in October was the Honda PCX 125.

Honda was market share leader in October with 1,540 total units sold in the month, followed by Yamaha, Triumph, BMW, Lexmoto, KTM, Royal Enfield, Piaggio, Kawasaki and Ducati.

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%).

Italy: motorcycles +5.41% January to October

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 a soft four months from April to July (July was -7.46%/13,194 units), the latest available data from ANCMA - the motorcycle industry trade association in Italy - show the uptick seen in August (+13.50%/6,870 units) sustained in September (+5.46%/9,394) through to a dramatic +17.30% increase in October (7,945 units) for the best performance for that month in Italy since before 2014 - as it was for August and September too.

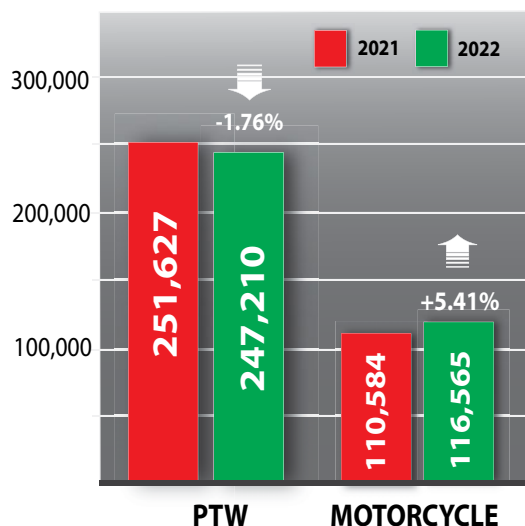
The increases may represent registrations of sold but awaited inventory, as the logistics issues that had bottlenecked Japanese production (in particular) started to ease in the late summer. For the YTD, Italy was +5.41%, with 116,565 motorcycles registered. In total PTW terms, the year to October saw Italy -1.76% at 247,210 units, though, again, October was huge at +28.08% (20,264 total PTWs registered) and the best there since before 2011. Of the total units registered YTD, ANCMA is

classifying 130,645 as scooters, which is -7.37% compared to the ten months of 2021.

The Benelli TRK 502/X was again the top-selling motorcycle YTD at 6,395 units, which also makes it the fourth best seller overall behind the Honda SH 125 in first spot, KYMCO Agility 125 R16 in second, and Honda SH 150 in third. The BMW R 1250 GS is the second bestselling motorcycle (3,753 units YTD), followed by the Ténéré 700 (2,581), 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

Italy registrations to October



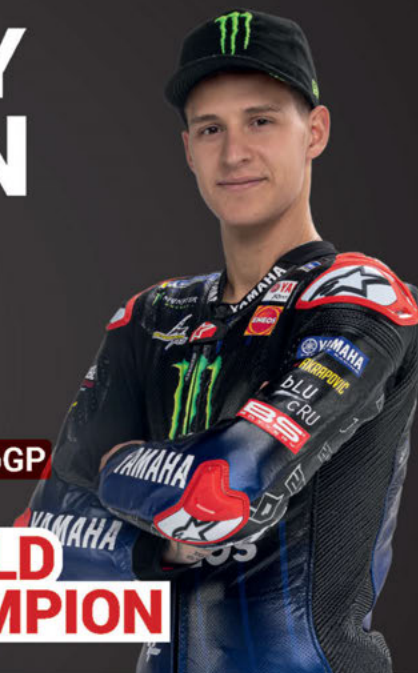
2019). The bestselling motorcycle in Italy in 2021 was the Benelli TRK 502/X (6,543 units).

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Letter from Ukraine *Supersprox*

By DJ Maughfling

From inside Ukraine it is possible to feel the change of season. Gone are the autumn leaves laying on the ground, replaced by snow and biting winds. Winter is arriving in Zhytomyr, and this brings with it new challenges for Supersprox. The winter has brought a strategic shift in the actions of the Russian military.

I was in Ukraine on the first days of the war. That was a tough moment. I believe that most Ukrainians and much of the world imagined that Russian forces could swiftly pass through the land with the speed and efficiency associated with a superpower. Looking back, it is clear to see that things have turned out rather differently. And the Russian government seems to be bringing itself everything that it has been fighting to push away.

Whilst I try to avoid the war topic at work and focus on managing the business, it is impossible not to hear soundbites from time to time. In the western news, I can hear talk of the need for negotiation and the fear of waning support. However, the general opinion remains one of continued



support of a Ukrainian nation that has been invaded by Russian forces. This assumes that Russia is fighting against Ukraine! But Putin's tone in his domestic speeches to the Russian people, and his actions, have changed recently. Now he says that his war is actually against America, NATO and Europe, not the people of Ukraine. Presently, Putin's words and the words of the Russian state media are more about hatred of the West. Compared to the start of this war, he has changed the tone. In the first days he said that Russia was invading Ukraine to save the Russian minority from persecution and genocide. He specifically cited the Ukrainian Nazis, who he said were

committing crimes against Russian minorities.

Now he is intimating that all Ukrainians are brothers of one family, they need to be protected against America and NATO. He now says that the Ukrainian Nazis were, in fact, American and British infiltrators.

This brings us to the point where Russian artillery started shooting at Ukrainian infrastructure, which, due to the deadlock in the Southeast, seems to have come about at the Dnepr River. A physical barrier of water that neatly cuts through Ukraine from Chornobyl in the north, running south to the Black Sea, near Crimea and Odessa. The river crossing is making progress difficult for both sides to move.

And that is where the situation turned darker because the bombing of infrastructure is, clearly, connected to the retreat of Russian troops and the stall at the Dnepr. It appears to be stepping up to the next level, where troops move back and fire all sorts of munitions at Ukraine civilian



put out of action, bringing the working temperature in the factory below 10C (50F). Not a single person complained about the cold. There are no streetlights in the city, but I never hear people say that it is unacceptable.

We lost power and installed a generator. We lost city water supply and dug a well. We anticipate that the internet can be lost, so we are probably going to install Starlink satellite for internet. Every time the Russian war on Ukraine pushes us, we push back! And that is the same all over Ukraine.

Militarily, Russia is not able to overrun Ukraine. Bombing civilian infrastructure is making the people more resolved to throw out the invaders. Putin's threats against Finland and Sweden brought them swiftly to the NATO table.

From the start of the war, I have tried to keep away from expressing any political point of view. My goal was to support our Ukraine team and save the company, so that they would have something to do after the madness is finished. When I hear people in the West complaining about the cost of the war, and whether the West should be involved or not, I lose sleep.

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infrastructure. Targeting infrastructure that supports the lives and wellbeing of ordinary Ukraine citizens, more than the Ukraine military. Targeting civilians in the winter! And all the time, Putin is claiming that he is saving Ukraine.

This tactic is surely not going to break the Ukrainian resolve. From what I noticed, the Ukrainian people become more determined every time the power, heat and water are lost. In the Supersprox factory the staff adapt to each new situation. If the power goes down, we can run off the generator, but with some limitations. Not all machines operate as they should and constant power spikes damage electronics. Our heating system was

in Ukraine, I understand how different we are culturally. There is no way to politely withdraw from this war. Showing weakness and fear will only bring the troubles of the East to the citizens of the West.

Putin is not a man who respects kindness. In his eyes, that is weakness to be immediately exploited.

I believe that we all have good times and bad times. It's what makes us, it defines who we are as people. This is a time to endure, and to make choices that will benefit future generations, even if we must suffer a little in the process. Otherwise, Russia will be at our borders and that could undermine global security for our children's lives.

SIDI - Dino Signori sells to Italmobiliare

Founded in 1960 by its current president Dino Signori (Signori DIno!), the era of the internationally famous Italian footwear specialist SIDI's independence is over - with Italian investor Italmobiliare taking over 100% ownership of SIDI in a deal that closed in October 2022.

Founded in 1946, Italmobiliare Investment Holding S.p.A. is a leading Milan stock exchange listed (effective 1980) investment holding company controlled by Eiparind (the Pesenti family) of Clessidra Private Equity fame. It is a company that owns and manages a "diversified portfolio of equity and other investments with a strategic vision based on a financial and industrial history that goes back more than 150 years".

Based in Maser (Treviso), in the heart of the Montebelluna sports footwear

industrial district, SIDI employs over 250 people and distributes its products in over 60 countries around the world. The company, which posted €38m of revenue and €7m of EBITDA in 2021, has been taken over by Italmobiliare based on an enterprise value of €66m plus €20m in net cash held by the company. The overall outlay of €86m consists of a net payment by Italmobiliare of €53.5m, with the rest of the funds (€32.5m) borrowed from Banco BPM.

SIDI shoes and boots have trodden the podiums of all the major international sporting events. From Joel Robert through Giacomo Agostini, Stefan Everts, Loris Capirossi, up to nine-time world champion Tony Cairoli, SIDI has written itself into an indelible place in the history of motorcycling.

The cycling champions of the SIDI team



include the Italian legends Francesco Moser and Paolo Bettini, the Tokyo 2020 Olympic gold medalist Richard Carapaz and Pauline Ferrand-Prévo, who entered history as the winner of the first edition of the Women's Gravel World Championship in 2022 with four gold medals in four different specialties. In a press conference on the SIDI booth at EICMA, Italmobiliare CEO Carlo Pesenti introduced Davide Rossetti as the newly appointed CEO of SIDI. Rossetti has over 25 years of experience in the world of sporting goods in situations of multinational excellence in Italy and abroad, both at wholesale and retail level, including Safilo Group (sport division), 55DSL by Diesel, Cicala Sport, Alpinestars and most recently



Northwave, a company of technical sports footwear for bikes and snowboards.

Also joining the board is Davide Cassani, former professional cyclist and manager of the Italian national cycling team, who led them to victory in two-time trial world championships and four European road championships. "The world of two wheels in Italy needs investment, competence and passion," says Cassani, "I am thrilled to find these three elements within Italmobiliare's top management and to be part of this new development challenge for SIDI."

Bihr adds "Bubba" Stewart's Seven MX gear brand

Distributed in the United Kingdom since 2016 by Race FX Ltd. - which became a subsidiary of the Bihr group in 2021 - the Seven gear brand of MX race, riding and casual apparel is now available throughout the Bihr distribution network in Europe (excluding Italy).

Founded by American race legend and AMA Hall of Fame inductee James "Bubba" Stewart in 2013 - "to take the protection and quality of athlete gear to new heights" - Bihr says that "with his fierce competitiveness and passion for performance, James set out

to assemble a team of like-minded creatives and visionaries who would help him redesign the future".

"Today, as a team and a family, Seven continues to push the boundaries, just as James did throughout his career," said Jaimy Scevenels, Bihr VP of Brand and Product. "We are happy to welcome Seven to the Bihr team. Seven really elevates our motocross apparel program and we are excited to now being able to offer it to Bihr dealers throughout our network."

Christophe Piron, CEO of Bihr, said: "We are proud of this partnership with

this iconic brand. With the addition of Seven to the portfolio of brands distributed by Bihr, we will be able to meet the demand for premium off-road equipment."

Stewart, who earned the nickname "The Fastest Man on the Planet", scored 68 total career Supercross and 48 Motocross wins. He was a seven-time Loretta Lynn's Amateur National Motocross Champion, a two-time Motocross Des Nations Champion, three-time National Motocross Champion, and two-time Supercross Champion of the World.



Commenting on the expansion of his relationship with Bihr, Stewart is quoted as saying: "Our two brands match perfectly. The prospect of combining our brand with the Bihr distribution system was impossible to resist. This is a genuine 'win-win' for both our businesses and for passionate racers and riders throughout Europe."

www.mybihr.com

SBMC - standardisation progress and EU Commission discussions

More than 25 companies gathered at the Swappable Batteries Motorcycle Consortium (SBMC) "stakeholders meeting" at EICMA in November 2022.

"The international motorcycle exhibition provided an excellent forum for it, with many new models of electric Powered Two-Wheelers being showcased.

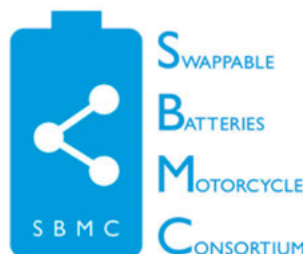
"SBMC welcomed representatives of various European institutions, including Thierry Legrand (Account Manager Mobility at the CEN-CENELEC) and Cesar Santos Gil (Policy Officer for Circular Economy Unit at DG ENVI) who took part in the meeting and contributed to the discussions.

"Light vehicles are especially suitable for compact and low-voltage batteries.

Nowadays, most scooters and motorcycles used for daily commuting are within the so-called 50 cc and 125 cc category and have a performance range to a maximum of 11 kW.

"SBMC will emphasize a reference battery which will bear an energy mark up to 2 kWh, enabling a relatively low weight per battery pack - below 12 kg and relative handling dimensions. With a 48 volt solution, these batteries are easy to handle and are classified as low-voltage equipment (voltage class A limits) in terms of European regulation. This makes it safe and user-friendly for riders to swap, store and recharge.

"The objective of SBMC is ensuring that batteries can be exchanged among different brands and types.



Thus, swapping stations will be one of the key focus areas of the initiative. To make it safe and convenient for users, electrical, mechanical and safety requirements are addressed too and will be in line with existing and upcoming European and international regulations".

To allow freedom of design on one

hand and to guarantee interoperability on the other hand, only the essential battery parameters will be standardised. SBMC is concentrating on subjects such as geometry, mechanical fixing and connectors and is finalising the identification of the last relevant items.

As a next step, SBMC says it will carefully take into account considerations related to the connectivity of the battery and its infrastructure, as well as cybersecurity. In line with potential legal requirements, originating from upcoming EU battery regulations, communication parameters and state machine architecture will be standardised to guarantee interoperability.

SBS enters Motonext with Ten Kate Racing



After more than 20 years of collaboration as a racing partner with the Ten Kate Racing championship team, Denmark based SBS Friction A/S is extending its collaboration into the team's Motonext project.

SBS will collaborate with Ten Kate in developing sustainable brake pads for race use. The development will follow SBS's already initiated launch of sustainable brake pads for public

roads to where the developments coming out of this collaboration will mark the completion of the full brake pad programme for SBS.

Allan Østli, Race Manager at SBS, says the Danish company is "fully committed to the environmental technological disruption that everyone is talking about nowadays. But instead of just talking about it, we are transforming our entire facility in

Denmark into a fossil-free manufacturing plant that is fully ready to lead the product transition.

"Our goal is to remove all materials in SBS brake products that appear on the hazardous materials list, while maintaining the high quality and performance characteristics that brake pads from SBS are known for.

"This partnership with Ten Kate Racing is ideal in making the product



transition that we are driving in our Street, Off-Road and Scooter products into racing brake pad development. The Ten Kate team can be rightly proud in being a first-mover with this."

www.motonext.nl
www.sbs.dk

DC AFAM evolves and becomes AFAM Group

The newly named AFAM Group used EICMA to unveil a project that it started working on in 2021 - a new corporate structure and brand identity. "There can be no progress without change," said AFAM Group Product and Marketing Manager Davy Dousselaere. "In 2021, DC AFAM [a member of the Breda, NL based Powersports Distribution Group/PDG] started to spark a fire, a new adventure we needed to go on. There was a need to evolve, and we decided to start a new chapter. AFAM Group was born.

"Becoming a group was crucial to have one unified story that binds everything and everyone together, a group of people who all have their unique style, but always stay connected through their passion for motorcycles. Our group stands for a strong alliance and a perfect fit. AFAM Group is a house of strong brands. Therefore, we needed to rebrand every product to unlock the full potential of

each of them and of the AFAM Group.

"We took our end users and their dealer as a guide at every step of the process. We must ensure that our parts and solutions perfectly match what our end user is looking for from his local dealer and in doing that, initiate better connections between us, our consumers and their dealers.

"I'm very excited to be in at the start of the AFAM Group," says Denis Brouwer, CEO of the Powersports Distribution Group. "This is so much more than a name change. We have paid attention to every individual product, but also to the way we work as a company. AFAM Group focuses on relating to our community on a more emotional level, rather than merely communicating from a product perspective.

"We will accelerate the development of own brands within AFAM Group. This will allow us to keep growing and serve customers in the best possible



way in the future. With the transition from DC AFAM to AFAM Group we aspire to become a lifestyle brand with a strong sense of recognisability, creativity and credibility.

"Our aim is to reinforce and support our clients in their marketing efforts by being a strong house of brands, by being an aspirational brand that creates a pull-effect in sales. The stripes are an important part of the

new AFAM Group logo. They symbolise the road we have travelled together and the roads we will travel in the future.

"We continue to focus on quality and performance. We are an aftermarket and OEM supplier to European motorcycle parts wholesalers and retail chains with transmission, battery and filter brands like AFAM, NITRO, ISON and SHIDO."

www.afam-group.com
www.powersportsdistributiongroup.com

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Resonar - acoustic safety solutions for motorcycle helmets



Have you ever heard of Binaural Acoustic Technology (BAT) before? Well, either way, it is a term that those concerned with motorcycle helmet safety issues will be hearing a lot more about in the years to come.

Miami, Florida based Felipe Morales, co-founder of Resonar, a new acoustic enhancement system for three-quarter and full-face motorcycle helmets, says that "if we ride with both our eyes open, then why would we choose to ride a motorcycle with both ears closed?"

That is the simple premise that is the foundation on which the Resonar system has been researched and developed.

"Human sensory systems have evolved to provide us with two eyes and two ears to assist us in what is known as proprioception - our sense of self-movement, force and body position and location". Also known kinaesthesia, this is the part kinetics, part auditory perception and part 'GPS for the brain' sensory combination that, simply put, allows us to better understand what is going on around us.

"However, as soon as one of our senses is closed off while riding, like our ears, we lose a significant degree of awareness. Resonar's BAT 8D technology restores the ability to hear hidden threats once again, providing for safer riding conditions on the street," says Morales, "or a more sensitive 'directionality' should one be racing near other racers on a track." Additionally described as "helmet ears", the batteryless and wireless BAT 8D technology is said to "improve awareness significantly while riding with a helmet covering your ears, allowing you to reconnect with your surrounding riding environment" and allowing a better perception of the 'threat landscape' in which you are riding.

"Helmet innovations like ventilation,

communications, dual-density EPS liners, rotational acceleration suppression technologies, fog-free and solar-darkening face shields, and moisture-absorbing liners all vastly improve comfort and protection. Yet, the rider's ears remain covered when wearing three-quarter and full-face helmets.

"The world has overlooked one of our fundamentally necessary senses and its incredible contribution to being more 'connected to', and therefore safer in the constantly changing environment around us as we ride.

"We know that earbuds, headphones and loud music disconnects us from our external environment. Resonar's BAT 8D technology (with no batteries) reconnects us for a more enhanced ride while improving our awareness of peripheral threats without changing or diminishing the protection provided by a certified helmet.

The Resonar team and its associated Binaural Acoustic Technology (BAT 8D) helmet systems are dedicated to improved directional hearing for helmeted users of all kinds, including motorcycle riders, racers, military personnel, aviation pilots and construction workers employed in noisy environments - all situations where improved auditory proprioception and directionality will improve the safety of helmet users.

The globally patented acoustic technology and brands operate without electronic sources or batteries. The technology was first made public at a scientific road safety conference held in Australia in March 2021, and inventor Felipe Morales was invited to participate in the XIV World Conference on Injury Prevention and Safety Promotion, where he presented "Directional Hearing Awareness - a new way to prevent accidents for helmet users".

www.resonar.com

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<<< Continued from page cover

States was up by 7,000 units to 45,000. Emerging markets were up by 333,000 units overall at 158,000, with the Philippines remaining Kawasaki's strongest market at 103,000 units, up by 37,000 over the year-ago period. Total motorcycle business revenue was up at 265.1bn yen (+58.4bn yen), with revenue up in emerging and developed markets, UTV, ATV and

"ACEM - Spain, Italy and UK up YTD"

PWC, and in its general purpose engine business.

In corporate terms, **Suzuki** says net sales and profit increased year-on-year for the April-September period, mainly owing to improvement in sales mix/price, increase in volume, and the impact of the exchange rates, and as a result it has revised its full year forecast upwards.

In terms of its motorcycle business, net sales increased by 28.2bn yen (45.8%) YoY to 89.6bn yen, with operating profit increased by 4.5bn yen (185.4%), YoY to 7.0bn yen - mainly owing to increased volume in India. The company says it also benefitted from improvement in the mix/price of its unit sales and the impact of the exchange rates.

In unit terms, sales for the first half year totalled 960,000 units - up by +22.9% from 781,000 units in the year-ago period; additionally, Suzuki's ATV sales were flat YoY at 8,000 units for the first half.

Domestic Japanese motorcycle sales

"Honda and Yamaha units down in Europe"

were down for Suzuki by 6,000 units/-18.5%. **Europe** was essentially flat at -0.4% (18,000 units). Asian unit sales were +27.5% at 787,000 units (India and China were its biggest single markets at +35.7%/350,000 units and +10.2%/245,000 units respectively), but its strongest growth came in the Philippines (+37.2%) and Indonesia (+42.9%).

Suzuki's North American growth was strong too at +16.7%, but on low volume at 19,000 units. Consolidated net sales revenue from its motorcycle business totalled +18.2% for the period at 175.9bn yen.

Some interesting news from JAMA though - the Japanese automotive industry trade

association that includes the 'Big Four' Japanese motorcycle manufacturers among its membership.

JAMA regularly releases information about motorcycle exports from the Japanese motorcycle factories, and while much of production, especially in small cc and powersports units, that data still makes interesting reading. Just as this edition of IDN went to press, the latest JAMA data showed that the ongoing decline in exports of 250 cc+ motorcycles to Europe turned dramatically into growth at the end of summer - in September by +89.40% (18,643 units) and by +133.67%/21,998 in October (in both cases the highest such figures since 2007).

That data could simply be a statistical blip, but equally it could quite likely represent the recently reported easing of the logistical bottleneck. If so, then unless it represents MY2023 inventory, it hasn't come at the best time of year for Europe's dealer network, but at least it has meant improved dealer inventory supply of some kind.

"Kawasaki and Suzuki units down in Europe"

Here in Europe, **BMW Motorrad** says it continues to "increase deliveries", with "strong demand" in the third quarter, posting "solid growth" in worldwide sales volumes and delivering 51,778 motorcycles and scooters to customers in Q3 (+5.7%). Global YTD deliveries were 159,333 units (+1.7%).

"The popular BMW GS models and the new, fully-electric BMW CE 04 were among the main sales drivers". Motorcycle revenues increased to €2,485m (+9.9%) in the nine-month period and rose significantly in the third quarter to €822m (+28.2%).

Ducati says it had its "best September ever" and reported "another record sales revenue for the third quarter of 2022 and for the first nine months of 2022 at €872m (+21%)". "Demand remains high with an order portfolio up 92% over the same period of last year". Worldwide deliveries of 49,873



Ducati Diavel V4 - Voted "Most Beautiful Bike" at EICMA 2022.



motorcycles YTD were slightly up on the 49,719 for the first nine months of 2021. Operating profit was up from 67 to €109m (+62%).

Italy remains Ducati's best market (8,283 units) followed by USA (6,595) and Germany (5,701). China was fourth and posted the strongest growth for Ducati (4,103 units/+15%).

The Multistrada V4 remained Ducati's best-seller in Q3 and YTD with 8,776 units delivered in the first nine months of 2022, followed by the Monster (6,903) and the Ducati Scrambler 800 family (5,771).

The **Piaggio Group** reports sales of 410,000 two-wheeler vehicles (and spare parts) worldwide to September 2022 (+12% compared to 366,000 for the year-ago period), for a net turnover of €1,338.9m, up by +20.6% compared to €1,110.2m as at 30 September 2021.

"The turnover generated by two-wheelers was particularly strong in the Asia Pacific area (+55.1%), followed by the Americas (+44.4%) and EMEA (+7.7%) markets, while the Indian market of two-wheelers recorded

steady turnover of +1%".

In **Europe**, the Piaggio Group "confirmed and consolidated its leadership in the scooter segment, with a share of 23.5% (up from 23.1% in the first nine months of 2021), and further strengthened its position on the North American scooter market", reaching 34.9% share (up from 34.5% as at 30 September 2021).

Piaggio's scooter sector saw a "double-digits increase in sales globally, driven in particular by the Vespa brand, which recorded double-digits revenue growth and record sales volumes for the period, and by the Aprilia brand scooters".

The motorcycle sector was also "very positive" for Piaggio, with both the Aprilia and Moto Guzzi brands achieving "record sales in the first nine months of the year with the highest volumes and revenues ever. Particularly noteworthy has been the popularity of the new 660 cc Aprilia RS and Tuono, and the Moto Guzzi V7 and

"BMW global units +1.7%"

V85TT".

The most recent data from the KTM Group covered the first half of 2022 (January to end of June) and showed unit sales recovering, but still down compared to the same period of 2021 by -7.2% at 163,334 units (a figure which includes the models sold by its Asian partner Bajaj).

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<<< In revenue terms though, Stefan Pierer again showed that he is a master at making more from less with combined KTM, Husqvarna and GasGas up by +7.1% vs. H1 2021 at €1,154.1m. The PIERER Mobility AG parent

"Ducati - 'best September ever'"

company (PMAG) additionally reported sales of 34,829 e-bicycles and 16,588 conventional bicycles for

the period (the 51,417 combined total was -3.1% compared to H1 2021). Growth was said to be particularly strong in North America, where 44,689 motorcycles were sold (+47%), but supply chain issues were described as particularly acute in Europe with 61,435 motorcycles sold in the first half of the year (-15% year-on-year).

The company said that "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 the full year 2021".

"Aprilia and Moto Guzzi - record YTD"

In further KTM news, parent company PMAG has bought a 25.1% stake in MV Agusta and taken an increasing involvement in the Italian manufacturer's supply chain and distribution management; plus, they

struck a deal to distribute Chinese partner CFMoto's motorcycles and scooters in five European markets (Page 64).

For a round-up of the latest available motorcycle and PTW registration data from some of Europe's key-market national motorcycle industry trade associations see our STATZone on pages 6 and 7. Spoiler alert: Italy and Spain are pulling up trees, the UK is doing okay-ish, but previously strong levels of sales in Germany are not sustaining.

GPR expands into accessory production with GPR Tech

Italian exhaust specialist GPR unveiled a new 'DUNE' slip-on at EICMA. Dedicated to meet the needs of the growth trend in sales of trail motorbikes, it is available in a homologated version and, as a result of its two years of major investment in



'Dune' slip-on

environmental improvements in production and materials usage, it comes complete with GPR environmental sustainability certification.

However, as reported in IDN before the show, the big news for GPR at EICMA this year was the unveiling of the first product series offerings from its all-new spin-off company GPR Tech, a new catalogue of accessories not related to exhausts.

Leveraging its ISO 9001 certified manufacturing heritage and precision machining skills, GPR Tech presents a

new range of motorcycle parts and accessories that, initially, focuses on Trail and Naked models with products such as sump guards, radiator 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 the bestselling models from the market's leading trail bike manufacturers - the first production will be available at the beginning of spring.



A first look at the GPR Tech range of products.



www.gpr.it

BMW By Ben Purvis

In line with its 2020 pandemic era announcement, BMW corporate has shunned major motorcycle shows in 2022, but that doesn't mean the firm hasn't got plenty of new and updated models for next year. In fact, there's something of a bumper crop, even if it consists of upgrades rather than clean-sheet designs.

The S1000RR superbike is at the top of the list, with wings on the fairing to keep up with the latest trends and add 10 kg of downforce at high speed. Power is also up - an additional 2 kW that takes the 2023 model to 154 kW (206.5 hp/210 PS) from the previous 152 kW (204 hp/207 PS) thanks to changes inherited from the M1000RR's engine, an extra tooth on the rear sprocket takes advantage of the 2023 bike's higher peak revs (max power comes at a screaming 13,750 rpm) to reduce the final drive ratio and improve acceleration without any loss of top speed.

Chassis tweaks include a slightly less aggressive head angle (23.6 degrees instead of 23.1) and a 16 mm longer wheelbase, and the rear bodywork has been revised to match the new-look front end. Weight is unchanged at 197 kg wet.

With the S1000RR closing the gap to the range-topping M1000RR, BMW



S1000RR

has also updated the homologation-special model for 2023 - but instead of adding power, the focus is on radical aerodynamics to help make it a WSB contender. There's no change to peak power, 156 kW (209 hp/212 PS), or the 192 kg wet weight, but the 2023 M1000RR has less drag and more downforce than its predecessor thanks to a fairing that targets aerodynamic efficiency over cosmetic appeal.

New wings increase peak downforce from 16.3 kg to 22.6 kg at 300 km/h but drag is reduced to increase top speed from 306 km/h (190 mph) to 314 km/h (195 mph). All numbers that are meaningless for road riders, but potentially decisive on the track. A bubble-like nose, made of carbon fibre, new side panels and a redesigned tail all contribute to the

efficiency, and on the higher-spec M1000RR M Competition version there are also aerodynamic front wheel shrouds.

BMW's 'M' range also grows for 2023 with the debut of the new M1000R - a bike that combines elements of the S1000R streetfighter with parts from the S1000RR superbike to become the **most powerful unfaired production machine on the market.**

While the S1000R has always been based on the S1000RR, it lacks the variable valve timing system and outright power of the faired model. That's corrected on the M1000R, which gets the full-fat superbike motor with 154 kW - a huge increase on the 121 kW of the S1000R and enough to beat rivals including the **MV Agusta Brutale 1000RR** and **Ducati**

M1000RR



Streetfighter V4.

Visually, the M1000R gains winglets that add 11 kg of downforce at 220 km/h, while the 'M Competition' pack adds a small wind deflector on the nose. New suspension includes 45 mm USD forks and electronic damping control, while the brakes are also upgraded to cope with the additional performance, with the 'M' calipers from the M1000RR superbike.

At the more 'real world' end of BMW's range, the R1250R and R1250RS are both given minor refreshes for 2023. The naked R1250R gains a new LED headlight design that freshens the front end's appearance and adds the option of cornering lights, and while the R1250RS looks essentially the same as the previous model, both machines gain a new 'ECO' riding mode and dash display.



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A-Z

IDN presents an 'A-Z' round-up of some of the news from the OEM community at EICMA in November 2022. It is not exhaustive, but hopefully this will be a reference point for IDN readers. There are also some 2023 model range reports from manufacturers who were not EICMA exhibitors elsewhere in this edition - such as in the Bradley Report. The reports here are by Ben Purvis (mostly!), Robin Bradley and Sara Viney ...

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Aprilia

Given that EICMA is Aprilia's home expo, the Italian brand had a relatively quiet 2022 in new ICE model terms, but does its ELECTRICa concept signal a potentially huge shift to battery power in the near future?

The Piaggio Group as a whole has already made

ELECTRICa concept



several moves to electric power, but the ELECTRICa is the first to come from its sportiest brand. Aprilia's model is no superbike, though, instead drawing on the days when every teenager lusted after a learner-legal Aprilia 50 cc or 125 cc machine. No power or performance figures have been mentioned yet, but Aprilia says the bike is aimed at the youngest of riders, hinting that it may fall into the moped category, allowing users as young as 14 in some European countries. The motor is mounted on the front of the swingarm, rather like **Vmoto's new Stash** model and some other Chinese-made models. Piaggio is a member of the **European Swappable Batteries Motorcycle Consortium**, so it is likely that the ELECTRICa will use a standardised, swappable battery rather than an integral unit.

Aprilia's primary ICE news was the RS660 Extrema, a high-end version of the existing RS660 sports bike, stripped back to improve its power-to-weight ratio.

RS660 Extrema



An **SC-Project** exhaust, carbon body components and a single-seat rear end help bring the power to 100 hp and the kerb weight down to an impressive 166 kg including fuel, while new quickshifter software allows you to switch to an upside-down shift pattern for track use without changing any components.

Benelli

Under the wing of the rapidly growing Qianjiang empire, the last couple of years have seen plenty of leaks about Benelli's ambitious plans for the future, and the firm's launches for 2023 show some of those schemes are starting to be realised.

The headline new models for the European market include the TRK702 and TRK702X, a duo of Adventure bikes that appear to make Benelli's recently launched TRK800 somewhat redundant by offering the same level of power in a cheaper, lighter package. It is based around the new 698 cc twin that is also appearing in some **QJMotor** models, and appears to be a close relation to CFMoto's similarly-sized two-cylinder (itself a distant descendant of a Kawasaki design). The TRK702 models each make 56 kW (75 hp) at

TRK702



8,750 rpm, exactly matching the output of the Benelli-designed 754 cc twin used in the TRK800. The 702 chassis is similar to that of the 502 that's been topping Italian sales charts for the last couple of years, but the new bikes' styling and performance is on a far higher level.

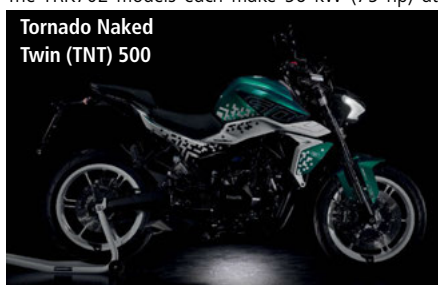
Both TRK702 models are fitted with non-adjustable 50 mm USD forks and a monoshock that's adjustable for preload only. The 'X' version uses wire wheels, 19 inches at the front, 17 at the rear, and axial-mount brakes; while the road-oriented TRK702 has 17-inch cast alloys front and rear at each end and radial-mount calipers, but both bikes weigh 235 kg including a full 20-litre tank of fuel. The styling mirrors the accomplished design of the TRK800, with far better proportions and shapes than the unbalanced looking 502. Deliveries are due to start in early 2023.

Riders in the A2 class will be tempted by Benelli's second new offering, the Tornado Naked Twin (TNT) 500. Based around the firm's existing 500 cc parallel twin engine, the TNT500 roadster makes 35 kW (47 hp) to slot into the A2 licence category and debuts a new 'family' face for Benelli. Unusually, it has two rectangular headlights, stacked one above the other, but with the upper lamp set ahead of the lower one, both flanked by three-dimensional DRLs made of frosted white plastic to give a consistent glow across their surface.

Upside-down forks and radial brakes continue the high-spec, low-cost theme of recent Benellis, and there's a colour TFT dashboard complete with USB socket. Key figures are a kerb weight of 199 kg, a 14-litre tank and a low, 784 mm seat height. A full-faired 'Tornado Twin' version is also expected in the future, but the TNT500 comes first, reaching dealers in the second half of 2023.

Benelli's new model blitz is completed by the BKX250 and BKX250S, a duo based on a 19 kW (25 hp) DOHC single that also feature the same family look as the TNT500, with stacked lights and glowing DRLs. The BKX250 has an Adventure bike look, with wire wheels and a small front fairing, while the 250S uses the same main mechanical components but loses the front bodywork and gains 17-inch alloy wheels to get a street-scambler style. Both are due in mid-2023.

Tornado Naked Twin (TNT) 500



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Beta

Italian trails bike specialist Beta has consolidated on the early success of its Xtrainer model with a complete update for 2023.

The updated model is lighter, weighing just 99 kg, with a 20 mm reduced seat height (compared to the RR range), Nissin 260 mm brake discs at the front, 240 mm at the rear, 43 mm front fork tubes with adjustable spring preload and rebound, compression and rebound R16v shocks at the rear.

The Beta Progressive exhaust valve can be externally adjusted by the rider to adjust the overall power delivery of the engine; there is a Map switch device



with handlebar button with two positions to adjust the engine power delivery to the type of conditions. There is a "precise and reliable" electric starter, with the engine and clutch derived from the RR. The

diaphragm clutch has three settings for adjustment of lever pull effort and progressiveness. A new rear sub frame is now similar in design to the RR model and offers updated side panels that keep the bike narrow while enhancing the look.

The redesigned rear sub frame has allowed for a new air filter box for an overall throttle response-improving air flow. The work on the filter box has had a bearing on air delivery, increasing the generosity of the engine at low rpm (torque) while reducing intake noise, thus heightening the level of riding comfort. The battery (BS Battery) is now a lighter, higher performance lithium design and the fuel tank has been increased to 8.8 litres without sacrificing the width of the bike.

Bimota

Since being bought by Kawasaki, Bimota hasn't been short of radical new models - launching the Tesi H2, KB4 and KB4RC over the last couple of years - but the only completed new model to be seen on the 2022 EICMA stand was the BX450.

Something of a surprise, and certainly a departure for the Bimota name, the BX450 is essentially an enduro version of the **Kawasaki KX450X**, sharing the Japanese motocrosser's frame, engine and even its bodywork, but featuring a slightly larger fuel tank, Bimota graphics and basic lighting equipment. The electronics are also remapped, with revised throttle maps and traction control settings, but it would be

fair to question whether the changes are enough to earn the Bimota branding.

That accusation certainly can't be levelled at Bimota's other announcement, the Tera. Seen only as a bare chassis so far, and as a then-unnamed sketch last year, the Tera is Bimota's first Adventure bike and notably features a Tesi-style hub-centre-steered chassis overseen by **Pierluigi Marconi**. Expected to feature the same Euro 5-compliant, supercharged 147 kW (197 hp) engine that Kawasaki uses in the H2 SX and Z H2 models, the Tera has a redesigned front swingarm concept that adds more steering lock and suspension travel compared to the Tesi, and will use electronically adjustable, semi-active damping from Marzocchi, giving height adjustment at the touch of a button.



However, the Tera still appears to be some way from production, so we don't expect to see showroom-ready versions until 2024.

Birò



Estrima, an Italian electric micro-mobility sector specialist, presented Birò at EICMA - described as the smallest [two-person] four-wheeled electric vehicle. Hugely versatile, Birò can stop and get charged "almost anywhere", even using a regular domestic electricity supply outlet. First seen in 2008, Birò is "one of the first electric quadricycles launched on the market. Now much updated - not least in size with more room inside but the same external dimensions, maintaining its bragging rights as the smallest four-wheel electric vehicle in the world. The footprint on the ground remains a record - less than 2 sq m at 111 cm wide and 179 cm long. However, the internal volume increases - in the standard model the rear compartment goes from 41 to 122 litres (+ 200%) and is accessible from the inside; in the Birò Big the oversized luggage compartment - from 204 to 308 litres (+50%) - can be configured thanks to the

multifunction parcel shelf. Comfort for taller people also improves with an extra +4 cm between the seat and sunroof.

A new EV Motor Smart Driver is smaller and lighter (only 350 kg). During the charging phase, the energy absorption is a maximum of 1.1 kW. Birò requires no new infrastructure.

Unlike many prior personal transportation vehicles for one or two people, the construction of the Birò is as strong as possible within the parameters of present-day materials and safety system designs, which will go some way to answering the fears that have held back the use of such vehicles in heavy or fast city traffic before.

It may not yet be a universal solution, but as part of an automated downtown ride hailing system, it certainly looks like a promising solution for cutting journey times.

Brixton

Brixton is not a brand that has hit the mainstream yet, but its combination of European design and Chinese manufacturing makes for a compelling balance between style, equipment and price. The upcoming Crossfire Storr and Layback models take Brixton a further step forward.

Both the Crossfire Storr and Layback are still officially 'concept' bikes, but it's worth noting that Brixton has never made a concept that hasn't become a production machine. Both models are likely to reach showrooms eventually, although probably not before 2024.

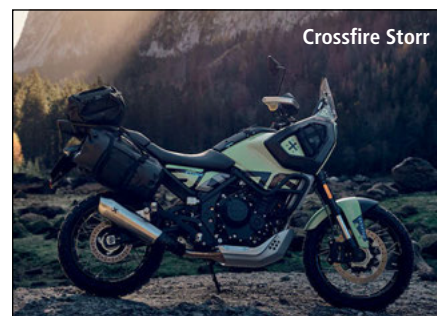
The Crossfire Storr is the more conventionally appealing model, taking the existing Brixton

Crossfire 500 platform and A2-legal, 35 kW twin-cylinder engine and wrapping it in an on-trend Adventure bike package.

There are overtones of Husqvarna Norden in the styling, with an oversized circular headlight, split across its centre with 'Brixton' branding, set in a near-vertical, tapering front fairing, but practical elements abound including sensible bumper elements built into the side panels to shrug off scratches, even providing a home for a small first-aid kit on the right-hand side. The suspension and wire wheels come straight from the existing Crossfire 500X scrambler, so there are few barriers to turning the Storr from concept to production model.

The Layback is very different and breaks new ground for Brixton by being the company's **first electric offering**. An ultra-simple scooter designed to

appeal to youngsters graduating from BMXs and skateboards, it features an exposed steel tube frame surrounding and protecting a battery and electronics package between the rider's legs. The footplate is made of bent plywood like a skateboard deck. >>>



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<<< There's front suspension in the form of USD forks, but the rear end is a hardtail, clamping a hub-mounted electric motor set into the back wheel and doubling as the rear brake. A spring and damper support at the back of the rider's seat add some comfort. Brixton makes no claims for performance, but the presence of licence plate bracket and street-legal lighting show it's at least fast enough to be classed as a moped or scooter, not simply a power-assisted bicycle.

Layback



CAKE

Sweden's CAKE has been ploughing its own furrow in the electric bike market for the last few years with a range of on and mostly off-road utility models that aim to stand out from the competition with unique design and market positioning. The new Bukk model is the company's most powerful offering yet and proved an instant success with the initial run of 50 limited-edition versions selling out in a week.

"The Bukk represents the boundary-pushing performance ambition of CAKE products. This is a true next-level, off-road electric platform," said founder and CEO Stefan Ytterborn.

Although the Bukk is a pure off-road model, and the closest thing yet to a full-on motocrosser from CAKE, there's clearly an eye to a **street legal derivative** in future, as the firm makes a point that it has performance equivalent to the 'A2' licence class. While the 16 kW (21 hp) electric motor is well below the 35 kW limit of the A2 category, A2 bikes are not allowed more than 0.2 kW-per-kg, and the Bukk



weighs a remarkably slight 85 kg. That gives a power-to-weight ratio close to the A2 limit. With a 72V battery and 420 Nm of torque, the Bukk promises impressive performance and a top speed of more than 100 km/h. With high-end components including **WP and Öhlins** suspension parts, and electronics that include three riding modes, it's not cheap; each of the 50 machines cost €14,970 direct from the factory, but sold out fast. Look out for a more mass-made version in the near future, including a street version to take advantage of that A2 classification.

CFMoto

The most interesting bike shown by CFMoto at EICMA was the NK-C22 concept - and shortly before the show opened, design registrations filed by the company revealed that it's soon going to become a production machine.

Just as the SR-C21 concept bike seen a year ago has turned into the 450SR production bike, the NK-C22 (that name can be decoded as Naked, Concept, 2022) will shortly be followed by a showroom offering that's likely to be called the 800NK and could be the most tempting global model that CFMoto has ever made.

Like the 800MT Adventure bike, the NK-C22 and the 800NK that will follow it use CFMoto's version of the KTM LC8c engine. It's no knock-off copy, either; CFMoto is KTM's Chinese partner manufacturer, and



already makes most of the LC8c twins that appear in models like the KTM 890 Duke and 890 Adventure. Its own version of the engine is based on the original '790' KTM design, with a 799 cc capacity rather than the 889 cc used by the latest KTM machines. In the

800MT, the CFMoto engine manages 95 hp and 77 Nm of torque, making the adventure model a convincing alternative to the likes of BMW's F850GS. With similar performance, the upcoming 800NK promises to rival bikes like Honda's new Hornet 750 and Suzuki's latest creation, the GSX-8S, as well as established middleweight twins.

The NK-C22 concept will reach production largely unchanged from the concept, as demonstrated by the 800NK's registered designs. The main changes are a swap from a single-sided swingarm on the concept to a conventional dual-sided layout for the production bike, while the NK-C22's **SC-Project** stacked exhaust system will be replaced with a single, road-legal silencer that retains two outlets to reflect the engine's twin-cylinder layout.

Price will be key to success, of course, and **Honda** has laid down a tough target with the Hornet. Can CFMoto compete?

Davinci

We still associate China with low-cost motorcycling, but Davinci Motor is an outlier - a Chinese brand making high-end, high-tech electric machines that has just made the move to offer its DC100 model in **Europe** for the first time.

Launched in China in 2021, the DC100 is already in production - albeit in small numbers - and promises impressive performance. Peak power is 100 kW (135

hp), to give a 200 km/h top speed, and thanks to 850 Nm of torque, the acceleration should be just as impressive. Range is measured at 357 km under WMTC testing, more than matching most petrol-powered bikes.

All this comes in a package that also includes a remarkable array of technology. There's a linked brake system cornering ABS, cornering traction control, a hill-start assist and hill-descent control system, and even the ability to operate in reverse at up to 5 km/h to assist with parking. The Drive mode also means that, once selected, the bike automatically accelerates to 7km/h when you release the brake, before any throttle is applied, making for smooth, easy starts.

Other intriguing features include the fact that the DC100 has **no dashboard**. There's simply a bracket to hold your smartphone, which doubles as the dash and the key, and the fact that - unlike many electric bikes on the market at the moment - the DC100 features an energy recovery system to help recharge the battery as you decelerate.

On the downside, if you're hoping to get all this for a bargain-basement price, prepare to be disappointed. Pre-order sales for the European market are at a hefty €26,000.



Ducati

Ducati has spread out its new model launches rather than unveiling them in a single presentation, but few manufacturers have as many updated or new machines coming to the market in 2023.

The most radical of Ducati's newcomers is, without doubt, the **Diavel V4** - a machine that supersedes rather than complements the previous V-twin Diavel range, shifting it upmarket in the process.

Based around the 'Granturismo' V4 engine that >>>



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<<< debuted in the Multistrada V4, an 1,158 cc unit tuned for torque as opposed to the 1,103 cc power-focused four in the Panigale and Streetfighter ranges, the Diavel V4 is very much the equivalent to a modern-day **Yamaha V-Max**. Peak power isn't much higher than the 1,262 cc V-twin predecessor, at 124 kW (166 hp, 168 PS), and torque actually drops a fraction - in line with the reduced capacity - to 126 Nm. However, the Diavel V4 is substantially more expensive than the old model. There's just one variant at the moment (a higher-spec 'S' model with **Öhlins** suspension is likely to follow), but even in its base form, the V4 costs far more than the old Diavel 1260, and even the Diavel 1260 S. It has 50 mm USD forks and a rear monoshock, both fully adjustable, mounted on an aluminium monocoque frame rather than the old bike's steel trellis. The V4 engine itself is structural, doubling as the rear part of the chassis, with the front monocoque bolted on top of it. It's a design that means despite two extra cylinders, the Diavel V4 is no heavier than the V-twin at 236 kg, including fuel. As usual for Ducati, there's a vast array of electronics including a quickshifter, but the main talking point will be the styling - an evolution of the Diavel shape that's even more aggressive, adding a four-exit exhaust to emphasise the engine layout. It's not the most expensive of Ducati's new 2023 offerings, though. That title goes to the Panigale V4

R - the latest version of the homologation superbike used for WSB competition, coming in at €43,990 to just slide in under the updated 2023 price cap for such machines. Even at that price, Ducati probably has a slim profit margin, given the bike's high specification, as it's a machine that **brings near-MotoGP performance** to the street. Stock, the power is rated at 160.4 kW, but in reality, most customers are sure to specify the optional track-only race kit that takes it to an astounding 174 kW (237 PS, 233 hp), a figure that rises even more to 177 kW (240.5 PS, 237 hp) when you use a specially-formulated **Shell** oil that cuts 10% from the internal engine friction. As before, that performance comes from a special version of Ducati's Desmoquattro V4, with a 999 cc capacity rather than the 1,103 cc of the standard Panigale to comply with race rules, and the ability to rev to 16,500 rpm. Visually, there are small tweaks to the carbon fairing, while the chassis geometry is mildly revised. Another new V4-powered offering in Ducati's 2023 range is the Multistrada V4 Rally, a spiritual successor to the old Multistrada 1260 Enduro and the most off-road capable V4 model yet. Along with other bikes using the 'Granturismo' version of the V4 in 2023, it features a cylinder cut-out feature that allows it to run on the front cylinder bank only at low speeds, reducing heat output, emissions and fuel consumption. The rear cylinders kick in when the throttle is wound on.



Panigale

With 125 kW (168 hp, 170 PS) it's the **most powerful mainstream adventure bike** on the market. The alloy chassis is from the standard Multistrada V4, but it's fitted with longer-travel **Marzocchi** suspension that uses the firm's Skyhook semi-active damping adjustment and features the ability to automatically wind off the preload as you come to a halt, lowering the seat height to make it easier to touch the ground. The 30 litre fuel tank is also larger than other Multistrada models, and the bodywork is revised to allow it to blend in. Elsewhere in Ducati's range, the 803 cc Scrambler models - the Icon, Full Throttle and Nightshift - are completely updated, with new frames, an updated 53.6 kW engine and redesigned bodywork. The Streetfighter V4 is also refreshed, gaining the same revisions that the Panigale V4 received a year ago, including a new fuel tank, revised ergonomics and updated electronics.

Honda

When Honda stirs, the motorcycle industry takes note. On paper, the company's 2023 new model releases look set to be game-changers in two - or even three - of the key market sectors, even though none of the brand's launches boasts particularly astounding power or performance figures. The first of Honda's 2023 offerings is the new **CB750 Hornet**, a bike that plunders the company's heritage for not one but two evocative names from the past. First previewed with sketches shown last year, the Hornet is the debut platform for a completely new 755 cc parallel twin engine that makes 67.5 kW (90.5 hp) - a figure that easily outguns most rivals thanks to a short-stroke, high-revving design. It's a compact, lightweight engine, using Honda's Unicam cylinder head design, and in the Hornet it's bolted to a simple steel 'diamond' frame. Non-adjustable but name-brand **Showa** suspension, 41 mm USD forks and a rising-rate monoshock, **Nissin** radial brakes and simple but crisp styling make for an attractive package, but one that looks potentially irresistible when combined with a remarkable pricing strategy that undercuts **Yamaha's MT-07** - a market leader in the middleweight roadster class - despite the Hornet offering vastly more power and higher levels of equipment. That equipment includes multiple riding modes, ABS and traction control settings, plus a colour TFT dash that links to your smartphone for extra features, including voice operation of some when used with a Bluetooth headset. A 25-degree head angle, 1,420 mm wheelbase and 15.2-litre fuel tank are all par for the course, and the bike's 190 kg weight - including fuel - and 795 mm seat height means it should be easy to handle. There are signs of cost-cutting, of course. The headlight is borrowed from the CB500F, for instance.



CB750 Hornet

But with a price strategy that bucks the trend for increases seen across rival brands, the Hornet could become a go-to bike for customers in 2023. Honda's second new offering takes the same basic ingredients - the Hornet's 755 cc twin and steel frame - and adds long-travel suspension and adventure styling to revive another classic name: **Transalp**. The 2023 XL750 Transalp sits below the Africa Twin in Honda's range, but on paper could be the adventure bike of choice with only 10 hp less than the Africa Twin, but a substantial 18 kg less mass at 208 kg wet. Like the Hornet, it uses Showa suspension at each end, in this case 43 mm USD forks adjustable for preload only, and a preload-adjustable monoshock, with additional ground clearance and travel plus a longer wheelbase and a more relaxed 27-degree head angle. A combination of 21-inch front and 18-inch rear wire-spoked wheels, fitted with tubed tyres, shows that the Transalp has genuine off-road intentions. Like the Hornet, the Transalp has clean but unexceptional styling and uses the same off-the-shelf headlight and the same colour TFT dash as the roadster while offering a strong combination of performance and equipment. A 16.9 litre tank gives a theoretical range of more than 380 km between refills, while the 850 mm seat is relatively low in the Adventure bike class to expand its appeal to a wide band of riders. Price will be key, but if Honda follows

the aggressive approach it's taken with the Hornet, it's likely to be surprisingly low. Honda's third potential disruptor for 2023 is the **EM1**: the firm's first electric scooter aimed at the **European** market. Competing in the moped category, it's a short-range machine that's due at dealers in summer 2023, and full details have yet to be revealed. However, Honda says the range is 'over 40 km', which is enough for most inner-city commutes, and more importantly, it uses Honda's Mobile Power Pack e: battery, a **swappable** cell that the firm hopes will become something of an industry standard. In Japan and India, where models using the MPP e: battery are already on the market, the company has just started selling battery-swap stations - essentially walls of batteries that allow riders to simply pull up and swap a flat battery for a fully charged one (for a small fee, of course). The idea is to create an infrastructure where such battery swap stations are commonplace, eliminating 'range anxiety' for riders who use MPP e: batteries in their bikes. It's a formula that **Gogoro** has already established with huge success in Taiwan, and Honda

>>>



Transalp

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<<< will hope its version can become similarly dominant elsewhere in the world, including Europe. Honda's final new models for 2023 are the CL500 - a street scrambler based on the engine and frame from the existing Rebel 500, slotting into the A2 licence class as a characterful alternative to bikes like the CB500F and the CMX1100T Rebel, which is a Bagger version of the existing CMX1100, with a batwing fairing and hard, top-hinged panniers offering 35 litres of capacity.



Indian

The highlight of Indian's 2023 updates is the newly-introduced FTR Sport - a model that replaces the FTR S in the middle of the line-up.

Where you'd have been hard pushed to distinguish the old FTR S from the base model at a glance, the FTR Sport has a distinctive new look all of its own that sets it aside from other bikes in the range. Changes include a new nose cowl that mimics the appearance of a flat-tracker's number board, along with a bellypan. All models in the FTR range also get a new exhaust end can, and there's a new, circular touchscreen dash for the FTR Sport, FTR Rally and FTR Carbon R.

Despite its name, the Sport is actually heavier than the FTR S it replaces - largely due to the revised exhaust and the additional bodywork, which push its dry weight up from 218 kg to 223 kg.

Mechanically, the Sport is much the same as the S that came before, with a 1,203 cc water-cooled V-twin making 92 kW (123 hp), driving through a six-speed gearbox. **Sachs** provides the suspension - fully-adjustable USD forks and a matching rear shock - while the brakes are from **Brembo**.

Other updates to the Indian range include a new slipper clutch for the larger Thunderstroke and Powerstroke engine models, new LED headlights for the Springfield, Challenger, Pursuit, Chieftain and Roadmaster ranges, and the return of the Challenger Elite. Previously a limited run of 200 Challenger Elites was made in 2022, but for 2023 an additional 150 are being offered in a new blue and silver paint scheme. The vast majority are expected to be sold on the US market, with fewer than 50 planned for Europe.



Horwin

Horwin Europe GmbH (operated by the Heinzl family and based near Vienna, Austria) is a subsidiary of Horwin Global (operated by the Wei Zhou family, Changzhou, China), established to import and sell the Horwin branded e-motorcycles and scooter range that is designed (with European input) and built by Horwin in China - such as its EICMA 2019 launched CR-6 and CR-6 PRO.

EICMA saw the company introduce the first in a new series of "unique high-performance e-motorcycles", called the Horwin SENMENTI 0 - with a claimed top speed of 200 km/h.

Featuring "new batteries, motors, bodies, assistance and safety systems as well as sophisticated designs", claimed acceleration is from 0 to 100 km/h in just 2.8 seconds. The maximum range is put at an impressive 300 km at an average speed of 88 km/h. "While the battery charge level drops, there is no drop in performance and driving pleasure is fully maintained. A range extender is also available. Thanks to the Super Charger function, the vehicle can charge its battery from 0 to 80 percent in just 30 minutes at any e-car rapid charging station (400 V). Incidentally, the battery can also supply electricity - for example to camping equipment or other electric vehicles.

"SENMENTI derives from the Chinese pronunciation of the word for 'organism'," explains Wendsor Zhou Wei, CEO and founder of Horwin. Features include built-in intelligent electronics that learn, for example, to automatically adapt to the driving style of its owner, increasing energy efficiency.

"More than 30 sensors and cameras on the vehicle



collect information in real time and thus increase safety," says Wendsor Zhou. "Among other things, the SENMENTI 0 is equipped with an ABS braking system, an anti-slip system, tyre pressure sensors and a collision warning system, mountain, starting and reversing assistance, rear air suspension, different driving modes, Keyless Go, an intelligent camera for automatic photo taking and heated seats and grips. "With its light and stable vehicle frame and its elegant design, the SENMENTI 0 offers reduced air resistance and is ideally suited for both city and cross-country trips. The vehicle is expected to go on sale in mid-2023."

Horwin also presented a SENMENTI X concept e-motorcycle that is planned to utilise a "dedicated self-balancing function in order to keep the vehicle in balance when stationary and when riding".

Kawasaki

Back in 2021, Kawasaki announced plans to electrify its entire range by 2035 - a prescient move given growing calls across Europe to enforce a switch to electric power by the same date - and now the first bikes in those plans have been seen - initially at INTERMOT in Germany in October.

While Kawasaki still hasn't released detailed technical specifications, sales of the production versions of the naked Z EV and faired Ninja EV seen at EICMA are due to begin in 2023, alongside a near-final prototype of the HEV Hybrid that will reach showrooms in 2024.

Both the Z EV and Ninja EV are set to compete in the learner-legal class, with performance and power equivalent to 125 cc bikes. They use the same battery, frame, electronics and motor, differing only in their bodywork - which in both instances comes from the existing Z400 and Ninja 400 models.

The motors are rated at 11 kW (15 hp), but those figures are likely to represent a maximum continuous output. Most electric bikes also have a 'peak' power figure that's significantly higher than the rated output. American documents leaked earlier this year show both are due to be on sale as 2023 machines, with the codenames NX011AP for the Ninja EV and NR011AP for the Z EV. In each codename, the '011' represents the output in kW.

Two batteries are stored in a case under the dummy fuel tank, and it looks like they are removable, **swappable** packs. The electric motor drives the rear



wheel via a reduction gear and chain, with a single speed and no clutch, but to make sure the bikes still appeal to traditional riders, the rear brake remains foot-operated, rather than moving to the left-hand bar.

Kawasaki's HEV might be another 12 months from production, but it's an even more unusual design that combines a small electric motor with a parallel twin combustion engine, both driving through a shared, semi-automatic transmission. The gearbox - operated either in fully-auto mode or as a push-button manual - means that the bike can switch between electric power or petrol power seamlessly on the move, while a 'boost' button on the right-hand bar can engage the electric motor and petrol engine simultaneously for max performance when needed.

There are no official specifications yet, but the HEV is understood to use the Ninja 400's twin-cylinder engine, and when added to the electric motor - driven by a small lithium battery pack under the seat

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- should have performance equivalent to a 650 cc machine. Meanwhile, in typical mixed usage, running partly on electric power and using the petrol engine for economical cruising, the emissions and economy should be on a par with a 250 cc bike.

Kawasaki's final news from EICMA was the showing

of its **prototype hydrogen-powered engine**. A supercharged four-cylinder based on the design from the H2, it's intended to power a large, high-performance bike in the future, shown in illustrations at the event. It uses swappable hydrogen canisters in the panniers to sidestep problems with hydrogen

storage and refuelling - a solution that **Toyota** (a partner in Kawasaki's hydrogen power project) is already adopting in its model hydrogen-fuelled town, Woven City, that is under construction on a 708,000 sq m plot at the foot of Mount Fuji (it will eventually house 2,000 residents).

Kove

Unless you are a regular reader of IDN, Kove may still be an unfamiliar name, but it's one of China's fastest-growing brands and chose EICMA in Milan to present its range in Europe alongside plans for **international expansion**.

Previously known as Colove, Kove showed its full line-up in Milan, including its 321RR sports bike - a parallel twin reminiscent of Yamaha's R3 - and the Café-Racer-style 321F built on the same engine and chassis. Kove also showed the parallel twin 500X adventure bike and the hardcore 450 Rally, a 446 cc single with Dakar intentions; Kove intends to compete in the 2023 event.

Competition is a major element of Kove's plan - it intends to race its MX250 motocross bike and to enter the **World Supersport 300 championship** with the 321RR and a team of Chinese riders and mechanics. Kove's boss, **Zhang Xue**, is a former racer and wants to increase the country's presence



on the global competition scene. However, the most impressive machines were the new 800X adventure bike and the 400RR sports bike.

Both were officially unveiled just days before EICMA at the Covid-delayed CIMA show in China. The 800X features a compact, water-cooled 799 cc parallel twin that Kove says was developed in-house, although there are some clear similarities in the design and appearance to KTM's LC8c engine. Peak power is 71 kW (95 hp) at 9,000 rpm, with 80 Nm of torque at 7,500 rpm, and the steel-framed 800X weighs in at a very respectable 183 kg all-in.

The 400RR, meanwhile, is an even more radical design featuring a home-grown 399 cc four-cylinder engine. With **Bosch** fuel injection and a modern design, it's essentially a vision of how the Japanese sports fours of the 80s and 90s could have evolved if the class hadn't disappeared. Making 50 kW (67



hp) at 13,500 rpm and 36 Nm at 12,000 rpm, and with a kerb weight of only 160 kg performance should be impressive for a bike in the 400 cc class.

Kove is currently looking for distributors across the globe to bring its machines to markets in Europe and beyond.

Moto Morini

Moto Morini might be a famous Italian name, but the current iteration of the brand is Chinese-owned and perhaps that's why the company made relatively little fuss about the EICMA show in Milan. But just because there was nothing new on display doesn't mean the company hasn't got big plans for the future - new design registrations show that the firm's Bialbero CorsaCorta V-twin engine is set to make a comeback in a new, big adventure bike.

Morini's range is currently made up of 650 cc twins, the X-Cape adventure bike and Seiemmezzo roadster (available in two forms in 2023, the alloy-



wheeled STR and the scrambler-inspired, wire-wheeled SCR). However, the 1,187 cc V-twin engine that relaunched the Moto Morini

brand in 2003 looks set to be reborn in a new model, seen in these pictures.

The engine is familiar, but the bike seen in these new designs isn't. Featuring a new chassis - part alloy, part steel tube frame - and bodywork sharing a family resemblance to the X-Cape, the next-generation Morini V-twin ticks all the right boxes for a large adventure tourer.

It will be entering the toughest of markets, though. Sales of big adventure models might remain at an all-time high, but such is the domination of BMW's R1250GS - a bike that's set to be reinvented for 2024 as the R1300GS (with an all-new chassis and reworked engine) - any new challenger will have to work hard to earn a slice of the ADV space.



FRONTAL SPOILERS

For latest Naked bike models

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Peugeot

It might be a famous French name, but Peugeot Motorcycles has changed hands twice in the last decade. In 2014 India's **Mahindra and Mahindra** took a controlling 51% stake before snapping up the remaining 49% in 2019, and in November 2022 a

PM-01



German holding company, **Mutares**, took on 50% of the equity and a controlling 80% stake in Peugeot Motorcycles. Mahindra's judgement may have been that its 2016 acquisition of the BSA intellectual property gives it a more viable future-facing brand platform in motorcycle industry legacy terms.

However, the Peugeot HQ remains in France, and for 2023 the company is heading off in two new directions with the introduction of its first 'adventure' scooter, the XP400, and the first motorcycle of the modern era to wear the Peugeot badge, the PM-01. Launched at EICMA, there are two versions of the PM-01, a 292 cc '300' and a 124 cc '125', but both share identical styling. The larger model is good for 29 hp at 9,000 rpm and 23 Nm of torque at 7,000 rpm, while the smaller, learner-legal machine for 14 hp at 9,500 rpm and 11 Nm at 7,500 rpm. The larger engine of the PM-01 300 pushes its weight up by 10 kg to 162 kg, while the 125 comes in at 152 kg, and both share the same 41 mm USD forks and monoshock rear suspension. There's no word on price or availability yet.

The XP400 is Peugeot's first attempt at making a rugged, adventure-style scooter and comes in either wire-wheeled 'GT' or alloy-wheeled 'Allure' form, both using a 17-inch front and 15-inch rear - far larger than the average scooter wheel. Weighing in at 241 kg, the bikes are more suited to the urban jungle than real off-roading, though.

The PM-01 and XP400 models all feature five-inch colour TFT instruments, LED lighting and ABS.

XP400



Royal Enfield

Royal Enfield is enjoying a golden era, with enviable sales from a growing range of UK-engineered bikes (and, in the case of the 650s, Wisconsin based S&S Cycle-tuned) that play heavily on the company's past.

The twin-cylinder 650 cc Continental GT and Interceptor models have played a key role in Enfield's growth and for 2023 they're joined by a third model based on the same engine, the Super Meteor 650. Previewed a year ago with the SG650 bobber concept (a bobber version of the Super Meteor, likely to be called Shotgun, is expected in the future), the Super Meteor gets a new chassis, developed in the UK by **Harris Performance**, wrapped around that A2 licence-friendly, 35 kW (47 hp) SOHC twin.

Royal Enfield design boss, **Mark Wells**, said: "Our goal was to create a motorcycle that captures the very essence of British cruisers. The design language is influenced by styles of the 1950s, including our own motorcycles, but with a contemporary twist. The Super Meteor 650 is a carefree motorcycle for riding until you decide it's time to stop, for crossing immense, immersive landscapes, for heading towards the horizon's vanishing point."

As expected from Royal Enfield, the Super Meteor is likely to come in at a bargain price. That means there's simple suspension - 43 mm USD forks at the front, twin shocks at the rear - and hefty construction leading to a 241 kg kerb weight. Like other models



in the range, there's a touch of high-tech in the standard-fit Tripper navigation system, which links to smartphones to give turn-by-turn directions, but the real appeal here is the back-to-basics simplicity, famous brand name and authentic retro appearance. Two models are coming to the market. First is the entry-level bike, with a basic pillion pad and no wind protection, and alongside it comes the Tourer, with a full-length seat and a screen as standard. Options, including luggage, will allow buyers to tailor the bikes to their own preferences, though.

Suzuki

After nearly a decade of teases and rumours, Suzuki has finally released the first two models based on its new parallel twin engine - a 776 cc, DOHC design that's set to become the basis of a whole range of new models going into the future.

While it was first seen with a turbo attached as the XE7 concept engine back in 2015, itself a descendant of the Recursion turbo bike project that was revealed in 2013, the new twin is, initially at least, normally aspirated. Appearing first in the GSX-8S roadster and V-Strom 800DE adventure models, it makes 61 kW (82 hp) in the former and 62 kW (83 hp) in the latter thanks to different exhaust systems, but is otherwise identical for both models.

Normally, the launch of the GSX-8S and V-Strom 800DE would be a triumphant moment for Suzuki; both bikes strike at the heart of important market segments and have impressive on-paper specifications. But in the event, their launches coincided with the unveiling of **Honda's CB750 Hornet and XL750 Transalp** - direct rivals for the two Suzukis, both offering more power and less weight and expected to cost less when they reach dealers.

On numbers alone the Suzukis might trail the Honda rivals, but that's not the whole story. Suzuki has opted to offer **high standard specification**, including fully adjustable suspension on the V-Strom 800DE and standard quickshifters on both models, and - while it's subjective - the Suzukis are more arresting and attractive to look at than the Honda twins.

Unlike the Hondas, the Suzuki GSX-8S and V-Strom

GSX-8S



800DE each have their own distinct **frame designs**. Both are steel tube chassis allied to aluminium swingarms, but their dimensions and geometries are tailored to the bikes' purposes.

On the GSX-8S, there are **KYB** USD forks, non-adjustable, at the front, and a preload-adjustable KYB shock at the rear, plus **Nissin** radial brakes. The styling gives a clear family link to the GSX-S1000, >>>

V-Strom 800DE





sbs

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with stacked headlights and bold, crisp folds, highlighted by simple, unadorned paint schemes. On board, you get a five-inch TFT screen with dual display modes, three riding modes and three traction control settings.

The same dash is used on the V-Strom 800DE, which adds an extra traction control setting for off-road use and switchable ABS with two modes and the option of turning off the rear wheel's antilock when riding

off-road. The V-Strom's **Showa** suspension is adjustable and the bike wears 21-inch front and 17-inch rear wire wheels with **Dunlop** Trailmax Mixtour tyres.

Both bikes offer a bit more torque than their Honda rivals, thanks to an extra 21 cc of capacity, giving 78 Nm at 6,800 rpm. However, the bigger story is told by the engine's fat torque curve, which is a result of a relatively long-stroke design, compared to the

Honda twin's revvy, short-stroke layout. The Suzukis will need that extra torque, though, as they're heavier than their new rivals - the GSX-8S coming in at 202 kg (12 kg more than the Hornet) and the V-Strom 800DE at 230 kg (22 kg more than the new Transalp).

The bikes haven't been priced yet, as there's still several months before they are expected to reach dealers.

Triumph

Another manufacturer that's turned its back on the tradition of launching ranges at bike shows - instead drip-feeding them over a period of months - Triumph's biggest 2023 news so far is the heavily revamped **Street Triple 765 range**.

For next year, the line-up is led by a new top-of-the-range Street Triple, the **Moto2 Limited Edition**, which takes lessons from the company's experiences as the sole engine supplier to the Moto2 championship to become the sportiest Triumph middleweight since the demise of the Daytona 675. All the 2023 Street Triples get a power boost. The base Street Triple 765 R now makes 118.4 hp (120 PS) at 11,500 rpm, a couple of hp more than its predecessor, but notably arriving there 500 rpm lower at 11,500 rpm. The more expensive Street Triple 765 RS and the Moto2 Edition both peak at 128.2 hp (130 PS), up around 7 hp on the 2022 equivalent. All versions make 80 Nm of torque.

The increases come from a higher compression ratio, revised combustion chambers and new pistons, camshafts and valves. Shorter inlet trumpets and revisions to the crankshaft, balancer, clutch and gearbox complete the extensive engine updates, which help it achieve Euro 5 emissions limits while improving performance, as does a new exhaust system with a single catalyst that's lighter than before.

While the frame is carried over from the old model, the geometry is tweaked with a shorter wheelbase and steeper head angle, achieved by raising the rear end. On the Moto2, the adjustments are more

extreme to give even sharper handling, and the Moto2 also gains **Öhlins** NIX30 forks to join the Öhlins STX40 shock that it shares with the RS. The RS features the same **Showa** forks as the previous model, and the base R model uses Showa kits at both ends.

The R and RS get wider bars than the 2022 models, while the Moto2 uses low clip-ons for a much sportier riding position, and all versions have a new, reshaped, 15-litre fuel tank.

The RS and Moto2 also get uprated brakes, with **Brembo Stylema** calipers replacing the previous M4.32 versions, and both gain an additional 'track' riding mode. An up/down quickshifter is standard on all 2023 Street Triples.

Elsewhere in the line-up, Triumph has launched the "Chrome Collection" across its Modern Classics range and the Rocket 3 models. Encompassing ten bikes in total, the models add real chrome coating on

the fuel tanks of the Rocket 3 and 1200 cc Modern Classics machines, while the 900 cc Modern Classics are offered with chrome-effect decals on their tanks. While total production numbers aren't restricted, the Chrome Collection will only be available for the 2023 model year, ensuring a level of rarity.

Finally, Triumph has confirmed its plans to enter the **FIM Motocross World Championship**, starting in 2024 in the 250 cc class and then the 450 cc class in 2025. The bikes that will compete in the series have yet to be shown, but are likely to break cover soon to allow some months of overt practice and development before entering the heat of competition. Triumph's works motocross team will be operated by the **MX ESCA** setup that ran Kawasaki's effort for more than a decade before parting company at the end of 2021. Motocross legend **Ricky Carmichael** remains onboard to assist with the project and the bike's development.



Vmoto

A year ago, Vmoto Soco gave us a glimpse of its highest-performance electric offering yet - the **Vmoto Stash** - and for 2023 the production version has been revealed alongside two new models under the name **'Dirt Bike'**.

The Stash is the first bike to be designed under a collaboration with former **MV Agusta and Benelli design chief Adrian Morton**, and it provides a substantial step forward for Vmoto Soco in terms of performance and market position. The existing Super Soco models are already best-sellers, but only offer moped performance levels. The Stash leaps up to the 125 cc class, with an electric motor that's rated at 8 kW (11 hp), so it fits into the 11 kW/15 hp learner-legal class, but which can actually hit peak outputs of 15 kW (20.1 hp) to offer more performance than an equivalent petrol-powered bike.

The 'fuel tank' area is actually a storage space, big enough to hold a full-face helmet, and below it there's a 7.2 kWh battery pack powering a motor mounted on the front of the swingarm. It's a recipe

Stash



that gives the Stash a top speed of 110 km/h (68 mph), while a bar-mounted 'boost' button accesses the motor's peak performance to add an extra 10 km/h to the top speed when you need a little extra. The controls are scooter-style, with both brakes operated by bar-mounted levers, but the brake system is also combined, so pulling the front brake also applies the rear. ABS is standard.

The Vmoto Dirt Bike is available in two versions, the 'On-R' or 'Off-R', and it comes with either knobby tyres or a supermoto-style look. Again, Adrian Morton has styled the bikes, and customers will be able to specify them in restricted form to comply with 50 cc moped rules or as full-power machines with 8 kW on tap to fit into the 125 cc class. Top speed for the derestricted version is 85 km/h, compared to 45 km/h for the moped model. The full power Dirt Bike models have a 48 Ah, 72V battery, while the restricted model has a 32 Ah pack, and the machines weigh a mere 84 kg.

Dirt Bike



Yamaha

There may not be much in the way of all-new Yamaha models for 2023, but there are a host of substantial updates to the company's existing range including the introduction of its first **radar-equipped** bike. Adding a **Bosch** front radar sensor to the Yamaha Tracer 9 GT to create the Tracer 9 GT+, Yamaha has created the most mainstream model yet to use radar technology. It also makes an already attractive package even more desirable in the process. While the basics of the Tracer 9 GT are unchanged, the addition of radar - tucked almost invisibly below the nose fairing - means the GT+ has adaptive cruise control, monitoring the distance to the vehicle ahead

Tracer 9 GT



and keeping safely away from it by modulating the throttle and brakes. Yamaha has also added an up/down quickshifter to the GT+, which allows the rider to shift gears without using the clutch or

disengaging the cruise control. The bike won't brake hard using the radar, but it will alert the rider if the vehicle ahead is slowing faster than it can manage. Even without the cruise control engaged, the radar allows the GT+ to have a 'Brake Control' function, continuing to monitor the road ahead and stepping in to help if it believes you're not braking hard enough to prevent a collision. You need to be braking already for the system to work, but it will increase the brake force **automatically** to both the front and rear wheels to stop faster.

As well as the radar, the GT+ gets a new seven-inch TFT dash with three screen layouts, allowing it to show the messages from the radar system. It also has phone connectivity, and the GT+ gains new bar controls to operate it, plus a new height-adjustable rider's seat and a larger rear brake disc. The smaller Tracer 7 and Tracer 7 GT don't get the radar option, but are revised for 2023 with a new five-inch TFT dash and smartphone connectivity, plus larger 298 mm brakes, and similar upgrades are carried across to the naked MT-07 range. Sticking with touring-oriented models, Yamaha has also revamped the three-wheeled **Niken GT** for 2023, essentially giving it a completely new engine and frame while leaving the styling and front suspension unchanged. The current model is only approved at Euro 4 level, but Euro 5 certification is required for any new bike sold from 1st January 2023 in Europe. To achieve that, Yamaha has added the largely new 890 cc three-cylinder engine from the latest MT-09 to replace the previous 847cc triple, and since the new engine's cylinders are at a different angle to the old version, a new chassis was also required.

Niken GT



As on the MT-09 and Tracer 9, the larger capacity comes from a longer stroke than before, but the Niken engine isn't identical to the other versions. Due to the three-wheeler's extra weight, Yamaha has added a heavier crankshaft, increasing the flywheel effect on the engine and making it harder to stall. It's a fraction less powerful than the MT-09 version, with 113.3 hp instead of 117.3 hp. Looking across to Yamaha's sports bike range, the main change is the new R125. Carrying over the same chassis and variable valve timed, 11 kW 125 cc single-cylinder engine as the previous model, the 2023 bike is completely restyled, with a new fairing, fuel tank and lights, and gains a TFT dashboard and traction control for the first time. Elsewhere in the 2023 line-up, the XMAX scooter models are also restyled, with a new fairing for the XMAX 300 and 125, while the higher-spec Tech MAX variants get a new 4.2-inch colour instrument display, adding smartphone connectivity, as well as 3.2-inch LCD speedometer. The lower-spec models have a single, 4.3-inch LCD dash.

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EICMA 2022



It is a generalisation, of course it is, and all such judgements are imprecise by their nature, but despite the multiple issues confronting all markets of all kinds at this time, the evidence from EICMA 2022 is that the international motorcycle industry remains

mostly positive about its business prospects for the coming season.

That was the 'take-away' for the International Dealer News team from the 79th edition of EICMA, Milan, in November. After the post-pandemic 2021 'comeback' year had seen a near collapse in the admittedly absurdly

high and almost certainly exaggerated attendance numbers being reported for the shows to 2019, there does indeed appear to have been an increase in 2022.

The organisers are not quoting an attendance number for 2022 as such, but are claiming a 38 percent increase over 2021. The 2021 press release claimed a 342,644 total attendance figure (way down from the absurd 800,000 plus claims that the organisers had been making), and that would put 2022 at around 472,000 total visitors.

Whether or not one believes the numbers, the fact is that the show was busier this year and, despite all the reasons not to be cheerful (Russia's attack on Ukraine, consumer price inflation, supply chains, logistics, materials price rises and shortages, impending recessions in some or all



markets etc.), the motorcycle industry continues to be able to sell most, if not all, of the PTW unit inventory it is generating, and may again prove to be one of those few, rare markets that can grow in a downturn.

With the magic of momentum filling its sails, expect to see the number of vendor booth comebacks that were seen in 2022 increase for EICMA 2023, with fewer withdrawals and more new generation business continuing to fill the halls for Edition 80.



Tractive: The company's X-TREME range of extreme condition suspension solutions "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 Tom Glazemakers. Distributed and serviced worldwide by Tractive technical partners, including renowned Rally-Raid Products Ltd. in the UK, Touratech GmbH in Germany and Boano Moto Srl in Italy, "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 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 the suspension - probably the most important component system for hard off-road riding," says Tom. 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 Erzbergrodeo course on a twin-cylinder machine - equipped with a new generation X-TREME PRO shock"; www.tractivesuspension.com



HP Corse/Steelform: Recent new Euro 5 compliant designs from the Bologna/Udine based exhaust manufacturer include a choice of SP-3 Carbon and SPS Carbon slip-ons for the latest three-cylinder Triumph Tiger 850/900 models; a lightweight SP-1 Short for the 649 cc, 60 hp Moto Morini X-CAPE ADV; weight-saving, model-specific applications of its SPS Carbon Short for the all-conquering R 1250 GS in titanium, satin steel, or black steel; and the SPS Carbon RR and 4-Track RR (both in titanium satin or black) for the KTM 1290 Super Adventure (S and R); www.hpcorse.com



AFAM Group: Armed with a new name and brand identity, Belgium based AFAM's product range runs from AFAM sprockets and chain to ISON and MIW filters and NITRO and SHIDO batteries. "With the transition from DC AFAM to AFAM Group, we aspire to become a lifestyle brand with a strong sense of recognisability, creativity and credibility," says Marketing Director Davy Dousselaere. "Our aim is to be able to help our clients' marketing efforts by being a strong house of brands, by being a well known and aspirational brand that creates a pull-effect in sales"; www.afam-group.com



Tecmate International: The OptiMate manufacturer recently unveiled a breakthrough in solar recharging with a game-changing smart solar controller that charges and maintains 12V lead-acid (conventional, AGM, GEL) or 12.8V/13.2V lithium (LFP/LiFePO4) batteries from any solar panel. CEO/CTO Martin Human says: "Many cost-effective solar panels are delivered without any form of charge control as the low trickle of current is meant to be just enough to prevent the battery losing charge in the vehicle. The drain from the vehicle's circuitry and the battery will keep the voltage within range of the battery's natural rest voltage (12.5V-12.8V for lead-acid or 13.3V-13.6V for lithium LFP). The OptiMate Solar DUO controller (TM522-D) converts the trickle of current from solar to pulses of controlled higher energy that is more effective for the charging requirements of any battery. Installed between the solar panel and the battery, this smart little gadget absorbs the low current into a high-efficiency capacitor that is then frequently pulse discharged into the battery, with the concentrated energy raising the voltage going into the battery. It can, therefore, absorb most of the delivered energy, with the vehicle's circuitry continuing its low constant drain from the battery between pulses. Essentially, more is now going into the battery than it is delivering"; www.tecmate.com, www.optimate1.com



Ognibene: Founded in 1948 and still founder-family owned and operated, last year saw the Bologna based specialist add to its TROFEO ("Trophy") brake pads programme with new heat and wear-resistant ceramic brake pads - delivering improved performance all the way from low temperatures right up to over 500 degrees C; www.ognibenechaintech.com



Società Generale Ricambi (SGR): Italy's leading motorcycle spare parts distributor has largely "flown under the radar" as one of Europe's majors, but is now starting to flex its muscle. The Bologna based distributor owns Moraco in France, Langenscheidt in Germany and Euromoto 85 of Barcelona, Spain, making SGR Europe one of the market's 'Big Five' distribution players. Recent new products include D.I.D chain kit additions, more AFAM transmission kits, Kellermann lights, Putoline 'Action' kits and the Uclear range of Bluetooth intercoms; www.sgr-it.com

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Puig Hi-Tech Parts: 2022 saw the Barcelona based manufacturer showcase its materials research, product design and precision manufacturing capabilities with a special Yamaha MT-09 project - 'Diablo' - to showcase its "EverFlowing Design" concept. Described by Carles Puig as a design philosophy that can be translated into a design language that ticks all the most important boxes, the aim is to produce accessories that are functional - "without purpose, there is no design"; adaptable - "versatile designs that can be purposed to different uses and needs" and aerodynamic - "the basis of everything"; ergonomic - "designs for every kind of rider"; minimalistic - "designs with nothing unnecessary getting in the way"; smart-electronic - "technological and useful" and interactive - "a bike that responds with an improved riding experience"; www.puig.tv



RMS: Based near Monza, Italy, and established in 1985, RMS 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 features more than 800 pages of new and updated product lines from the leading brand names as well as its in-house designed 'RMS Classic' line; www.rms.it



BS Battery: Known in Europe as an OEM and aftermarket vendor, BS Battery offers a wide range of battery solutions and options for all powersports industry applications: from motorcycle, scooter and large displacement V-twin touring and cruiser models to SSV, ATV, UTV, snowmobiles and watercraft. However, with an eye to the future, General Manager Benjamin Sebban told IDN that their focus at this time is on race-bred innovation in the Lithium-ion space. "We have designed a unique, ultra-resistant casing that can resist up to 230°C, including ultra-robust terminals, to make sure our batteries can be used in extreme conditions." The inventory-friendly BS Battery Lithium range covers most of the existing powersports model fitments in the market - with just 12 models of battery, from 12.8 voltage up to 560 CCA (A), small, lighter weight (up to 70% lighter than lead acid batteries) and maintenance-free, long lifetime solutions to high discharge rate and waterproof designs and features like integral voltage indicators to check the state of charge. "Approved and used by many top race teams, the BSLI02 battery is the right answer to the most demanding riders looking for higher performance, high resistance and high longevity," says Benjamin; www.bs-battery.com



QD Exhaust (Arcas Industrie): EICMA saw Manuel de Liso's QD Exhaust business release a slip-on for the new Ducati DesertX. Based on QD's award-winning Tri-Cone series, this muffler has a titanium can with a carbon fibre end cap. The outlet port has a grid with a QD logo that enhances the aggressive look and racing style. "The grid keeps the dB killer in position," says Manuel, "but removing it is a simple procedure - just undo the screws that hold the carbon end cap and remove the grid, pull out the dB killer and replace the grid and the end cap." The kit is comprised of a link pipe that fits on the stock catalyst, the titanium muffler, a carbon fibre heat shield and all the fixing hardware for a quick and easy install. "As with all QD production, this kit meets the Euro 5 standards. A service card provided with the kit allows the customer to achieve the 30 months warranty programme and access all the special services reserved for QD exhaust owners"; www.qdexhaust.it



Andreani Group: International Sales Manager Diego Arduini told IDN: "This has been another good year for the Group, and our message to the market is 'watch this space'. We hope to have a major announcement to make soon about a massive expansion to our capabilities and market reach." Meanwhile, the Pesaro based company has continued to develop its specialty suspension tools and workshop equipment offer with additions to its SP Vacuum Pump series, Misano front fork suspension cartridge programme and professional suspension technician course series; www.andreanigroup.com



POD Active: Reinforcing its status as a global motorcycle industry hub, EICMA saw Italian distributor Innteck play host to Australian knee brace specialist POD Active. Founded in 2005 by polymer and composite materials specialist and motorbike fanatic Geoff Maloney, International Marketing Manager Byron Marsh told IDN: "We have more than 44 globally in at least 52 different countries, and have seen sales growth again this year." Developed in association with American MX Pro Adam Cianciarulo, the company's new K4 AC9 limited edition knee brace boasts "vibrant pops of colour and dynamic graphical treatment while still featuring the unprecedented strength and performance of the original K4 2.0 brace"; www.podactive.com



Arrowhead Engineered Product: Arrowhead CEO John Mosunich has wasted little time investing in growing Arrowhead's footprint in the global powersports business. Arrowhead is owner of Vertex Pistons in Italy and All Balls Racing Group whose brands portfolio including Hot Cams, Hot Rods, All Balls Racing and Pivot Works. The company's first significant acquisition announcement in 2022 came in January with news that long-time owner Craig Shoemaker had sold his Boise, Idaho-based business, Western Power Sports, to Arrowhead. Just eight months later came the news that Arrowhead, one of the big three distributors in the United States, had snapped up Bihr from Kontich, Belgium-based former owner Alcopa. At a stroke (well, two strokes) and in the space of less than a year, Arrowhead had reshaped the European and American motorcycle industry parts, accessories, gear and apparel landscape in dramatic fashion; www.arrowheadepinc.com



Powersports Distribution Group (PDG): Recently appointed as CEO, Denis Brouwer's strong commercial experience makes him ideally suited to plot a growth course for the Breda based owner of Hoco Parts, AFAM Group, Motorcycle Storehouse, CMS and other select acquisitions. "Our strategy is to help dealers to build on the bond between their stores, their customers and the distributors they buy from with world-class brands and products. PDG builds on the relationship between dealers and their local riding community by acquiring or partnering with accomplished local wholesalers, using their expertise to better serve their country's market. Quite simply put, our long-term goal is to become Europe's leading parts distributor. This is ambitious, yes, but the growth realised in a little over four years proves that we aren't just talk"; powersportsdistributiongroup.com

www.idnmag.com



Landport Batteries: Recent news from the Dutch battery specialist includes expansion of its range of SLA batteries. "We offer an extensive range of batteries and battery chargers for various powersports, automotive and industrial applications," says Landport's Bart van Abeelen. "During the last season, we saw the demand for sealed batteries continue to increase - in response to 2021 introduced regulations that ban the sale of sulphuric acid to end-users. As a result, 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 is that they are factory-activated (filled and charged) and therefore ready to use. No acid handling is needed." 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 even lawn mowers; www.landportbv.com



Bihr: The Bartenheim, France based distributor became a second acquisition in 2022 for the Minnesota based Arrowhead Engineered Products (AEP) Group. Best known until recently, in powersports terms, as owner of Vertex Pistons in Italy, All Balls Racing and other component brands such as Hot Cams and Pivot Works, the year started with news that AEP had acquired the Boise, Idaho based domestic U.S. distributor Western Power Sports (WPS). The year ended by coming to terms with AEP's August announced addition of Bihr to give them a substantial position as a leading player in both the United States and European markets. Bihr CEO Christophe Piron told IDN that he had always wanted to find a way into the domestic American parts and accessories market for its own brands, and many of its global exclusives, saying: "I always thought we had the critical mass and brand strength to compete there. The combination of Bihr and WPS with AEP's capital and manufacturing resources gives us an immediate platform for expansion in USA and here in Europe"; www.mybihr.com



Putoline Oil: Now at Putoline Oil as Export Sales Manager, former Moto-Master man Rolf Verhagen told IDN: "Putoline's race credentials were reinforced in 2022 by Swiss rider Dominique Aegerter's second and back-to-back WorldSSP title Ten Kate Racing's 12th World Championship in total - 11 of them coming in World SSP." His fourth place in Indonesia was enough to "secure the laurels", having "absolutely dominated this year, breaking one record after another with 16 wins and 18 podiums in 22 races, with still one round to go". "We are an immensely proud partner of Ten Kate Racing," said Rolf, "and simultaneously we congratulate the team and rider on their milestones this WorldSSP season. Our N-Tech SPR+ 5W-50 lubricated the Yamaha YZF-R6 of #DoubleDomi. Thirty-four podiums in two seasons make him fourth overall in the all-time podium rankings, and Dominique is the second most-successful World Supersport rider with 26 wins in his WorldSSP career." The partnership also includes the motonext.nl project, a joint research effort towards more sustainable racing and mobility solutions; www.putoline.com

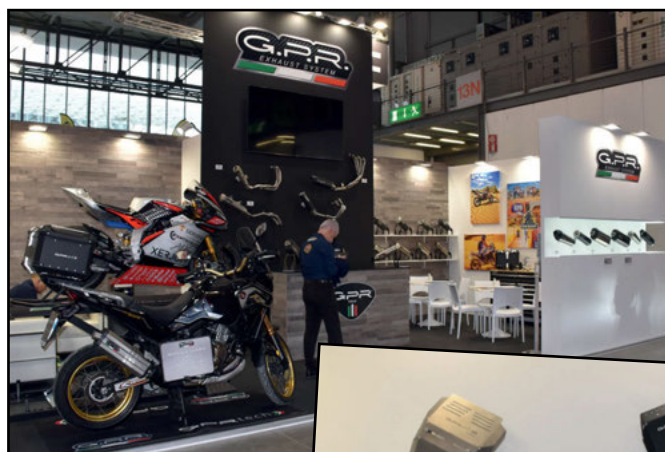


Newfren: News from the Turin brakes manufacturer includes a unique new range of six Made-in-Italy R90 homologated sinter compounds for road use - unique because of their painted layer. The mixture of elements that make up that layer on the outside of the friction material contains slightly abrasive elements that will remove the impurities of the old pad from the face of the brake disc during the first braking cycles. The range also includes four Made-in-Italy R90 organic blends - two of them among the six new Off-Road compounds and one each for Road and Scooter - with a new sintered pad also offered for scooters. The colour coding, in the colours of the Italian flag, of course, are red for Road, green for Off-Road and blue for Scooters. Internationally recognised "Letter from Italy" author Elisabetta Quadri also told IDN that Newfren has added to its OEM contracts with a deal to supply brake discs for the popular Fantic Carabello; www.newfren.com

ROAD	R01	Race SINTER
SP	R02	Race SINTER
BT	TT Pro SINTER	
TS	Touring ORGANIC	
SH	Touring SINTER	
	HD SINTER	
OFF ROAD	X01	Dirt Race SINTER
	X02	Dirt Race SINTER
	BD	Dirt ORGANIC
	SD	Dirt SINTER
	BV	ATV ORGANIC
	SV	ATV SINTER
SCOOTER	BE	Elite ORGANIC
	SE	Elite SINTER
KART	B4W	B4W ORGANIC



Vertex Pistons: Literally and figuratively the "Racer's Choice", Vertex is celebrating another impressive haul of race wins and world championships scored by Vertex piston equipped riders in 2022. Wins such as the MX World Championship by Tim Gajser in MXGP class (Honda HRC), Maxime Renaux in the MXGP of the Motocross of Nations (Monster Energy Yamaha Factory Racing), Nancy van de Ven in the WMX (Yamaha YZ250F of the Ceres 71 team), Jeremy Seewer and Jago Geerts respectively vice champions in MXGP and MX2 (Monster Energy Yamaha Factory Racing) and with Ivano van Erp as Junior 125 cc Champion (Yamaha MJC team). "GP-Racer's Choice pistons also won 1st and 2nd place in the constructor's category of the MXGP World Championship, respectively with Yamaha Racing and Honda HRC"; www.vertexpistons.com



GPR Italia: The big news from the environmentally conscious and responsible exhaust manufacturer is the launch of its new GPR Tech division unveiled at EICMA. Leveraging its ISO 9001 certified manufacturing heritage and precision-machining skills to present a new range of motorcycle parts and accessories, the initial focus is on Trail and Naked models with products such as sump guards, roll bars, rear luggage racks, top box carriers and protection guards for critical components such as rear brake master cylinders and oil filler housings. The new range includes designs for BMW, KTM, Royal Enfield, Honda and Benelli models in addition to 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; www.gpr.it





Airoh: Strictly only a concept at this stage, and still a long way from prototyping, the Italian helmet specialist sought to state its 'street' helmet credentials with this helmet integrated airbag design. Inspired by the work of the young engineer Roberta Descrovi in the Airoh R&D department and realised in collaboration with Autoliv, the worldwide leader in automotive safety systems, "this is the world's first motorcycle helmet concept with an integrated airbag for enhanced head protection and is likely to redefine the perception of helmet safety in the motorcycle industry"; www.airoh.com



Bitubo: In strategic terms, the big news from the Padua based Italian suspension specialist has been the opening of a new North American headquarters in Florida, headed up by former Progressive Suspension man Sean Delshadi. In product terms, recent additions include JBH cartridges, SSW steering stabiliser kits and options for the Yamaha X-Max 300, 125 R3A, Ducati Scrambler models and Honda Africa Twins; www.bitubo.com



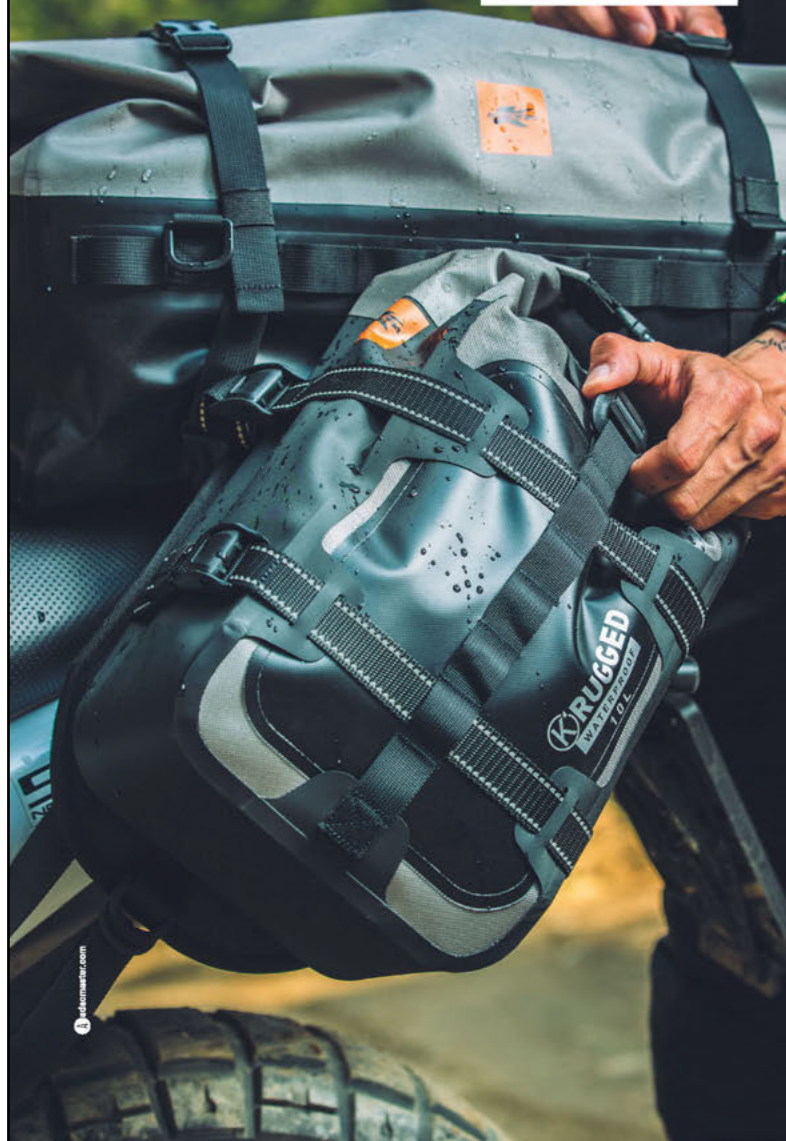
WRS: Based near the Misano World Circuit Marco Simoncelli, the Italian windscreen manufacturer and famous-name distributor has been a Technical Partner with many leading teams, including Team Pramac Ducati MotoGP (Johann Zarco and Jorge Martin). The company has always been quick to develop new products, and seen here are a new screen, headlight cover and side deflectors for the Ducati DesertX. Michele Maresi (seen here on the right) explained that the new headlight cover has improved integrated and semi-concealed hardware for durability and a cleaner look compared to the stock and other aftermarket designs; www.wrs.it



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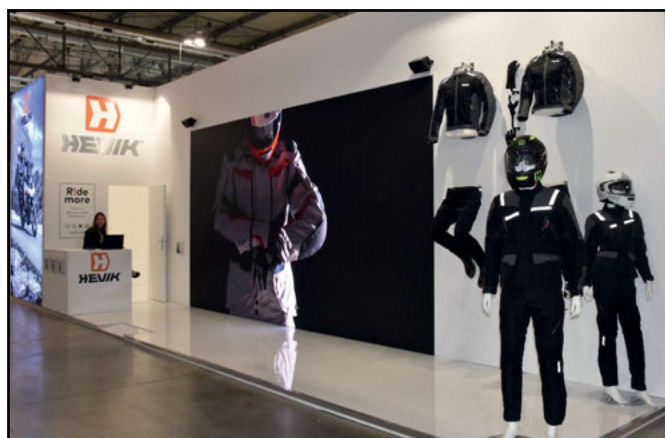
Galfer: Celebrating its 70th anniversary this year, Galfer wrapped up the 2022 edition of EICMA celebrating a record number of visitors to its stand, "a high level of interest from industry professionals and a successful 70th anniversary party attended by partners, clients, riders and friends". New products on show for the first time included its new Racing G1310 brake pads and Floatech brake discs for road sports bikes, which are being used by several competitive teams (MotoGP2, MotoGP3 and WSSP), plus its new "Disc Shark" brake discs for Enduro/DH bikes and E-bikes. Booth guests included riders and partners such as Marco Melandri, Marco Aurelio Fontana, Kirian Mirabet, Mario Román, Kiara Fontanesi, Morgan Lesiardo and Emma Bristow among others; www.galfer.es



D.I.D: The Japanese motorcycle chain maker recently signed an extension (through 2024) of the deal with Valentino Rossi and his VR46 race team that saw the nine-time MotoGP World Champion becoming a D.I.D brand ambassador. Rossi had raced with D.I.D chain ever since he first signed for Yamaha. The deal will additionally see 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"; www.didchain.com



Plastic Bike: The Italian performance bike conversion specialist's advanced design, high-performance strong yet lightweight material race kits are favoured by leading independent and OEM race teams alike for tenths and even hundredths of seconds they can shave off lap times over the best tuned and fastest of machines. Max Arno is seen here showing the carbon fibre racing kit for the Ducati 955 V2 Panigale; www.plastic-bike.com



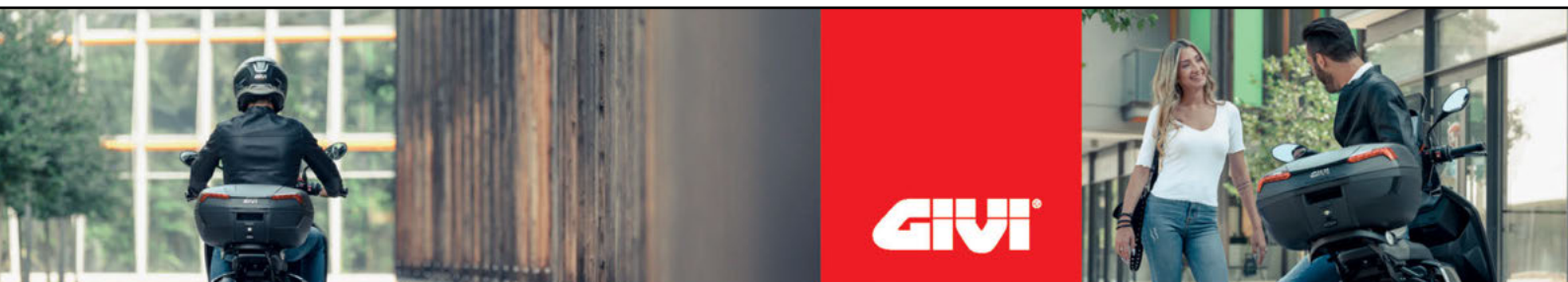
Hevik: Latest new products from the Brescia based brand include its breathable classic cotton denim 'Neptune' cargo pants for men and women. "These lightweight designs still offer extreme resistance to wear and tear thanks to reinforced DuPont Kevlar lining on the most vulnerable parts - a smart material that offers durability over time and excellent resistance to abrasion and high temperatures. The internal knee protectors have adjustable heights and unobtrusive thickness". They have class A CE certification in accordance with the new harmonised standard EN 17092:2020. Further recent additions include its 'Orion' gloves and 'Stelvio Light' jacket; www.hevik.com



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givimoto.com



Motoz: Now available to dealers in Europe through Parts Europe and once referred to as "the craft beer of specialised enduro, desert, adventure, hybrid and MX tyres", the Motoz brand reputation for superior construction, grip and durability has now arrived in the ADV segment with its new Tractionator DualVentures. Owner Bruce Collins told IDN that they are "technically stronger than many other adventure tyres, with a deeper tread and distance-proven compound specifically formulated to cater for a wide variety of conditions" and that they are now offered with a reversible tread pattern to increase longevity; www.motoz.com.au



Supersprox: Fortunate to be based to the west of the Ukrainian capital Kyiv, the war with Russia has nonetheless made life difficult for the leading sprocket manufacturer. General Manager DJ Maughfling told IDN that the emergency had forced the factory to embrace changes and improvements in workflow and engineering processes between its three factories, and that the recent issues surrounding electricity supply interruptions will not have stopped the company still achieving remarkable production numbers and growth in 2022; www.supersprox.com



Kappa: Recent additions to the Kappamoto portfolio include a range of soft bags designed specifically for the Vespa Piaggio. Initially the collection will include three models in two styles featuring soft materials and ergonomic and contoured styling. "They will adapt perfectly to the frame and available spaces of the scooter, including the tunnel spaces, with an 'Urban' aesthetic that combines impressive technical features, including reflective details and fixing systems that use straps or magnets"; www.kappamoto.com



LeoVince: Italian exhaust specialist LeoVince describes its new LV Corsa Titanium as the "maximum expression of racing technology brought to the road. We developed it in collaboration with the best teams in the world championships, to give riders the same racetrack sensation in every corner of their daily ride. The shape is inspired by the same exhausts we manufacture for our race teams - simple, compact and essential. We chose Grade 1 titanium for the sleeve for reduced weight and improved performance - with specialised welders used for the hand TIG welds in order to guarantee quality and durability". Also available as an AISI 304 stainless steel 'Black Edition' and in a double layer of 2x2 twill pre-preg carbon fibre that has been specifically developed to resist high temperatures; www.leovince.com



Wind Trading: Founded in 1983 by Giandomenico 'John' Boni and Lino Bambini, from WRP (Works Racing Parts) brand street and off-road brake pads, tapered design Taper X and Pro Bar handlebars to feature-rich Ravenna Motorcycle Fashion "premium budget" riding apparel and its famous W2 brand boots, the Italian manufacturer's brands are among the most popular brand programmes in Europe; wrpracing.com, www.ravenna-moto.com, www.w2boots.com, www.windtrading.it





National Cycle: The Maywood, Illinois screen manufacturer's recent additions include VStream+ windscreens for the '13-'18 Honda CB500F that have been reengineered for '19-'22 models. The "+" means these windscreens include a custom mounting bracket specifically designed and engineered for this model bike. Its origami-like folded construction decreases mass and weight while adding steel's strength and rigidity. "Three sizes mean there is a perfectly sized windscreen for almost every rider," says International Sales Manager Paul Gomez. "All will offer improved wind protection and riding comfort compared to other aftermarket windscreens." VStream gets its name from its unique patented shape. The advanced "V" profile and dimensional contours push the wind vortex out and away from the rider's helmet, resulting in a peaceful, quieter riding environment. 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". 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'; www.nationalcycle.com



SBS Friction: The leading Danish brake pad manufacturer has been on a mission to turn motorcycle brake pads into being among the most environmentally responsible production possible and its new ECE R90 formulations will mark the final stage in a "Better Brakes" transition that will see production at its Svendborg, Denmark factory achieve carbon neutral production by 2025. The transition means that SBS will be removing and replacing raw materials such as copper, nickel (for sintered pads) and antimony (for ceramic pads) from greater than 95% of production. The transition of products will be made in stages, starting with its ceramic compound and the sinter front, rear and off-road. To gain the most impact, the transition is prioritised in terms of market size and implementation speed; www.sbsbrakes.com



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Zard: Having commissioned its new in-house R&D Centre this summer, recent new products include a 2:1 full kit for the Aprilia RS660 twin; a hp and torque boosting slip-on for the 850 cc Moto Guzzi V7, and having always been recognised for the historic brand bond with Triumph riders, the latest additions for 'Hinckley' Triumph models include a 3:1 full kit for the Trident 660 last year and slip-on and 4.5 kg SP full system options for the Thruxton RS; www.zardexhaust.com



Polisport: A year on from its announcement of expansion into the street product space, the Portuguese off-road "Performance Plastics" specialist has started building its parallel distribution and dealer networks and focused its initial street products focus to ADV, Trails and Naked bikes, with a big play for a share of the protectors market, especially engine protectors for Kawasaki, Yamaha and Honda models. The goal is to increase its range offering to include more products, developed for a larger number of brands/models; www.polisport.com



Gates Carbon Drive: Its new Moto X5 belt is a significant addition to the Gates Carbon Drive portfolio, offering "the same core belt drive benefits of clean, quiet, smooth, strong, but with even quieter performance than its predecessors". Gates says it achieved this breakthrough in belt technology through the combination of a high-stiffness, long-lasting synthetic compound with Gates' long-proven carbon fibre cord reinforcement. "The combination not only provides durability and strength, but it also results in the quietest carbon drive belt yet. Independent lab testing by AVL combined with Gates internal testing shows Moto X5 is up to 15 decibels quieter than chain over a range of vehicle speeds. Additionally, throughout the life of the vehicle and under normal operating and maintenance conditions, Moto X5 is more energy efficient than chain, which can lead to improved vehicle range, a critical factor on electric vehicle applications". Gates says that the Carbon Drive Moto X5 product line is designed specifically for mid-motor sit-down electric scooters and motorcycles typically found in commuting applications in the rapidly evolving Asian market"; www.gatescarbondrive.com

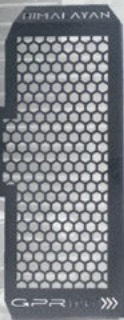


Kellermann: Seen here on Italian distributor SGR's booth (Società Generale Ricambi), recent new products from Aachen, Germany based manufacturer Kellermann include its award-winning 'Jetstream' 3-in-1 rear, brake and sequential lighting turn signal combo. "Integrating elements from aviation design - the shape of a wing with an integrated jet engine - the distinctively and shapely designed Jetstream is a guaranteed eye-catcher both for its looks and for its power". LED design expert Guido Kellermann told IDN: "Our new premium Kellermann Jetstream is probably the most spectacular motorcycle indicator ever built," and one of Europe's leading custom parts and accessory distributors described it simply as "probably the best combination taillight ever conceived"; www.kellermann-online.com



GIVI: Recent new products include the latest evolution of the GIVI Trekker Outback EVO aluminium cases. "Design updates go far beyond a mere restyling. There are 16 dedicated moulds, changes to components, load capacities, technical components, and, for the first time, a contoured shape side case. Notched, rounded, flared - basically the bottom of the side case is split into two levels. It's the perfect solution for ADV models with a high exhaust on the right side such as the BMW GS and H-D Pan America"; www.givimoto.com

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Dedication to protection

Arai marked its return to EICMA with new helmets, including the **Concept-XE**, the latest addition to the company's ECE R22-06 approved line-up. "The Concept-XE continues the standard set by the original Concept-X, combining sleek lines and an aggressive look with the well-known Arai comfort and protection".

The Japanese manufacturer also gave dealers a chance to sneak-a-peak at a prototype of its upcoming new adventure helmet.

"For sure, the new models and designs on display at our booth are what you can see and feel, but what you'll actually get is our dedication to protection. What is most important is what goes on behind the scenes, that which you don't see. That's



As it does every year, Arai has recently unveiled its **Drudi Performance** limited edition IOM TT helmet for 2023.



Quantic 'Robotik'

Concept-XE



RX-7V EVO
'Maverick
Star'

RX-7V EVO
(FRHPhe-01)



why we continue to evolve head protection by making steadfast improvements wherever possible with stronger and smoother outer shells that excel in glancing off (impact management)".

In total, Arai unveiled 80 brand-new 2023 collection designs, and at the top of the pyramid the race- tested RX-7V RC is described as the "pinnacle of helmet technology. Painstakingly handbuilt - with meticulously master craftsman applied layers of carbon fibre to create a superb helmet in which all the Arai know-how, experience and years of development has been brought together".

Meanwhile, the ECE R22-06 approved **RX-7V EVO** is Arai's state-of-the-art motorcycle racing helmet - "ECE R22-06 requires a much more stringent testing process than the previous R22-05 standard". New RX-7V designs for 2023 include the 'Misano', 'Samurai', JR65 Green or Red and 'Maverick Star'.

For FIM sanctioned events, the **RX-7V EVO (FRHPhe-01)** is the company's flagship model "with proven Arai protection combined with the ECE R22-06 approval, and now also with the addition of the FIM FRHPhe approval.

"For long distance riding, the ECE R22-06 'Quantic' slips through the air neatly and efficiently, wrapping its wearer in a cocoon of luxury, offering a fresh choice for riders that want the very best performance from a helmet - in terms of protection, comfort and ease of wear, day-in-day-out, with zero compromise". 2023 sees new Quantic 'Robotik' and 'Space' colourway/graphic combinations.

The ECE R22-06 'Concept-XE' has been designed to "recall the simple yet aggressive style of the 1980s. The Concept-X came from the heart of Arai R&D - a desire for old school cool, to fit a certain style and motorcycle, but with modern Arai performance".

The **SZ-R VAS** features an advanced shell using Arai's VAS design, "improving the protection and glancing off ability in a critical area. It also has RX-7V diffuser technology and a superbly comfortable interior, ready to accept glasses".

"The **Tour-X4** is one of the most versatile helmets ever: adventure, grand touring or off-road, and without the peak looks pretty good on a naked bike too".

In terms of Adventure, "unusually, we have let a helmet out from behind the closed workshop doors of Arai R&D. The Tour-X4 has proved a hugely popular helmet in an extremely important and competitive sector, and the upcoming new adventure helmet prototype gives a preview of what is yet to come".

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NEXX 2023 - "More life, less footprint"

"A new generation of safety" is how Portuguese helmet manufacturer NEXX refers to the X-PRO carbon technology introduced less than two years ago, and which will be extended to the brand's different premium ranges in 2023.

"Designed for professional and weight-conscious riders, this state-of-the-art technology combines aerospace expertise with 3K carbon mesh for a unique layering that makes the shell lighter, stronger and more comfortable".

For 2023, the already ECE 22.06 homologated X.R3R range sees the addition of a wide variety of new models and "bold graphics", such as the new X.R3R HAGIBIS, in X-PRO CARBON carbon fibre and translucent varnish in purple tones, and the new X.R3R IZO with MotoGP style "crazy graphics".

The ZERO PRO versions, in X-PRO CARBON carbon fibre, also extend to the X.WRL (Wild Rally) and X.WED2 (Wild Enduro) Adventure ranges.

In addition, there are new graphics and new colours in the SX.100R, X.G100R (classic line) and X.G20 ranges - "one of the few ECE 22-06 approved open-face helmets currently available on the market".

According to Helder Loureiro, CEO and co-founder of NEXX, "we want to inspire and encourage different lifestyles around motorised two wheels with a collection that provides peace of mind, comfort and versatility - for use throughout the year, prepared for the most extreme conditions."

"The new NEXX 2023 collection is full of highly technical models with cutting-edge safety, functionality and design. At the same time, we are also very attentive to everything that is happening in the world."

"True to our 'Helmets for life' commitment, we started the project 'More life, less footprint', which includes a series of partnerships that aim to reduce industrial waste and minimise our environmental

Helder Loureiro, NEXX CEO and co-founder



ZERO in X-PRO CARBON



X.R3R HAGIBIS in X-PRO CARBON carbon fibre and translucent varnish in purple tones

footprint.

"The Ergo Padding System is no longer included as a standard accessory in our helmets. This decision resulted from a study we carried out, where we concluded that only a small percentage of our users felt the need to use this extra foam kit for a better fit; this accessory remains available on request. This year we will introduce a new model of recycled cardboard box for helmets, with lower production time and reduced consumption of water-based paint, and all our product manuals are now available in digital format."

NEXX HELMETS
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Falco - urban 'ACE'

'ACE' hybrid sneakers from Italian manufacturer Falco (based near Treviso) are inspired by a trekking look. They combine a hydrophobic leather upper with a water-resistant 'High-Tex' inner membrane for improved protection.

Inside, an EVA insole offers extensive cushioning as well as "casual-cool comfort". Laces and zip dual-closure deliver a customised fit and D30-backed ankle inserts will dampen the effect of impacts. The adventure-sculpted dual-compound vulcanised rubber outsole design with high traction lugs gives an excellent grip. The sneakers are available in black or brown.

GIANNI FALCO SRL
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HP Corse - SP-1 Evo Short for 950 cc DesertX



Whether you see the DesertX as an off-roader that is at home in the city, or a tool for urban survival that can also take you off-road, HP Corse says its SP-1 Evo Short is an ideal companion for the lightweight 937 cc Rally Raid meets Dakar styled "trailie".

The Euro 5 approved, oval shaped 300 mm titanium muffler has a dB killer which features weld-free curves for obstruction-free gas flow and quick release springs for the slip-on connection.

The SP-1 Evo Short can be installed on the original catalytic converter or, for closed circuit use only, on the 2-in-1 decatalysed fitting made by HP Corse. The outlet spout of the exhaust has a more accentuated angle to prevent fumes heating the direction



indicator of the right side, contributing to a "rally" styling touch.

Additional features are a reinforced titanium frame fixing bracket and option to retain the stock heat shield. The original exhaust (with the catalytic converter) weighs in at 8.020 kg. The SP-1 Evo Short ("low passage") is 6.673 kg with the cat, and 2.796 kg with the 2-in-1 decat.

The high passage exhaust weighs 7.036 kg with the stock cat and 3.159 kg with the 2-in-1 decat.

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RMS 'Classic Catalogue' 50 special racing Vespa project

RMS
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Established in 1985 and based in the Monza/Milan area, RMS 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.

Featuring more than 800 pages of new and updated product lines from leading brand names as well as



its in-house designed 'RMS Classic' line, the company's latest, 'Classic' catalogue marks the 10th anniversary of their 'Classic' programme.

To mark the occasion, RMS' Filippo Rigamonti told IDN that they decided to transform a rusty old frame into a 50 Special racing Vespa, ready to compete in the 500km of Pomposa.

They documented this project, making a total of 10 episodes, that can be seen online on their YouTube channel (@RMSMoto). Starting with the sandblasting, followed by the chassis setup, and ending with the engine rebuild and tuning, then the painting as finishing touch, each episode is dedicated to a specific phase of the restoration and



showcases product from their 'Classic' programme.

"In order to realize our project, we put our products through extreme testing conditions to show the durability, robust design, high levels of quality control" said Filippo. "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. Every RMS Moto part maintains the highest OEM parts standards, proudly distinguished by the 'Factory Quality' logo.

RMS PERFORMANCE PARTS
Seregno, ITALY
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www.rms.it



'Neptune' cargo pants

At EICMA Hevik presented lightweight cargo pants that "offer extreme resistance to wear and tear thanks to reinforced DuPont Kevlar lining on the most vulnerable parts, a smart material that offers durability and excellent resistance to abrasion and high temperatures".

With versions available for men and women, the pants are made from breathable classic cotton denim, providing balanced temperatures under a variety of conditions. Internal knee protectors for added safety when riding have adjustable heights and unobtrusive thickness.

The 'Neptune' pants stand out for a "clean, cool fit that makes them ideal even for daily wear", as well as for their classic jeans-style five pockets and two large gusseted pockets on the sides of the thighs.

Available in two colours, black or Military Green, 'Neptune' has Class A CE certification in accordance with the new harmonised standard EN 17092:2020.



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Regina passes on lower 525/520 Z-Ring HPE chain pricing advantage

Historic Cernusco Lombardone (LC), Italy based chain maker Regina has further expanded the range of application coverage for its revolutionary HPE range of maintenance-free chains, adding a 520 application kit.

Having first unveiled its innovative Z-Ring High Performance Endurance HPE chain in September 2020, the company has capitalised on the success achieved in the past two years with its 525 series chain for high displacement motorcycles.

Three months ago, Regina announced that it had extended the range to also include 520 chains and has now confirmed immediate availability.

The addition of a mid-displacement application 520 Z-Ring High Performance Endurance (HPE) range application list means that the world's first maintenance-free chain offers dealers a two-chain HPE programme, together representing access to some 85% of available sales.

The new 520 Regina HPE chain contains all the unique and successful features of its bigger sister. Among the most important is the Tetrahedral



Amorphous Carbon (ta-C) coating developed by Regina technicians and applied to the surfaces of the chain bushes and rollers.

This guarantees resistance, smoothness and, above all, allows elimination of the periodic relubrication carried out by the rider every 500 km. An exclusive feature that, in addition to increasing its efficiency and duration, minimises the environmental impact produced by splashes of lubricant while riding.

What's more, due to the critical mass of production volumes achieved in recent years with the HPE 525 chain, Regina has managed to develop economies of scale that have allowed the Italian company to reduce the production costs of these chains.

Paolo Garbagnati, CEO of Regina, stated: "This is a competitive advantage that we wanted to share with the market, making the entire HPE range much more accessible to all users and enthusiasts through sales price reduction - despite the increased energy and raw material costs at this difficult time."



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Premier 'JT5' and 'Typhoon'

'JT5'



Originally founded in California in 1956, Italian helmet brand Premier has added to its range for 2023, with new styles including the Pinlock-ready 'JT5' and 'Typhoon'.

The JT5 is an entirely new project for 2023 and described as "a comfortable and practical jet helmet designed for the city, that is the ideal choice for those looking for a helmet to use in everyday life without sacrificing elegance".

Made in an Aramid epoxy resin shell (offered in carbon or in black, matt grey and glossy white), it is equipped with a double visor - the main one is in transparent polycarbonate with anti-scratch treatment and completely covers the face; the dark inner visor works like sunglasses and is activated by a lever that once raised disappears inside the shell. The shape of the JT5 is derived from that of a full-face helmet and is equipped with a full-face derived ventilation system - two air intakes on the top of the shell and an extractor on the back. Featuring a wide field of vision, there are two sizes of polycarbonate outer shell, a variable density EPS inner shell and Bluetooth-ready, removable and washable sanitised hypoallergenic liner. ECE 22/06 homologated.

A 'price-point' thermoplastic shell full-face for touring use or as a valid alternate for the urban user, 'Typhoon' is described as having a comfortable ergonomic interior and wide field of vision, with scratch-resistant polycarbonate visor and special locking system.

Additional features include a dark concealed inner visor that allows optimal riding in all weather and light conditions. A Pinlock lens is included in the price and a comprehensive ventilation system consists of four elements - a large air intake on the front and one on the chin guard, plus two extractors at the back.

An "Advanced Padding System" kit is included in the package to allow riders to customise the interior fit.



'Typhoon'

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Ninja 400/Z400 clutch kit

The newest addition to Barnett's line-up of replacement upgrade clutch kits is a Kevlar clutch plate/spring kit for the Kawasaki Ninja 400 and Z400.

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

Each kit is manufactured in-house at its Ventura, California factory, allowing Barnett to maintain strict quality control standards to produce robust, precision clutch upgrades that deliver reliability and durability with performance that exceeds OE specifications.



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www.barnettcables.com

Vertex Pistons - more wins, more titles, more pistons



GP-Racer's Choice piston

EICMA saw Italian specialist Vertex Pistons again celebrating a successful year - in sales and, above all, race win and championship terms.

At the top of the Vertex range is the company's **GP-Racer's Choice** piston, for 4-stroke motocross and enduro use - "undoubtedly the most appreciated by manufacturers, factory teams and riders alike," said **Lina Saccani Vezzani**, "thanks to the high performance and reliability of our materials and precision manufacturing, and to the high level of our well known quality control procedures."

As ever, this is reinforced by the numbers of world titles that the GP-Racer's Choice have won over the years with the most famous riders of all specialties. In 2022, season victories have included the Motocross World Championship by Tim Gajser in MXGP class, riding the Honda HRC, Maxime Renaux in the MXGP of the Motocross of Nations with the Monster Energy Yamaha Factory Racing, and Nancy Van de Ven in the WMX, riding the Yamaha YZ250F of the Ceres 71 team.

"We also saw Jeremy Seewer and Jago Geerts respectively take the Vice Championship in MXGP and MX2 with the Monster Energy Yamaha Factory Racing and Ivano Van Erp taking the Junior 125 cc Championship with the Yamaha of the MJC team.

"The GP-Racer's Choice pistons also won 1st and 2nd place in the constructor's category of the MXGP

Cross World Championship - respectively with Yamaha Racing and Honda HRC. The same pistons also dominated in Supermoto, with Marc Schmidt becoming S1GP World Champion, with the L30 TM Factory, and taking the Enduro World Championship with the world title in the E2 classes with Wil Ruprecht (TM Boano Racing) and E3 with Brad Freeman (Betamotor Factory Team).

"In the Enduro World Championship, despite being two-strokes, we are happy to acknowledge the overall victories in EJ and E1 by Zachary Pichon (Sherco CH Racing) and Hard Enduro Junior with Matthew Green (Rigo Racing) with KTM 300".

The success of the GP-Racer's Choice, available for all the most popular motocross and enduro bikes (including the 2023 models), is not by accident, but by design. The advanced technical and manufacturing features include hot forging with high-resistance VP-310 alloy, equipped with the exclusively machined T-Bridge inspired by F1, DLC coated pin, rings in chromed or nitrated steel (subject to application) and the exclusive shape of the head that guarantees excellent performance without any loss of reliability.

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Landport - 'LFP' Lithium LiFePO4 technology



As reported in the last edition of IDN, 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, Landport exhibited at INTERMOT and EICMA. Based at Raamsdonksveer (near Breda and Dordrecht in the Netherlands), Landport's near 30 years of experience in importing and distributing batteries has resulted in offering an extensive range of batteries and battery chargers for various powersports, automotive and industrial applications. Seen here, its Lithium LiFePO4 technology batteries deliver the "ultimate in starting power and extremely long life".

Landport's Bart van Abeelen told IDN that "Landport LFP is a starter battery with LiFePO4 technology which features extreme cranking performance, superior



cycle life and ultra-light weight. This battery is completely sealed and 100% maintenance-free, which makes it ultra-safe and ready to use.

"It can be installed in multiple positions, even upside down. Landport LFP has a low rate of self-discharge, which makes it ideal for seasonal use and long-term storage - the perfect choice for present and future generations of motorcycles and powersports vehicles - and ideal for racing purposes."

The extreme cycle life is rated at up to 2,000 charge cycles and its ultra-light weight is immediately noticeable - up to just one-third the weight of a similar lead-acid battery. Available in a range of nine

batteries with only four different dimensions, which together cover all battery types, they all include easy adapter pads.

"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".

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www.landportbv.com



Polisport - some 200 new off-road plastic parts

Celebrating its 45th anniversary in 2023, Portuguese plastic parts specialist Polisport has released new plastic kits that include front and rear fenders, radiator scoops, side panels, number plates and fork guards for the most popular off-road motorcycle makes and models.

All these replicas were developed to have the look and feel of OEM parts. Polisport says it will enlarge the range with several iconic 90s models as well as parts for some newer models.

For the Hondas, Polisport presents OEM colour kits for CR 125 '91-'92 and '93-'94, CR250 '90-'91, CR500 '91-'94 and '95-'00 and CRF250RX '19-'21. There are also OEM colour kits for Kawasaki models, including KX 85 '22-'23, KX125 '90-'91, KX125 '92, '93 and '94-'95, KX250 '90-'91 and KX250 '93.

For the Husqvarnas, riders can have the complete kit for TC/FC '14-'15 and TE/FE '14-'16, both in white.



A new Suzuki kit is also available for the RM125/250 '94-'95, which includes OEM yellow front and rear fenders, radiator scoops, side panel and number plate.

KTM riders who own an SX '00 can expect an OEM colour kit with a combination of an orange front fender, radiator scoops and number plate, and a black rear fender and side panel.

Polisport's new Yamaha replica parts include new OEM colour complete kits for YZ65 '19-'23 and YZ125/250 '93-'95.

In total, this represents the addition of some 200 new parts, mostly in OEM colours, and available immediately. Don't forget to check out Polisport's most recent additions to its new Street Parts programme.

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Lightech - continuous evolution

Two years ago, Italian premium parts and accessory designer and manufacturer Lightech introduced a new generation of rearsets as part of a continuous evolution of a design programme that goes back more than a decade and has seen it become one of Europe's premium aftermarket retrofit OE replacement rearset vendors.

At the time, Lightech Export Sales Manager Sheila Zaccaron told IDN: "The main goal of a brand like Lightech is to try to help riders to overcome their limits - to stretch their idea about how engineering can help them develop their riding and help them personalise their machine, and to overcome the design, materials and cost constraints imposed on critical function components that OEM parts designers and manufacturers are subject to."

The 'New Gen' rearset designs have features such as thicker levers, especially the gear levers, in order to accommodate three high-quality bearings. That has contributed to a greater than 60% increase in torsional rigidity and mechanical resistance, resulting in improved durability, feedback and performance - all with reduced lever effort.

"The trickle down from our race experience can now be harnessed by the feedback from vendors as we create a virtuous cycle of product and brand evolution".

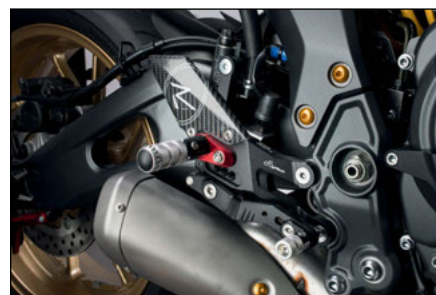
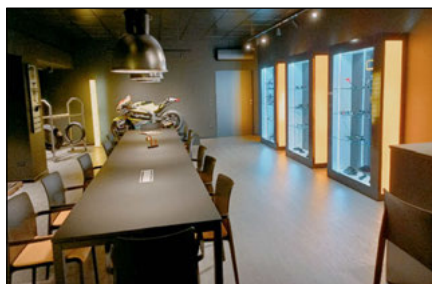
Two years on, and these new generation Lightech rearsets continue to set the standard for ergonomically precise, lightweight, high-tech foot controls. "We have been able to refine all our designs, but especially our rearsets, as a result of our

experience on the racetracks of the world with many of the leading teams. Always in the Lightech catalogue, our rearsets have a prominent position in the meaning of the Lightech brand".

Well, that "brand meaning" has taken another step forward with Lightech stepping up the distributor and dealer hospitality and education capacity at its Treviso headquarters facility.

Lightech has marked its 25th anniversary in 2022 with investments in a new high-tech five-axis CNC machine to increase production speed and capacity, and a second (2,000 sq m) factory. Additionally, it has added a 100 sq m internal showroom to showcase its brand presentation and facilitate product education sessions.

"Based on the modular design concept that dealers and our distributors see us using for our EICMA booths, this new space withing Lightech will allow us to accommodate all our distributors and dealers over the course of each year, offering them all the time they deserve.



R7 rearset, brake side



Speed Triple rearset, gear side

"It also allows us to better understand the valuable feedback our distributors can give us. The racetrack will always remain the most important laboratory for Lightech, but it will be in our in-house showroom that we will be able to develop the sales and marketing strategies that will allow our vendors to showcase our brand values in their businesses and showrooms.

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KOSO lightweight, multifunction DB EX-03

Compact, lightweight and multifunctional, the KOSO DB EX-03 universal multifunction meter serves as a speedometer, odometer, (operating) hour meter, clock, stopwatch, voltmeter and shows the trip and maintenance mileage and records values such as maximum speed, maximum voltage and average speed.

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Polini Vespa muffler

Legendary Italian scooter specialist Polini's brand-new original replacement design Vespa muffler is said to deliver "improved performance and reduced noise for both original and standard kit engines.

"Researched and designed to perfectly integrate with the stock Vespa design, its shape and the embossed Polini name recall the iconic Polini muffler - a distinctive mark for generations of Vespa riders". The bend geometry and interior design deliver a high-level performance gas flow with a controlled but characterful noise level. The muffler is perfectly

interchangeable with the original and it has been developed so it can be used on models with the bigger 3.50-10 wheels.

Available for the Vespa 50 Special, 125 ET, 50 PK and 125 PK.

POLINI MOTORI SPA

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www.polini.com



Soft bags for Vespa

Kappa is adding a range of soft bags for the Vespa Piaggio, available from January 2023. To begin with, the collection includes three models in two versions, featuring different materials. "Soft, ergonomic and contoured, they adapt perfectly to the frame and spaces of the scooter".

Features that "make these bags versatile and practical for everyday use" include an urban look, inner compartments, adjustable shoulder straps and carry handles, reflective details and fixing systems that use straps or magnets. All three bags are available in two versions, in 600D polyester and in PU leather with contrasting graphic details.

VPR01 and VPR02 are tunnel bags equipped with a thermoformed base and four powerful magnets that allow fastening to the housing between the rider's legs. Additional features include a zip fastening and



a practical inside pocket. The bag is available in two versions, in 600D polyester and in PU leather with

contrasting graphic details.

VPR01 and VPR02 are 'Rugby' tunnel bags with practical upper opening and internal capacity of 14.5 litres. The oval shape allows forward-facing positioning, adapting to the tunnel of the vehicle without obstructing the rider's legs. The fixing system involves two magnetic winglets that embrace the vehicle frame. The bags have two side pockets with zip fastening and an inside pocket.

VPS01 and VPS02 are 'spare bags' that pay tribute to the spare tyre with a rounded shape, designed to be attached to the tubular rack of the Vespa. With an internal capacity of 10 litres, features include two inside pockets and a zip fastening.

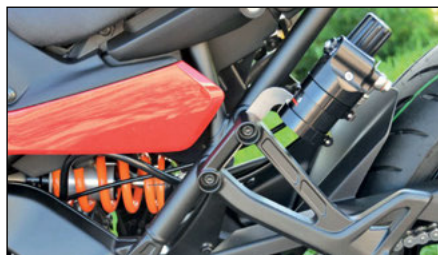
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SINCE 1956

Matris - Yamaha Tracer 9

Italian suspension specialist Matris has a choice of options to improve the suspension performance and upgrade the settings on 2021/2022 Yamaha Tracer



9 Touring and Adventure models.

At the front, this Matris cartridge fork kit replaces the original internal fork components with a modification-free upgrade kit that features its award-winning asymmetric quad-valve system.

Fully adjustable on compression, rebound and spring preload, it is a 100% fully reversible 'plug & play' install.

At the rear, Matris offers a choice between two high performance rear shock series - its M46KF and M46KD. Both are multi-adjustable and equipped with a knob controlled hydraulic spring preload unit for easy and fast setting changes.



All Matris fork kits and rear shocks are available in a choice of spring rates.

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Sidi - XPower and XPower Lei

Described as "lightweight, comfortable, protective and ready for adventure", these new Sidi off-riders are successors to its X-3 and X-3 Lei.

The company says that the design pays "special attention to the foot and ankle and protects the shin from impact with a boot guard with integrated anti-slip and anti-heat rubber insert.

"Made of waterproof Techno Micro fabric with a soft lining, the tongue and rear joint are made of thermoformed microfibre, a reliable material that

gives the footwear durability and high levels of comfort.

"Four replaceable micrometric levers, equipped with adjustment memory and toothed strap, help close the footwear correctly, and the ankle houses the 'Flex System' flexibility control system. This system, used in all Sidi boots, limits flexion through a mechanism inside the joint and is



equipped with a shaped plastic component to increase safety and reduce rear movement.

"To maximise sensitivity on the bike, the inner part of the boots has a smooth surface for contact and optimum grip of the bike".



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Team SpeedUp wins Moto2-GP World Championship races with WRP pads

The Moto2-GP racing season is over and Team SpeedUp's Alonso López got a rookie season to remember thanks to two memorable victories at the Italian and Australian Grand Prix. "With teammate Fermín Aldeguer's good results, the win again confirmed the quality and performance of the WRP brake pads they used". WRP is Team SpeedUp's brake pads technical partner.

"WRP is a 100% European-made brake pad brand that uses first-class materials. WRP brake pads are engineered to provide outstanding stopping power and control whether

on tracks or on the road, with a wide range of applications and compounds to cover the whole motorcycle market. "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".

WIND TRADING SRL
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Performance air filter for Triumph Tiger 1200s

Athens, Greece based DNA Filters continues to add easy-install motorcycle applications regularly - seen here is a new DNA high performance filter for the 2022 Triumph Tiger 1200 GT, GT Pro/Explorer and Rally Pro/Rally Pro Explorer.

Featuring DNA's advanced FCd (Full Contour design) with extremely high 98-99% filtering efficiency (ISO 5011), with four layers of DNA cotton. Supplied pre-oiled from the DNA factory, "a perfect airtight sealing and trouble-free air filter installation for the user is guaranteed".

The air flow is +34.74% greater than the stock filter - 207.90 CFM (Cubic feet per minute)



@1.5" H2O corrected at 25 degrees Celsius compared to 154.30 CFM for Triumph's stock filter.

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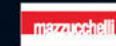
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Trekker Outback EVO

The evolution of GIVI's top-range Outback EVO aluminium cases goes far beyond a restyling, with "16 dedicated moulds, changes to components, loads of technique and, for the first time, a side case with a contoured shape". The line will initially consist of a 58 litre top case, a 37 litre left side case and a 33 litre right side case (the 4 litre capacity difference is due to the contouring).

The bottom of the side case is split into two levels,



GIVI's first case to offer this feature. "It's the perfect solution for Adventure motorcycles with a high exhaust on the right side like the BMW GS and Harley-Davidson Pan America".

Technical solutions of the Outback EVO cases include lower hooks on the side cases for a better mechanical seal over time, which can be repaired in the event of strong impacts; top and bottom corners featuring eyelets across the whole range to incorporate strap loops and make the attachment to the tubular handles stronger, also making it easier to carry the case even while wearing gloves; an advanced hook system to control the angle of the side cases from the frame; a lid rotation system on side and top cases, so it can be removed completely, and a cam-side coupling/release system with anti-vibration points, using cast aluminium and stainless steel levers.

The positioning of these contoured cases keeps loads closer to the central axis while complying with the



applicable regulations regarding maximum motorcycle width. The trio of cases is expected to arrive on the market in spring 2023.

GIVI S.P.A.
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www.givimoto.com



BS Battery extends Lithium range for BMW models

French battery specialist BS Battery is extending its Lithium range with the new BSLi-13, designed with a special small 183 x 79 x 170 mm dimension for BMW models.

With cold cranking amps of 560A, this LiFePO4 battery is more powerful than its lead-acid equivalent (SLA MAX range - 51913 - 275A), and 70% lighter than conventional batteries.

General Manager Benjamin Sebban told IDN that the BSLi-13 is "designed to fit BMW's latest requirements. It is ready to use, easy to mount - with an inclination of up to 180 degrees - and crafted with robust terminals to enhance electrical performance and an LED indicator on the top to easily monitor the state of charge."

"Our Lithium range has been developed for riders



who look for higher and safer performance, faster acceleration, reduced weight and longer battery life. With a very low self-discharge, the BSLi-13 can start an engine after a very long period of storage, even in cold temperature conditions."

Present in both OEM and aftermarket sales, Benjamin said that "we offer an exhaustive range of battery solutions with all the technologies for all powersports applications - motorcycle, V-twin, SSV, ATV, UTV, snowmobile and watercraft."

"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."

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'Vertigo' multi-purpose boot

As part of its new 'Ride n' Hike' concept, at EICMA the Stylmartin brand launched the 'Vertigo' multi-purpose boot that is "a valid alternative to the classic low-cut adventure boot. Its strong points being protective on the bike and extremely high-performance while walking, especially on rough terrain".

The Stylmartin 'Ride n Hike' philosophy was inspired by adventure motorcycle enthusiasts who want to integrate their riding journey with trekking. "It all started from an idea to develop a versatile and innovative product, capable of mixing both of the requirements without compromising one or the other," said Export & Marketing Manager Luisa Visentin. "That's how 'Vertigo' was born, a valid alternative to classic adventure footwear that



combines the walking stability of an outdoor activity boot or shoe, even uphill and on rough terrain such as mud, sand or rocks, with the protection needed for a certified technical motorcycle boot, without overlooking comfort."

'Vertigo' is offered in two high-performance variants, Vertigo WP for mid-season/winter and Vertigo AIR for spring use and warmer weather. The boot has a full-grain greased leather upper, combined with waterproof and breathable lining, and an anatomical and replaceable micro-perforated insole with anti-shock cushioning.

Extra protection is provided by internal ankle inserts on both sides of the boot - D30 Fitted Ankle Guards. "Ergonomically fitted and well integrated in the shoe, these supple and flexible protectors are so soft that you can hardly feel them when walking, but offer added safety in case of impact". The non-slip "Traction" rubber outsole features drainage channels.

The reflective laces are kept in place with a taped lace loop and an easy-stow pocket, and there are reflex inserts on the upper, back loop and ankle guards. Vertigo WP is available in sizes 36 to 47 in black or brown. Vertigo AIR will be available in February 2023.

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Caberg adds ECE 22.06, two new helmets and an ADV flip-up



Tourmax X

Having recently introduced a new design version of the 'Titan' Tourmax helmet, claimed to be the first P/J certified 'modular'/flip-up helmet for ADV riders, the 2023 collection from Bergamo, Italy based Caberg (Caschi/helmet Bergamo) adds the ECE 22.06 Tourmax X and two more new helmets - the Duke EVO and the Flyon II - in addition to eight ECE 22.06 approvals and 14 range updates in total.

The Duke EVO, available from February 2023, is an ECE 22.06 P/J dual homologated 'modular'/flip-up with a 100% Made-in-Italy polycarbonate shell weighs around 1,600 g.

Features include a longer chin equipped with adjustable air intakes, Caberg's Double Visor Tech System with integrated scratch-resistant sun visor and Pinlock 70 anti-fog lens for the scratch-resistant outer visor and designed to be equipped with Caberg's new PRO SPEAK EVO communication system.

The urban and extra-urban oriented ECE 22.06 Flyon II jet is made with a double fibreglass shell. A lightweight full carbon range, FLYON II CARBON, will be available from May 2023, with features including an external anti-scratch and anti-fog visor and double ventilation at the top.

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Duke EVO



Stylmartin

Award-winning handguard kits

The ever-growing and award-winning range of model-specific handguard kits available from Australian handguard specialist Barkbusters allows riders to switch out inferior OEM offerings with the best quality hand protection on the market. The Australian manufacturer has now added



a new model-specific handguard, including all needed two-point mounting hardware, to fit the Royal Enfield Scram 411 (2022 and up).

The full wrap-around aluminium hardware is compatible with most of its handguards, including the Jet, VPS, Storm and Carbon handguard designs.

"It's no exaggeration to say that 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."

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Game-changing pulse based solar charging tech - as proven in Alaska!

TecMate has introduced a smart solar controller that charges and maintains 12V lead-acid (conventional, AGM, GEL) or 12.8V/13.2V lithium (LFP/LiFePO4) batteries from any solar panel.

TecMate's CEO/CTO Martin Human says that "many cost-effective solar panels are delivered without any form of charge control as the low trickle of current is meant to be just enough to prevent the battery losing charge in the vehicle. The drain from the vehicle's circuitry and the battery will keep the voltage within range of the battery's natural rest voltage (12.5V-12.8V for lead-acid or 13.3V-13.6V for lithium LFP). "If the battery started out partially discharged when the vehicle was stored, a solar panel by itself may not deliver sufficient voltage to bring that battery back to full charge, resulting in a battery that might be in poor health come spring."

Enter the OptiMate Solar DUO controller (TM522-D) - a gamechanger for the way in which solar charging works. The unique feature is the conversion of the trickle of current from solar to pulses of controlled higher energy that is more effective for the charging requirements of any battery.

Installed between the solar panel and the battery, this smart little gadget absorbs the low current into a high-efficiency capacitor that is then frequently discharged into the battery, with the concentrated energy raising the voltage going into the battery. It can, therefore, absorb most of the delivered energy, with the vehicle's circuitry continuing its low constant drain from the battery between pulses. Essentially, more is now going into the battery than it is delivering.



"The frequency of pulses depends on the size of panel and strength of sunlight," says Martin. "The lower the light intensity the slower the pulses, sometimes down to once every two seconds, but even at the lowest rate, that pulse is powerful enough for the battery to effectively absorb charge." Like all OptiMate battery chargers, the TM522-D Solar DUO controller is rated for 24-7 continuous use. It can, and in fact should, be left connected when the vehicle or battery is stored, so that it can safely maintain the battery in optimal condition, never mind how cold it is or how little direct sun the panel might receive daily.

"The controller delivers a controlled charge during the day and then overnight it monitors and displays the charge level reached on a four LED array. Come the following morning, it will continue charging or optimally maintain the battery if it has reached full charge.

"The Solar DUO works best with panels from 10 to 60 watt. It is delivered with an O-27 polarity converter adapter (as many aftermarket solar panels have an SAE connector in opposite polarity), a set of O-04 charge clips and an O-01 fused permanent battery lead.

"Many doubt that solar can be effective in the freezing cold and low light conditions of mid-winter, but the OptiMate Solar DUO controller changes how solar battery maintenance works - changing a trickle of low power to pulses of higher energy.

"It has been thoroughly tested and proven - my favourite case study is with an industrial client of ours who uses our OptiMate solar technology to maintain the batteries of its standby generator sets in Alaska."



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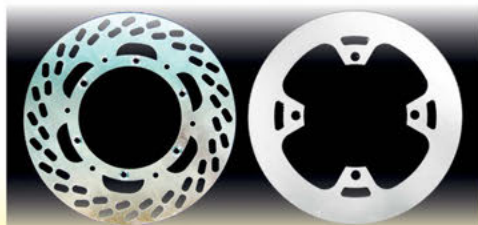


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PRO GUIDE

Zard - 'Sabbia' slip-on for Enduro-touring models

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On its return to EICMA, the Zard new product programme went into overdrive unveiling a slew of new offerings.

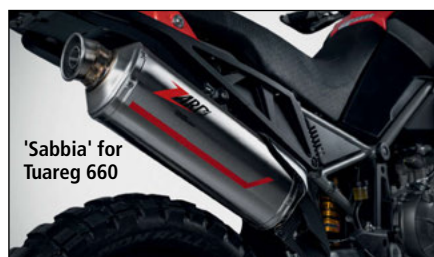
One of the primary initiatives was the debut of 'Sabbia', a new Euro 5 homologated slip-on system for medium and high displacement Enduro-touring bikes.

There was also a new full exhaust for the Ducati Panigale V2; a new ECU by Zard for the Triumph Speed Triple 1200 RR/RS and, to consolidate its biggest success of 2022, a new line of carbon fibre accessories for the Harley-Davidson Sportster S 1250.

The new 'Sabbia' slip-on kit has been created for some of the most successful two-cylinder Enduro-touring bikes such as the Ducati DesertX, the Aprilia Tuareg 660 and the Yamaha Ténéré 700.

"Inspired in its lines by the bikes from African rally raids, but packed with modern design elements, 'Sabbia' combines innovative production techniques with unique and sophisticated styling. Its design is decisively defined by the heat-resistant, screen-printed graphic element and the complex, aerodynamically contoured carbon fibre heat shield, tailored for each application model.

"Sabbia is made of hand-welded stainless steel, is homologated to Euro 5 standards and can be completed by the exclusive aeronautical aluminium engine guard, designed and manufactured by Zard".



'Sabbia' for
Tuareg 660

Zard for Triumph
Speed Triple 1200



The first exhaust system created by Zard for the Ducati Panigale V2 is a "manifesto of the company's values of care for design, attention to detail and materials and the search for uncompromising performance. Designed for enthusiasts who use their superbike mainly on the road and are looking for a product with great eye-catching impact as well as high performance, the Zard system is a complete racing exhaust in stainless steel, culminating in double silencers with a titanium body and carbon fibre end caps accommodated under the tail - in classic Ducati style.

"Completing this extraordinary kit is the new Impulso control unit, designed to optimise the exhaust function, and a carbon fibre and Kevlar racing fairing kit".

For the Triumph Speed Triple 1200 RR/RS, Zard has added to the racing and homologated exhausts and line-up of racing headers already introduced for the three-cylinder 1200 RR/RS line-up with the launch of its "exclusive Impulso control unit: a racing-derived add-on module designed specifically to unleash the full potential of the full Zard exhaust system".

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



New Keis heated jacket is 25% warmer

Putting out 25% more heat than previous generations - and with ultra-lightweight construction for maximum comfort - the new Premium Extreme J505RP is Keis' most advanced heated jacket ever.

As the name suggests, the Premium Extreme J505RP is designed to deal with extremely cold conditions. It's micro carbon fibre heat panels provide a luxurious, even spread of heat across the chest, back, arms and collar. The panels are thinner and more flexible than traditional wired elements and more reliable.

"Powered directly from your motorcycle's 12V battery, heat is always on-tap when you need it, and even with the impressive 78W it's capable of pumping out, current draw is only around 6.5A on the highest power setting, so it won't put undue stress on your bike's electrical system".

Temperature can be easily adjusted using the optional



Keis Power Controller, or the Keis Bluetooth Power Controller, which connects to the downloadable Keis iControl mobile App.

The jacket's ultra-lightweight and breathable soft shell is made slim so it can fit easily under close-fitting riding jackets, while elasticated panels keep movement unhindered. Its stylish cut and red highlights mean it looks good off the bike too.

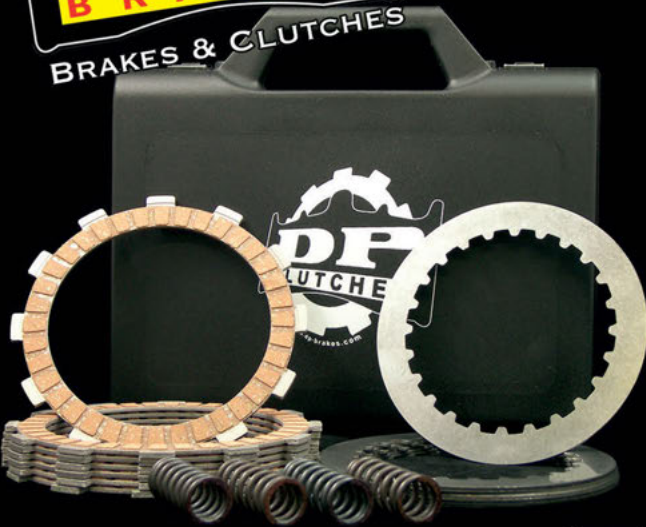
There are external pockets, a

dedicated zipped section for the heat controller, and integrated power outputs are located at the cuff on both arms and in the jacket's waistline to facilitate the power connection of Keis heated gloves and heated trousers or socks - making for a complete full-body heating solution - all powered from the jacket's motorcycle battery power lead.

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9-inch Smallframe Vespa tyres



German scooter specialist SIP Scootershop has some excellent news for aficionados of Vespa ACMA GL and some of the Smallframe Vespas. After many years of being unavailable, Ralf Jodl told IDN that his company has redesigned the old school 9-inch tyres and put them back into production again.

These classic 9-inchers - the only tyres in 3.50-9" as well as 2.75-9", tube and tubeless, and speed indexed "P" at up to 150 km/h, are for the ACMA GL ("Grand Luxe"), manufactured under licence by Piaggio in France from 1956 to 1958.

The tyres were hard to find for decades, but SIP Scootershop has launched a new production with its own mould to address this shortage in the market. They feature a classic tread and Ralf says they have remarkably good properties on dry and wet roads. They were originally designed for use with inner tubes, as all scooter tyres were 'back in the day', but the design has been updated so they can also run on tubeless rims.

With a speed index and approval up to 150 km/h, the SIP classic tyre allows much more than a Vespa can produce. Ralf says that "the classic profile in

combination with the rubber compound make this tyre the ideal companion. Except for rides in mud and snow, nothing brings this tyre out of balance."

For use on Vespa Smallframe models 2.75-9", over four million units of the Vespa 50 were built from 1963 through the 1990s, and the Smallframe models are still very popular today. Many Vespa Smallframe models came standard with 9" tyres, and for a long time, the Michelin ACS was the only tyre for the Smallframe Vespas with 9" tyres.

SIP Scootershop has reissued its own 9" tyre, but with a higher load and speed index. In addition, the SIP Classic 2.75-9" tyre is also suitable for tubeless rims (even though there are currently no 9" tubeless rims for Vespa Smallframe models).

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Ermax windshields for Piaggio MP3



French windshield and accessory specialist Ermax offers windscreens and shields for all most popular makes, models and styles of motorcycles and scooters.

Seen here are options for the 2022 Piaggio MP3 400/530 Exclusive. Available in a choice of four colourways (clear, grey, light brown, light black), the 60 cm tall (plus hand protection), high protection windshield allows the rider to enjoy optimal protection of the face against bad weather.

In addition, there is a 65 cm Touring windshield (in the same four colours) and a seven-colour choice 51 cm Sport screen.

ERMAX S.A.S.
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Largeframe Vespa gasket kits

After the success of its gasket kits for smallframe Vespa models, Athena has a new kit for largeframe Vespa models.

Described as being "unique on the market", the two kits "allow every mechanic to work on any Vespa application".

Athena has been making aftermarket engine gaskets for 40 years, and with this new product has completed its range of gaskets for Vespa. This complete unified gasket kit for all Vespa largeframe models means Athena has become the first company in the market to offer maximum application coverage with just two kits.

The smallframe kit covers over 40 applications including 50 Special, 90, 125 primary and ET3. Additionally, there are 70 applications of the new largeframe kit, which guarantees perfect compatibility with the most popular Vespa models, including the PX80, 125, 150, 200 and Rally 200 versions.



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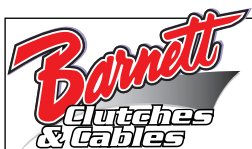
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INTERNATIONAL DEALER NEWS

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NEWS BRIEFS

Having acquired Cooper Tires, the parent company of Avon Tyres, Goodyear has announced that Cooper Tires Europe is to close the 130-year-old Avon site at Melksham in England. The company will "gradually phase out all Melksham-based operations by the end of 2023". IDN contacted Goodyear for information as to whether Avon branded production will continue elsewhere, or if this is the end of the road for Avon Tyres, however, as at press time, the silence had been deafening. We are left to draw our own conclusions, I guess.

Zero Motorcycles (Scotts Valley, California) has completed a new funding round worth some \$107m. The proceeds will "fund the scaling of its global operations and the introduction of new models". Investors include Polaris, Exor, Hero MotoCorp, long-time backer Inventus, and others. Since its launch in a Santa Cruz garage, Zero has sold over 20,000 vehicles that have accumulated over 165,000,000 miles of on-road and off-road experience. With this round of financing, Zero Motorcycles has raised in excess of \$450m of capital and will bring the cumulative capital raised to above \$500m, with an anticipated additional closing by year end.

Following the lead set by Honda and others, Brembo is to establish a business incubator of its own, "Brembo Ventures" - a venture capital unit that "aims to accelerate the development of innovative solutions for the mobility of tomorrow". BV will also coordinate relations with the start-ups where Brembo is a shareholder. One such is its 6.8% acquisition of PhotonPath, a business that "creates new solutions for the digitalisation of braking systems". BV also holds a 20% stake in Infibra Technologies - a 2014 founded research institute spin-off that develops and produces integrated photonic systems.

PIERER Mobility takes 25.1% ownership stake in MV Agusta

Three months ago, PIERER Mobility (KTM, Husqvarna, GasGas etc.) announced a strategic partnership with Italy's Varese based MV Agusta to distribute the Italian manufacturer's motorcycles through its own dealer network in the United States.

MV Agusta has often struggled to be able to manage a viable dealer network in USA and, these days, with the Russian owned Italian marque (Timur Sardarov is CEO), to have a more stable production programme stepping up its American availability made sense.

However, at the time of the announcement, there weren't many in the motorcycle industry in Europe whose immediate response to the news was that it was likely to be a first stage in a strategic alliance that would likely go deeper, and quickly.

Well, so it has proved. Very quickly. Stefan Pierer does very little without it being associated with a bigger picture, and in early November 2022 more of that picture started to emerge. This second stage strategic announcement has three elements to it.

First, KTM AG, the PIERER Mobility subsidiary that owns the KTM motorcycle manufacturing operation, will provide MV Agusta with supply chain support and take over purchasing.

Second, MV Agusta will partly distribute its product range via PIERER Mobility's worldwide distribution network. While the announcements from both MV and Pierer are not specific, this strongly suggests joint venture distribution of MV models by KTM way beyond just in the United States, if not yet fully integrating MV



availability through the KTM distribution network.

Third, and most tellingly, effective November 2022, KTM AG (as opposed to Pierer AG) "will acquire a 25.1% stake in MV Agusta Motor S.p.A. by way of a capital increase". The structure of the deal suggests that MV Agusta CEO Timur Sardarov's primary driver in seeking to ally MV to KTM so closely is capital requirements and availability.

The extent to which that itself is driven by financial issues at MV, or by financing needed to fund Sardarov's ambitious plans for electrification of the MV range and other previously alluded to new model plans, will no doubt become clear in the months and years ahead - though don't expect a 25.1% stake to be the high watermark of Stefan Pierer's own ambitions for the strategic alignment.

Although we here at IDN have no evidence to suggest this to be the case, it is pure speculation on our part, but one would have thought it likely that capital resources at Sardarov's family owned ComSar Invest/Black Ocean Group set-up must be under pressure as a result of sanctions. It was the

Mobility AG ■



Sardarov's capital that rescued MV from its loveless marriage with Mercedes-AMG and MV who sold Husqvarna to BMW, who then 'flipped' it onto Stefan Pierer.

It is interesting that it has been Pierer who has stepped in, rather than Loncin in China, with whom MV has had a partnership agreement to produce models, including small displacement MV badged bikes, since 2019. In China, KTM is partnered with CFMoto. We'll see!



In other news, PIERER Mobility has announced that it is to distribute its Chinese partner CFMoto's motorcycles and scooters in select European markets from 1st January, 2023 - Austria, Germany, Switzerland and the UK.

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