

INTERNATIONAL DEALER NEWS

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FEB/MAR '23
ISSUE #171

STATZONE 6-7 

ACEM - registrations of motorcycles and mopeds in key European markets "broadly stable" during 2022

Registrations in the five largest European markets reached 950,400 units in 2022. This represents a slight increase of approximately 0.1% compared to 2021 (949,480 units). Registration volumes showed an upward trend in Spain (176,960 units,

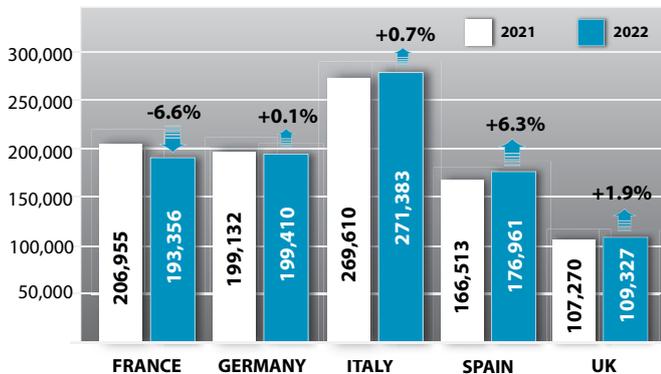
primary moped markets monitored by ACEM (Belgium, France, Germany, Italy, the Netherlands and Spain). This registration volume represents a reduction of -3.4% in comparison to last year (264,800 units). ACEM Secretary General Antonio Perlot

three-wheeled vehicles for their convenience in daily personal mobility and for the recreational opportunities they provide."

However, the national trade association statistics for the 'Big Five' sometimes follow different data capture and analysis protocols, resulting in some apparent variances.

Per the detailed reports in StatZONE, elsewhere in this edition, the IVM in Germany, for example, reports full year motorcycle registrations down by -7.22% at 107,992 units - the lowest in Germany since 2016. However, the response of the German market to the 2020 licence changes could prove to be a decisive turning point for that market. In Italy, ANCM reports +6.35% (126,571 motorcycles) for FY2022 - on its data model, the best since before 2013.

In Spain, the ANESDOR data matches ACEM at +6.30% (approx. 175,000 motorcycles), essentially flat with 2019 as the second-best full year since before 2013. The MCIA's UK data pretty much matches that from ACEM at +2.01% (108,510 motorcycles) - the highest there since 2016.



+6.3% year-on-year) and the UK (109,300 units, +1.9%). They remained broadly stable in Italy (271,380 units, +0.7%) and Germany (199,400 units, +0.1%) and decreased in France (193,350 units, -6.6%).

Mopeds reached a total volume of 255,900 units in the six European

said: "The latest registration data show that the European market has overall remained stable in 2022, compared to 2021.

"Within a changing mobility environment and challenging economic landscape, it confirms that citizens continue to be positive about two or



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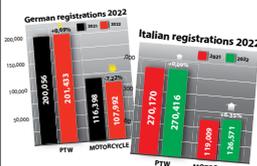
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COMMENT - "Flat is the new black" 4

As the manufacturers report record results and, according to ACEM, European new motorcycle registrations come in "essentially flat" for 2022, it looks like the motorcycle industry in Europe has ducked another bullet in terms of the potential for a very bad second half to the year.



STATZONE - The detail, all the detail and nothing but the detail 6-7

The 2022 full-year national motorcycle industry trade association new motorcycle registrations data makes for compelling reading if you are a "Stat Nerd", and we are! We have USA, Italy, Germany, Spain, UK and Australia for you.



LETTER FROM ITALY - 'Reporting live from Turin' 34

Newfren's Elisabetta Quadrini reports a good start to 2022 with investments, production reprofiling and supply chain efforts paying off in increased sales and new product.



SBS - "Better Brakes" 32-33

Tougher or changed regulations can often have a positive effect on manufacturer business opportunities and consumer choice, product quality and safety. SBS' response to the new 'Better Brakes' regulations in the United States on how Green can mean Greenbacks.



VERTEX - 70th Anniversary 30

Founded in 1953, performance specialist Vertex Pistons has celebrated 70 years of developing and manufacturing high performance 2 and 4-stroke pistons for off-road, street, scooter, ATV, UTV, snowmobile, go-kart, ultralight and other motorsport applications. Last year saw them take no less than a staggering nine world titles in motocross, enduro and Supermoto - including Tim Gajser's MXGP World Championship, riding the factory Honda HRC.



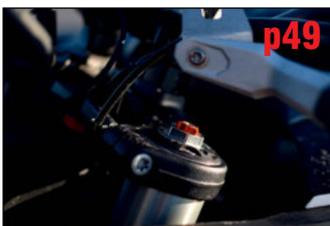
ROOF INTERNATIONAL - 30th Anniversary 52

French helmet manufacturer Claude Morin has had his setbacks since he founded the business in 1993, but 30 years on, his originally avant-garde design oeuvre is now mainstream and much imitated, but never bettered.

PROGUIDE EXTRA - Puig R 1250 GS Additions 46



PROGUIDE 38-60



"Flat is the new Black"

Well, 2022 is over and the results are in, and the verdict? Flat is "the new black"! A flat market of +0.1% in a year that saw ripples of pandemic, continued supply chain issues, consumer and producer price inflation and, let me think, I'm sure there was something else, oh yes, Europe descending into war on its borders as The Russian Bear's historic DNA yet again turned against freedom and democracy. As Ukraine became a pawn in the proto-superpower's attempts to prove that it breathes the same air as USA and China, then so too western economies became pawns, held hostage by challenges, uncertainties and fear in every direction you looked.

For our humble little backwater of global capitalism to emerge without being driven into the abyss by the noise is testament to just how profound the counterintuitive 2020 pandemic reaction really was for the motorcycle, urban mobility and powersports industry.

Back then, the USA saw everyone heading for the hills and deserts as off-road sales steeped, including (at long last) ADV (aka 'dual sport') unit sales. In Europe, 21st century urban mobility finally started to trend towards escape velocity, and in Asia and elsewhere, PTW sales, including e-bikes and e-scooters, continue their inexorable climb towards ubiquity.

Pretty much all the OEMs, from Polaris (Indian Motorcycle) and H-D in the United States, to the 'Big Four' in Japan and the 'Big Five' in Europe, at worst did okay-ish - though most, especially the European manufacturers, in fact all the 'Big Five', had record years in revenue and unit sales terms.

In Europe, one way or another, BMW, Triumph, PIERER Mobility (KTM, Husqvarna and GasGas), Ducati and the Piaggio Group all had record years - most of them in both volume and value terms.

Even the likes of Rieju and Energica had their best years, so it isn't only the budget-rich, capital-blessed corporates who are benefiting from what can now safely be regarded as a widespread public appreciation of the multiple benefits of PTWs as transport and leisure solutions.

Even Suzuki, who has had a torrid time of it in recent years, is back on the path of righteousness. At press time that was the only one of the Japanese manufacturers to have reported, but from what one hears and reads between the lines, there is no reason to suggest that Honda, Yamaha and Kawasaki will have had decent years too. Meanwhile, of course, the process of increased Chinese market penetration continues apace in legacy, own brand and badged unit third party production terms.

Among the Chinese manufacturer news in this edition, 'bubbling under' awaiting a landing slot, the Moto Morini programme looks to be gathering convincing momentum; MBP, another new name for us in the West, looks set to try pulling up some trees here in Europe; the Benelli 400RR is expected soon, as is another addition to Brixton's 500 cc Crossfire line-up (a Café Racer); a new KTM LC8c parallel twin by its partner CFMoto appears to be nearing production readiness, and Chinese displacement creep continues to show that there is no room for complacency among European manufacturers.

The Indian manufacturers continue to prosper too. Bajaj is making a significant contribution to KTM's success globally; Eicher Motors' Royal Enfield brand is now becoming a fixture in the upper altitudes of the market share and best-selling model

tables; TVS Motor Company remains 'ballys' about what it thinks it can achieve with Norton, and Mahindra & Mahindra has sold a controlling interest in its previously wholly owned Peugeot Motorcycles unit - no doubt in favour of what it sees as the greater potential of its BSA subsidiary.

Other news that got my attention were some of the new electrics that were unveiled at the Las Vegas Consumer Electronics Show in January.

Not least the latest iteration of Finland's Verge TS line, the Ultra. It looks like I am only just catching up on this brand's tech, but rim-mounted electric motor on a hubless rear wheel? No transmission or many of the other energy parasitic systems? Seriously? Then there is Davinci, Cake, RGNT Stark, and so many others.

I have maintained for several years that the PTW industry could be headed for a Golden Era in the second half of the 21st century, one that will throw all other such eras into the shade.

I think I am going to take out a bet, that by the end of the century many more millions of people will be doing many more millions of miles on many more millions of two-wheelers, of all kinds, than ever before. Place the bet at outrageous odds and then bequeath it to my nearest and dearest - then let it be passed down the generations.

The only trouble is that the betting business I place it with, will probably not exist by then, and even if it did, the winnings might buy a coffee and a croissant at best.

However, I'm sure that will be the case, and the knock-on effect for PTW retailers and the vendors they buy from will be huge, regardless of how the items sold morph.

Another bit of news that got my attention the past two months is that Harley now has the Chinese made bikes that it has been planning for three or four years. At this stage, CEO Jochen "Mr.

Puma" Zeitz (*yes, in addition to British stalwart Triumph having actually been founded by two Germans, H-D is now run by a German*) says that they will only be used for the dealer-based Training Academy programme in the United States and not for retail sale in the USA ... yeah, right - we'll see!

Finally, and talking of Harley, look at SWM's 'new' C1200 elsewhere in this edition. It is an almost exact replica of Harley's now retired 1200 cc Evo Sportster.

This is a legal 'clone' though because the Harley design is out of copyright and patent. Harley dropped the Sportster in Europe three years ago because it couldn't retro engineer it to be Euro 5 compliant, then ended production altogether 18 months ago. Instead, Harley came out with a new interpretation of the iconic Sportster on an entirely new engine platform.

Harley and many other manufacturers have extensive design back catalogues, featuring many once hugely popular but now 'retro' designs. Is this the start of an altogether new approach to meeting consumer's 'retro' tastes and the start of a major "old/new" or "new/old" industry segment?

“ the PTW industry could be headed for a Golden Era ”

Robin Bradley
Publisher
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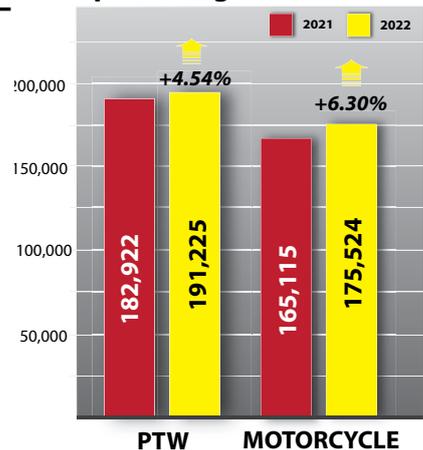


Spain: Motorcycles +6.30% for 2022

The latest available data from ANESDOR - the motorcycle industry trade association in Spain - show that motorcycle registrations in 2022 were +6.30% (175,524) - essentially flat with 2019 as the equal best year for motorcycle registrations in Spain since before 2009. Moped registrations in Spain were -11.83% for the year at 15,701 units, but overall, total PTWs were +4.45% for the full year at 191,225 units - the best in Spain since 2019 and the second best since before 2009. Demand for electric powered PTWs was +53.1% for the full year at 10,188 units - which was 5.8% of total PTW sales.

Honda remains market share leader in Spain for 2022 with a 21.8% share of the total scooter and motorcycle market there (38,310 units), followed by Yamaha (12.1%), BMW (7.0%), KYMCO (6.9%), Piaggio (Vespa scooters etc. at 6.3%), followed by Sym, KTM, Kawasaki, Zontes, and Aprilia scoring a 1.9% market share in its own right (3,409 units). Honda's PCX 125 was the top-seller, followed by the Sym Symphony 125, Honda SH 125I, KYMCO Agility City 125 and Yamaha X-Max 125. The top selling large displacement motorcycle was the BMW R 1250 GS.

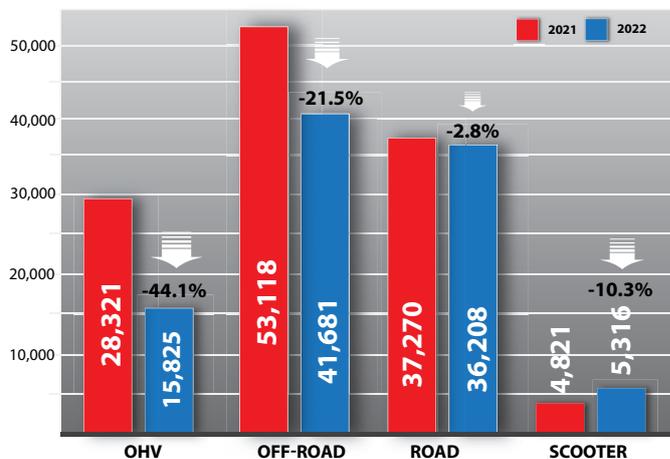
Spanish registrations 2022



Australia - motorcycles and OHVs -19.8% in 2022

The FCAI, the automotive trade association in Australia that includes motorcycle industry manufacturer membership and reports on Australia's motorcycle market, reports that a total of 99,030 motorcycles and OHVs were sold in Australia in 2022, representing a decrease of -19.8% on 2021 figures. Off-road motorcycles made up 42.1% of total sales with 41,681 units sold in 2022, a decrease of -21.5% on 2021 figures. Road motorcycles made up 36.6% of total units, recording 36,208 sales. This represents a decrease of -2.8% on 2021 figures. The OHV segment decreased -44.1% on 2021 figures, largely caused by the withdrawal of a large number of all-terrain vehicles from the Australian market following regulatory changes. Total OHV sales were 15,825, representing 15.9% of the overall market.

Scooters make up the smallest portion of the market with 5,316 new units sold. This represents 5.4% of the overall market and is an increase of +10.3% on sales in 2021. "The rise in interest rates has resulted in consumers tightening their finances. Unfortunately, recreational products are often the first items removed from household budgets," said FCAI Chief Executive Tony Weber. "This, combined with ongoing global supply chain pandemic recovery, has led to less than expected overall sales in 2022. An increase in scooter sales and only a slight decrease in road motorcycle sales points to both the resilience of the Australian market and more first-time riders venturing onto our roads. "More and more Australians are realising the lower fuel bills, easier parking and quicker commute times that come with two-wheeled vehicles.



Australians can expect greater technology and choice in two-wheeled and off-highway vehicles as the industry moves through 2023. "We have got increased connectivity, a growing range of safety aids, the emergence of battery electric power and a great range of product choice for consumers. We are looking forward to 2023 and beyond."

Registrations 2022 - USA powersports retail unit sales -6.2%

The MIC (Motorcycle Industry Association, Irvine, California) is reporting that among leading brands, 2022 sales of new motorcycles and scooters decreased by -3.5% over the previous year, while ATVs decreased -12.7%. Motorcycles and scooters accounted for 73.2% of the 2022 sales and ATVs represented 26.8%, among those brands. "While 2022 is pretty much flat compared to 2021 and 2020, it still is a significant increase from 2019," said Buckner Nesheim, MIC Director of Research and Statistics. "When we compare 2022 to 2019 sales, off-highway is up +36%, on-highway is up +4%, and scooters are up +12%. Dual

sport (ADV) is a tremendous growth story. Sales in this category have increased every year since 2016 and more dual sport motorcycles were sold in 2022 than in any other year since we started collecting data in this category back in 1990." The MIC data for the full year



MOTORCYCLE INDUSTRY COUNCIL

2022 show total powersports industry new model retail sales at -6.2% (733,537 units compared to 781,806 units in 2021). Domestic US on-highway retail

motorcycle sales were 297,174 units for the year (-5.4%); scooters at 22,181 units (-4.3%); dual sport models (ADV) were 72,643 units (+0.0%); off-highway motorcycles were -5.0% (145,216 units), with ATV retail sales -12.7% at 196,860 units.

Quarterly Retail Sales Flash Report - December 2022

Vehicle Type	General Type	Month				Year to Date			
		2022 Current	2021 Prior	Unit Change	% Change	2022 Current	2021 Prior	Unit Change	% Change
Motorcycle	SCOOTER	1,009	1,366	-357	-26.1	22,181	23,186	-1,005	-4.3
Motorcycle	ON-HWY	12,986	12,888	98	0.8	297,174	314,222	-17,048	-5.4
Motorcycle	DUAL	4,028	3,874	154	4.0	72,643	66,663	5,980	9.0
Motorcycle	OFF-HWY	16,976	16,295	681	4.2	145,218	152,875	-7,657	-5.0
Motorcycle	TOTAL	34,999	34,423	576	1.7	537,216	556,946	-19,730	-3.5
ATV	ATV	22,278	21,756	522	2.4	196,321	224,860	-28,539	-12.7
GRAND	TOTAL	57,277	56,179	1,098	2.0	733,537	781,806	-48,269	-6.2

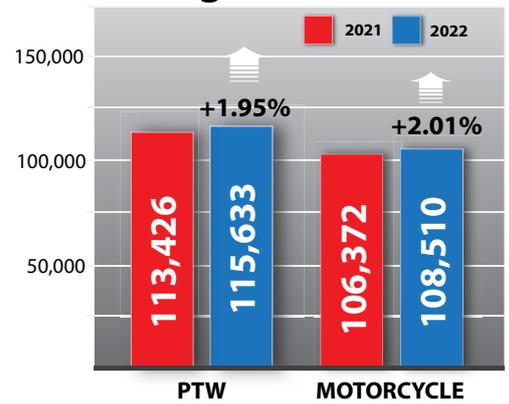
UK: Motorcycles +2.01% for 2022

The latest available data from the MCIA (the motorcycle industry trade association in the UK) show full-year UK new motorcycle registrations at +2.01% compared to 2021 at 108,510 units for the year, the highest since 2016.

Given the economic circumstances in the UK, this is a good result. However, growth evaporated in the second half of 2022 with five out of the six months negative; two of those months were greater than -11% down. Based on trend, expecting for an

unlikely bounce in the first half of 2023, the UK motorcycle market is clearly already in recession, with the second half of 2022 down by almost 7%. Total new PTW registrations in the UK in 2022 were +1.95% for the full year at 115,633 units - the second-best market performance since 2009. However, the second half negative trend is baked into all sectors of the powered two-wheeler market in the UK. Within that data, total scooter sales in the UK were +1.9% for the full year.

UK registrations 2022



Germany: motorcycles -7.22% for 2022

While ACEM's registration statistics for Europe as a whole showed 2022 to be "essentially flat" at +0.1% for the 'Big Five' markets (see front cover story and chart), the latest data from the IVM - the motorcycle industry trade association in Germany - showed new motorcycle registrations there down by -19.94% in December (2,960 units) and down by -7.22% for the full year at 107,992 units.

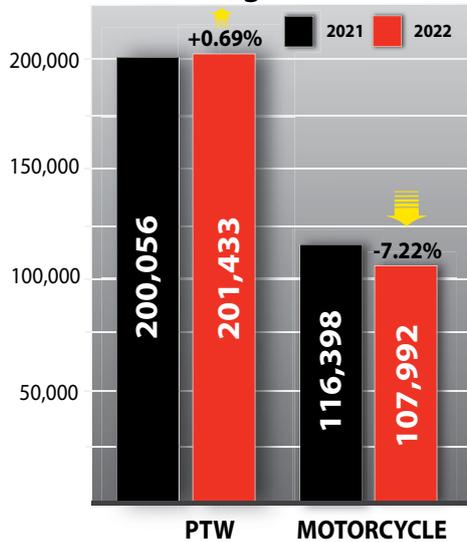
The current year started strongly in Germany with some good results, but, as predicted by IDN, a downward trend has set in from May and, excepting for an anomalous +16.93% in November (on low volume), registration numbers have been negative ever since. This is the lowest German market annual motorcycle registrations number since 2016.

In total PTW terms, the German market is essentially flat with new registrations for the full year at +0.69% (201,433 units), up on 2019, essentially level with 2021, but down on the 218,778 PTWs registered in 2020.

The B126 licence regulation change has greatly boosted low displacement sales since 2020, especially at 125 cc. With 72,022 newly registered 125 cc vehicles in 2022, the L3e-A1 class achieved its best result in 20 years. Scooters did well too with a 20% increase for 36,613 newly registered units. Light motorcycles were +2.2%/35,409 units.

Larger displacement scooters also grew well at +14.4% (18,179 units). Electric PTWs now have a

German registrations 2022



4.86% share of the German market (9,632 units). In the entry-level 45 Km/h electric 'fast' mopeds category, total vehicle sales increased by 21.7% to 29,230 units in 2022

Zero is electric motorcycle market share leader, but with just 357 units sold for a +32.2% increase, we are talking ultra-low volumes still at this stage. Vmoto was in second place in market share terms,

followed by KTM, Tinbot and Electric Motion.

NIU is the electric scooter market share leader (1,390 units/+171.0%), ahead of Scutum, Horwin, BMW and Piaggio.

As expected, the top selling motorcycle in Germany in 2022 was the BMW R 1250 GS with 8,530 units sold for a 7.90% share of the total market - remarkable for a single model - and way ahead of the Kawasaki Z900 in second (3,599 units), followed by the Yamaha MT-07 and Ténéré 700, Honda's CRF 1000 Africa Twin, the Kawasaki Z650, Suzuki SV 650, Honda CB 650 R Neo Sports Café, the KTM 390 Duke, and the Honda CMX 500 Rebel in 10th spot.

With 11 models in the top 50 bestsellers, it is no surprise that BMW is (again) the runaway market share leader in its home market with a 21.27% share (22,973 total units sold YTD). Honda is a distant second with a 10.79% share (11,657 units), followed by Kawasaki (10.49%/11,327 units), Yamaha (8.46%/9,144 units) and KTM fifth (8.31%/8,979 units). The top ten sees Harley-Davidson in sixth place, followed by Ducati, Triumph, Suzuki and Royal Enfield tenth (3.26% share/3,519 units sold).

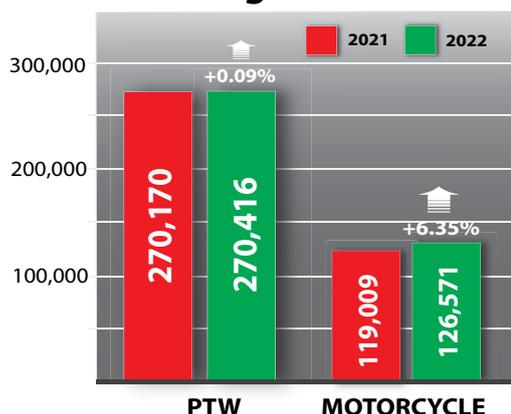
The Vespa GTS 300 Super owns the internal combustion engine market in Germany with 7,149 units sold (39.33% market share), ahead of the Piaggio MP3 LT HPE in second spot with 771 units sold for a 4.24% share.

Italy: Motorcycles +6.35% in 2022

According to the latest available data from ANCMA, the motorcycle industry trade association in Italy, last year ended strongly with new motorcycle registrations +17.30% in October (7,945 units), +30.69% in November (6,401 units) and +2.21% in December (3,605 units).

This took the total of new motorcycle registrations in Italy for the 2022 full year to +6.35% at 126,571 units. In new units sold terms, 2022 was the best year in Italy since before 2013. The Italian motorcycle market has consigned the 'Covid Years' firmly into the rear

Italian registrations 2022



view mirror.

Total PTW registrations in Italy for the 2022 full year were essentially flat at +0.09% - but the 270,416 new model registrations total is the best for the Italian market since before 2011.

Of those, ANCMA is classifying 143,845 as Scooters, which is -4.84%.

The Chinese made, Italian designed Benelli TRK 502/X was the top selling motorcycle in Italy in 2022 at 6,645 units, making it the fourth best seller overall. The BMW R 1250 GS was the second bestselling motorcycle (4,062 units YTD), followed by Yamaha's Ténéré 700 (2,762).

BMW - "best sales result in the company's history"

BMW has announced its "best sales result in the company's history" - entering its anniversary year with 202,895 motorcycles and scooters sold - an increase of +4.4% compared to 2021.

The company claims that the results mean it "remains in first place in the global premium motorcycle and scooter segment". Dr. Markus Schramm, Head of BMW Motorrad, said: "I would like to express my sincere thanks to our customers worldwide for the great trust they have placed in us again in 2022. The record result clearly proves that our attractive product range and our brand are very popular with customers. I look forward to our centenary year in 2023 with great joy and confidence."

Germany remains the largest single market for BMW Motorrad in 2022 with 24,129 motorcycles and scooters sold. France also saw a record

number of 21,223 vehicles sold (+6.7%).

"In other regions, several countries ended 2022 with a record year. In Asia (46,332 units/+7.4%), both China (15,404 units/+7.7%) and India (7,282 units/+40.3%) achieved their best results to date. Growth was also driven in North America (20,295 units/+11%) by records from the USA (17,690 units/+10.4%). "BMW Motorrad's record year was also driven by the Latin American markets (25,480 units/+17.2%). Brazil was the front-runner selling a record 13,051 vehicles, which represents an increase of +17% compared to the previous year. "The R 1250 GS and R 1250 GS Adventure boxer models achieved strong sales figures in 2022 again. With a combined total of almost 60,000 units, the two Adventure models made a significant contribution to the overall result".

The sports four-cylinder models



also sold well. The S 1000 RR reinforced its top position in the sports segment with over 10,000 units sold. "Together with the S 1000 R and the S 1000 XR, as well as the exclusive M 1000 RR, almost 23,500 units equipped with the

powerful four-cylinder engine were delivered to customers worldwide".

The single-cylinder G 310 R and G 310 GS models saw over 24,000 motorcycles sold, and BMW says it sold nearly 5,000 units of the CE 04 e-Scooter.

Triumph making record profits

By Ben Purvis



John Bloor spent many years and an untold amount of money reviving the Triumph brand after he bought its mortal remains in 1983, but it's repaying him handsomely now, with the latest company accounts showing huge profits.

Triumph didn't break even until 2000, but new records filed in the UK show that Bloor Investments (the parent to both Triumph and his house building company, Bloor Homes, which made John Bloor one of the UK's richest men), now makes a substantial amount from the motorcycle company. In the year to 30th June 2022, Triumph made a pre-tax profit of nearly £94m, up from £50m in the preceding year, on a turnover of around £775m. In total, Bloor Investments' pre-tax profit was £426m, so the home building part of the company is still making the lion's share of its money, but Triumph is catching up.

The accounts note that Triumph is becoming a larger company, facing more imposing rivals than in the past, saying: "The business is achieving an appropriate scale in terms of manufacturing volume capability, allowing it to compete on an even footing with competition of greater scale and ownership leverage. The

business continues to get feedback from customers in order to improve model variants, bike specification and maintain the premium brand that is recognised in Triumph."

Other information in the accounts show that Triumph's R&D investment rose to £38m in 2022, up from £35m the previous year. That money will, in part, be going into the company's projects to develop electric bikes and a new range of motocross and enduro bikes that are due to be revealed in the near future.

The accounts say: "Trading conditions for the motorcycle industry are expected to remain challenging with global economic uncertainty and the continued constraints of consumer credit lending and individual spending. The company is focused on investment into a range of new products which are to be sold into various new geographic markets in the future. New and improved motorcycle models have already been scheduled for launch. The Asian markets provide an exciting new prospect for the product range for future expansion."



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Ducati - "best year ever"

Ducati ended 2022 - its best year ever in new motorcycle sales terms - with 61,562 motorcycles delivered worldwide (+3.6% over 2021), surpassing the 60,000-bike mark for the first time in its history, "despite the global logistics and supply crisis".

Italian deliveries grew by 10% (9,578 units) - Italy becoming the largest market for Ducati and the Multistrada V4 is the most popular model with 10,716 motorcycles delivered worldwide (all versions) during 2022, and the Ducati sales network continued its expansion reaching a record 821 dealerships worldwide.

Ducati CEO Claudio Domenicali is quoted as saying: "This sales result is the outcome of the path that has seen us steadily invest in the development of innovative motorcycles and consistently strive to improve the quality of the products and the experiences enjoyed by our passionate Ducatisti."

"In addition, the Ducati brand has never been more loved and desirable, thanks to our extraordinary sporting achievements and our ongoing commitment to making our Ducatisti feel part of a big, welcoming family. Achieving a sales result above the already excellent levels of 2021 in such a difficult year for the entire automotive system is really an important measure of the flexibility with which the whole of Ducati reacted, together with our



suppliers and dealers. This flexibility allowed us to contain the impact on delivery delays for our fans."

The United States was in second place with 8,441 units delivered, a decrease of -6% compared to 2021 "due to logistical difficulties and delays in overseas shipments". The German market grew by +9% over 2021 (6,678 units) and is Ducati's third largest.

The Monster family was Ducati's second most popular model family (7,971 units sold), followed by the Scrambler Ducati 800 line-up with 6,880 bikes delivered.

"These results add to the extraordinary triumphs achieved by Ducati in the racing world, which has seen the Bologna-based motorcycle manufacturer triumph in MotoGP and WorldSBK, and Ducati now has stores in 96 markets - including the likes of Brunei, Ecuador, El Salvador and Mongolia".



Claudio Domenicali

Multistrada V4 Rally



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Energica - 70% increase in demand in 2022

Bologna, Italy based electric performance motorcycle manufacturer Energica Motor Company has announced 2022 turnover estimates which show unit sales up approximately +52% and motorcycle revenues +67% compared to the same period of 2021.

The company says it has also seen "a very substantial increase in pre-sale orders across the product range, especially for the new Experia sport-tourer".

Livia Cevoloni, CEO of Energica Motor Company, said: "Thanks to the great work and significant investments made with the support of our main shareholder Ideanomics (NASDAQ: IDEX), all the indicators show Energica to be among the EV market leaders."

"This significant increase was achieved courtesy of the great feedback received in the first half of the year with the

launch of the new model Experia, the world's first purpose-built electric touring bike, which is rewriting the rules of two-wheeled electric mobility. "Our range of vehicles are recognised both by our customers and by other companies as the best in terms of reliability, therefore the products to 'beat' for our competitors. The Energica team has a unique know-how in extremely complex electric automotive engineering, enabling all high-voltage battery engineering to be performed in-house.

"Software, firmware, hardware and style engineering are also conducted in-house. These are precisely the reasons why Energica owners choose our products and why other EV companies are relying on us for their innovative projects through Energica inside."

Energica says that it now has some 135



dealers and sales points of all kinds worldwide. In 2022 Energica added 33 new outlets in EMEA and Asia Pacific and 15 in the U.S. The first batch of Energica motorcycles will reach the Japanese and Australian markets in Q1 2023.

"Despite the very challenging global business environment, our strong and consistent growth trend reflects the sustainable scale of electrification in both the automotive and motorcycle markets. The demand for the Experia touring model is particularly strong in

the EMEA, where over 80% of new orders have come from".

The strong order book received from the sales network and from pre-sale customers, up 70% from the year before, has also highlighted the need for expanding the Soliera facility of the Italian manufacturer.

The company has recently doubled the headquarters footprint, as well as investing in automation, and scaling an adjoining building into the existing facilities to expand and accelerate the manufacturing process.

Davinci DC100 goes global By Ben Purvis

Davinci's DC100 electric superbike has been making waves in its Chinese homeland for a couple of years, but it made its European debut at EICMA last November and reached the North American market with an appearance at the Consumer Electronics Show in Las Vegas in January.

While other electric bikes tend to mimic the look of conventional, combustion engine models, the DC100 levels in its different approach, with tessellating bodywork that gives an origami look, like a 3D model made with a low polygon count. Under that angular skin, the DC100 hides a 17.7 kWh battery pack that also serves as the bike's main chassis structure, in line with the latest trends in electric

bike design, feeding a 100 kW (135 hp) electric motor that manages an impressive 627 lb-ft of torque (850 Nm). Davinci claims a 0-62 mph (0-100 kmh) time of three seconds and a top speed of 124 mph (200 kmh).

With so much torque on tap from the moment you open the throttle, the 240-section rear tyre isn't overkill, although the huge single-sided swingarm probably doesn't need to be quite so bulky, and no doubt contributes to the DC100's slightly hefty 255 kg mass. It's supported by a Bitubo monoshock, with matching forks at the front, while the radial brakes are supplied by Brembo.

Performance isn't Davinci's only selling point. The company also talks

up the DC100's rider-assist technology. Combined brakes - there's just one lever and no foot controls - are assisted by cornering ABS and there's a suite of electronics including hill start assist, lean-sensitive traction control, regenerative charging for the battery and hill descent control. The DC100 will even travel backwards at up to 5 kmh to help park. Instead of a TFT dashboard like most rivals, the Davinci uses the rider's own mobile phone, held in an adjustable bracket, as both its key and its instrument panel, and the company promises over-the-air updates for the bike's technology, claiming that future developments will include auto-parking and even the ability to self-balance for an

autonomous riding mode.

European prices start at €26,000, while US customers will pay \$27,500, with deliveries scheduled to start in mid-2023.



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NEWS BRIEFS

AJP Motos in Portugal (founded in 1987 by former Enduro racer Antonio Pinto) has appointed Central Powersports Distribution (CPD - Watertown, SD) as its new U.S. distributor. Mark Berg said: "AJP fits our current business model quite well. We already expect our first container to arrive in April/May of 2023. CPD also distributes for other European OEM brands including Rieju and Torrot from Spain and SWM from Italy. It also sells OEM factory and replacement hard parts and brands such as FunnelWeb filters.

Honda's plans to involve itself in the space exploration industry have started to take shape with a research and development contract with the Japan Aerospace Exploration Agency (JAXA) for a "circulative renewable energy system" that is designed to supply electricity to maintain the functionality of the living space and various systems on lunar rovers. Based on this contract, Honda will be commissioned by JAXA to first conduct concept studies, then to develop an "early-stage prototype" by the end of the Japanese 2023 fiscal year (March 31, 2024).

BMW Group Poland says it has won its biggest tender in the history of the Polish police for 503 BMW R Series R 1250 RT motorcycles for the authorities in Poland.

Athena has announced what it describes as an "historic new partnership with HRC USA through the supply of GET branded electronic devices". Connected with the deal, Athena will sponsor Team Honda HRC USA by becoming an integrated part of the racing programme, and the Athena brand will provide top-level support and products to fully exploit the team's potential. In 2023, Athena and Honda America are preparing to celebrate 50 years in business and the 50th anniversary of its first motocross debut, respectively. Honda's U.S. Factory Team has chosen the GET RX1 Pro ECU, the SL1 data logger and the LC-GPA for the 250 cc class and with rpm dash for the 450 cc.

PIERER Mobility AG - "another record year in 2022"

Pierer Group of Austria - the owner of KTM, Husqvarna, GasGas (and more besides, including 25.1% of MV Agusta) - has made it a clean sweep of record years for Europe's 'Big Five' manufacturers with a 13% increase in the number of motorcycles sold (all brands) at 375,492 units (332,881 in 2021).

Consolidated sales increased by 19.4% to a new record of €2,437m (previous year: €2,042m) in the 2022 financial year despite severe supply chain challenges. The preliminary operating result (EBIT) improved by about 22% to €235m (previous year: €193m), which corresponds to an EBIT margin of 9.7%. The operating result before depreciation and amortisation (EBITDA) of €381m is approximately €50m more than in the previous year. The EBITDA margin amounts to 15.6%.

In the 2022 financial year, about €268m were invested in growth initiatives, of which approximately €161m was spent on product development and tools and €62m in plant and infrastructure.

In the past financial year, the number of employees increased by 839 to 6,088 - about 5,000 in Austria, with approximately 1,200 employees (or 20% of the workforce) engaged in research and development.

There were 268,575 KTM motorcycles, 75,266 Husqvarna motorcycles and 31,651 GasGas motorcycles sold. In the sales regions in Europe, unit sales were around 122,000 motorcycles (+2%) and around two-thirds of the motorcycles (approx. 253,000) were sold in the markets outside Europe. Growth was particularly strong in



North America, where almost 110,000 motorcycles were sold, an increase of +67%; South America with 37,600 (+16%) and in Asia with about 32,000 (+7%) motorcycles sold. Sales in Australia were roughly at the previous year's level (-6%) with around 19,500 motorcycles sold. In India/Nepal, sales were around 51,500 units (-15%). After a strong increase in global demand for motorcycles in the previous year, both the European motorcycle market (-3%) with a volume of about 730,000 units, and the North American motorcycle market (-5%) with a size of about 470,000 units have slightly decreased.

The market share of all three brands was about 10% in Europe and 11% in North America in 2022. The Australian (including New Zealand) motorcycle market also declined slightly, with a 10% drop to 70,000 new motorcycles registered. Nevertheless, the market share of the three brands in total increased to 20% in this market. The

relevant Indian motorcycle market, on the other hand, is clearly on the upswing (+23%). Bajaj sold almost 50,000 KTM and Husqvarna motorcycles in India, resulting in a market share of 5%.

In addition, the bicycle division with the brands Husqvarna, R Raymon, GasGas and Felt achieved sales volume growth of more than 15% and sold 118,465 bicycles (previous year: 102,753), of which 74,479 were e-bicycles (previous year: 76,916). About 81% of the sales volume can be attributed to Europe and especially to the DACH region (Germany, Austria and Switzerland). Another 11% relates to the North American sales region and around 7% to the Asian sales region. PIERER Mobility AG reached a significant milestone with KTM in India. The one millionth motorcycle - a KTM Adventure 390 - rolled off the production line at Bajaj's Chakan plant in Pune. This Bajaj Auto Limited plant has been co-developing and producing KTM (125 cc to 390 cc) and Husqvarna (125 cc to 401 cc) motorcycles for global distribution since 2011.

Meanwhile, in Europe KTM AG took over European distribution for CFMoto motorcycles (principally in Germany, Austria, Switzerland, Spain and Great Britain) through a newly founded KTM AG subsidiary (CFMOTO Motorcycles Distribution GmbH).

In November 2022, KTM AG acquired a 25.1% stake in MV Agusta Motor S.p.A., by way of a capital increase. As part of this strategic partnership between the two European motorcycle manufacturers, KTM says it will provide MV Agusta with supply chain support and will take over the sourcing of components, with MV Agusta partly distributing its product range through the worldwide PIERER Mobility distribution network.



KTM celebrates 19th Dakar Rally title with 2023 winner Kevin Benavides.



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NEWS BRIEFS

Akrapovic has announced a new technical partnership with Honda Racing Corporation that will see the Repsol Honda Team equipped with Akrapovic exhausts in the MotoGP World Championship starting in 2023.

Yamaha is launching Ténéré Spirit Experience for 2023 - "The ultimate Rally Raid adventure for every Ténéré owner! Owners can join some of the world's most famous Rally Raid events, with the official Yamaha World Raid Team. A total of 20 Yamaha customers and their motorcycles will be transported to their chosen Rally Raid where they will follow both the actual route and a parallel route to the race competitors and live alongside the race team in the bivouac each evening. Participants will receive a total 360-degree package.

Husqvarna Motorcycles' partnership with Boise, Idaho clutch specialist Rekluse is set to continue through the 2023 racing season.

BMW has named Namibia as the host nation for its 22-team GS Trophy in 2024. There will be 15 national qualifying rounds, and the first international qualifying round for an international team is slated for 2023 BMW Motorrad Days at Berlin, July 7-9, 2023. This will be the 9th GS Trophy; 2022 was staged in Albania.

Akrapovic has expanded its cooperation with GasGas Factory Racing for the forthcoming FIM X-Trial World Championship and FIM TrialGP World Championship this season. They are to produce a new exhaust system for GasGas' factory race bikes - one with a "thick titanium header that delivers impressive performance gains allied to a 40% weight saving". This new trial header is already featuring on GasGas' TXT GP 300 machines in this season's world championships. GasGas Factory Racing already uses Akrapovic exhaust technology in the FIM Motocross World Championship, FIM SuperEnduro, FIM Hard Enduro, FIM EnduroGP World Championships, and FIM World Rally-Raid Championship.

KTM has announced that its 2023 Adventure Rally (24-28 of July) will be staged in Norway.

Mahindra sells controlling stake in Peugeot Motorcycles



PEUGEOT
MOTORCYCLES

Indian conglomerate Mahindra & Mahindra Ltd. (M&M) has sold a 50% equity share and a controlling 80% stake in its Peugeot Motorcycles subsidiary to private equity investor Mutares SE & Co. KGaA - a Germany-based holding company.

Mutares' usual business model is to "acquire medium-sized companies in turnaround situations in order to sell them off again if restructuring succeeds".

M&M remains a co-shareholder "to support new product launches and the strong growth expected in the coming years". As of 10 November 2022 (during EICMA!), Mutares had submitted an irrevocable binding offer with the transaction expected to close in the first quarter of 2023 after union consultations and antitrust approval. Headquartered in Mandeure, France (near the Swiss border), Peugeot Motorcycles generates revenues of approximately €140m, manufacturing two and three-wheeler scooters for "distribution through 3,000 subsidiaries, importers and dealers in France and internationally, across three continents".

Rajesh Jejurikar, Executive Director, Auto & Farm Sectors at M&M, said: "We are delighted to welcome Mutares to Peugeot Motorcycles. Our efforts are directed towards sustaining this French legacy brand that has been delighting customers for 124 years. With an established track record of transforming companies across Europe, coupled with its expertise in the automotive business, Mutares is an ideal partner to strengthen and grow the brand with continuing support from M&M."

Johannes Laumann, CIO of Mutares, stated: "This is Mutares' thirteenth acquisition in 2022. Peugeot Motorcycles is an internationally recognised brand built on a rich history as the world's oldest manufacturer of motorised two-wheelers. We are very proud to be associated with the brand. Based on our vast experience in the industry and a strong operational team, I strongly believe that we will be able to leverage the true potential of the company alongside our partner M&M." Peugeot Motorcycles, which recently updated its corporate identity with a new logo and style palette, has its own manufacturing facility in Mandeure, a joint venture with JNQQ (Jinan Qingqi Motorcycle Co., Ltd.) in China, as well as manufacturing partnerships with



"Representing the final part of a two-stage transformation, three years after the return of the 'Peugeot Motorcycles' name, the new logo marks a new stage in the development of the brand. It is also a clear sign of ambition: the Peugeot brand is now ready to conquer new markets and accelerate the growth of its international business".

several large Asian players including Peugeot car distributor Truong Hai Auto Corporation (THACO) of Ho Chi Minh City in Vietnam.

THACO invested in the construction of an ultra-modern motorised two-wheeler assembly line at its factory in Chu Lai in 2020. It is the exclusive distributor for Peugeot Motorcycles in the ten ASEAN countries (the Association of Southeast Asian Nations).

In additional corporate news at EICMA, M&M announced that Peugeot Motorcycles is to manage the European sales of the new BSA Gold Star 650 from Mahindra "with immediate effect".

BSA was founded in 1910 and at one stage was the world's largest manufacturer, and ultimately was bought by Triumph, seeing out its days

as part of the infamous Meriden, Coventry (England) based Norton Villiers Triumph cooperative.

Mahindra bought the BSA brand in 2016 for around €5m - bringing together various brand name and intellectual rights ownerships for the first time since the original BSA went out of production in the 1970s.

Mahindra has established a technical centre at Coventry to develop electric BSA models, but is initially assembling ICE comebacks, starting with the Gold Star 650 at Banbury, England, and in India.

The decision to effectively offload the financial heavy lifting that Peugeot Motorcycles needs is thought to have been prompted by the long-term potential that M&M sees in focusing its capital resources primarily on the BSA brand.



"The new Gold Star is a 652 cc water-cooled single-cylinder, making 45 hp at 6,000 rpm - to fit into the A2 licence category".

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NEWS BRIEFS

MV Agusta Motor S.p.A. has announced the final resolution of the creditor agreement ("Concordato Preventivo in Continuità Aziendale") that arose from its 2017 filing. December 29, 2022 saw a Court in Varese declare that the procedure was resolved, after having ascertained that all outstanding debt with creditors and all obligations under the composition had been entirely settled. The Sardarov family have been supporting MV Agusta financially since 2017 and took control of the company four years ago. Since 2017, they have injected more than €180m in order to restructure all of the business practices, pay off all debt under the procedure, support MV Agusta's day to day operations "and make sure that the company has a solid business plan for the future growth". The arrival of the new partner, KTM AG, a company of PIERER Mobility AG, proves that MV Agusta was put on the right path and marks a new positive development under the leadership of CEO Timur Sardarov, who is adamant that a difficult phase in the company's history is officially over - "the dark days are over," he said.

Husqvarna and GasGas have been confirmed continued support for their MXGP and Enduro World Championship teams by Czech Republic manufacturer Brisk Spark Plugs in 2023.

The 1,000th Motorcycle Grand Prix in the more than 70-year history of the sport is set to take place at the classic circuit Le Mans when the SHARK Grand Prix de France is staged at the iconic circuit on May 13-14, 2023. Le Mans has hosted 35 Grands Prix and was first used in 1969 before MotoGP returned to the track full time from 2000. The very first Grand Prix took place in June 1949, the first of six events in the sport's inaugural season. Since then, MotoGP has grown with a 21-race calendar spanning five continents in 2023. The past 70 years have seen more than 125 different World Champions been crowned in the solo classes, representing a total of 20 different nations. The sport has competed in 29 countries, and 73 venues have hosted premier class races - with two more of each set to be added in 2023. The first MotoGP race (then known as the 500 cc class) was staged on the mountain circuit at the Isle of Man TT in 1949. It was won by Briton Harold Daniell on a Norton.

Suzuki - global unit sales +16.7% for first nine months



Suzuki's results for the first nine months of its current financial year ending March 31st, 2023 (the period from April 2022 to December 2022) show increases in production and sales of motorcycles, especially in India, the Philippines and Latin America.

Total global unit sales volume for the first nine months was 1,414,000 units, which was up on 2021 by +16.7%.

Sales in Europe were +1.9% at 22,000 units; in North America they were 25,000 units (+14.2%), but -19.4% (34,000 units) in Japan.

Total Asian sales were 1,166,000 units, which was up by +19.6%. Of that, India accounted for 549,000 units (+25.5%); China for 337,000 units (+6.7%); Philippines 153,000 units (+30.3%), with the rest of Asia accounting for a further 128,000 units (+21.2%). The Latin American market was worth some 150,000 units for Suzuki, up by 22.8%. In total production terms, Suzuki made 1,419,000 units worldwide in the first nine months of 2022, up by 117,000 units (+9.0%) over 2021 production levels.

The company says that "motorcycle and marine businesses have shown significant contributions with an operating profit for the YTD of 53.8bn yen (motorcycle operating profit +13.7%, marine +12.0%), accounting for approximately 20% of the total company profit for the period of 267bn yen.

Total motorcycle sales revenue for the nine-month period was +37.6% at 252.8bn yen for a 23bn yen operating profit, which was up by a massive +148.8% over the year-ago period at a 9.1% margin.

Suzuki announces Growth Strategy for FY2030

Suzuki Motor Corporation has announced its Growth Strategy for FY2030 with the motto to deliver "value-packed products" by focusing

'we will introduce a battery small to mid-sized motorcycle in FY2024'

on the customer. Suzuki says it will carry out "its unique Growth Strategy for FY2030 by operating under the principle of manufacturing 'Sho-Sho-Kei-Tan-Bi (Smaller, Fewer, Lighter, Shorter, Beauty)' 'Lean Management', which emphasizes flexibility, agility and the challenging spirit, and the 'Three Actuals' principle, which omits impracticality and focuses on the actual place, thing and situation". For FY2030, Suzuki says it "will contribute to the realisation of a carbon neutral society and the economic growth of emerging countries such as India, ASEAN and Africa, with our main business regions, Japan, India and Europe, as the core. "We will focus on creating solutions that are unique to Suzuki, which are to develop products and services focused on the customer and grow along with the operating countries and regions. "Based on the target date set by each government, Suzuki aims to achieve carbon neutrality in Japan and Europe by 2050 and in India by 2070. We will continue to strive to achieve our carbon neutral goals for each region, based on our mindset to expand our

customers' choices and deliver products and services that meet the needs of each region.

"For small and mid-sized motorcycles, which are used for daily transportation such as commuting to work, school or shopping, we will introduce a battery EV in FY2024. We plan to launch eight models by FY2030 with a battery EV ratio of 25%. For large motorcycles for leisure purposes, we are considering adopting carbon neutral fuels". Suzuki says it will challenge itself to achieve carbon neutrality of domestic plants in FY2035. "We are promoting the Suzuki Smart Factory Creation by drawing out how manufacturing should be in 2030, so that we continue to become a company that secures people's means of mobility worldwide.

'carbon neutrality at the Hamamatsu Plant in FY2030 is now targeted for 2027 - three years earlier than previously planned'

By combining Suzuki's principle of manufacturing 'Sho-Sho-Kei-Tan-Bi (Smaller, Fewer, Lighter, Shorter, Beauty)' with digitalisation, we will optimise, minimise and simplify the flow of data, things and energy. Through these initiatives, we will become lean and tackle carbon neutrality".

At the Hamamatsu Plant, which is the

motorcycle production hub, Suzuki says that the plant will now target to achieve carbon neutrality in FY2027, earlier than its initial target of 2030, doing so through reduction of energy use and conversion into renewable energy, including the expansion of solar power generation facilities.

"By utilising the know-hows earned at the Hamamatsu Plant to other plants, we will make initiatives to achieve carbon neutrality of all domestic plants in FY2035. We will invest 2tn yen in R&D expenses and 2.5tn yen in capital



expenditures, a total of 4.5tn yen by FY2030 - of which 2tn yen will be electrification-related investments, with 500bn yen of that going into battery-related investments.

"Consolidated net sales forecast for FY2022 is 4.5tn yen, which is growing at a pace to exceed the 4.8tn yen target for FY2025 set in the mid-term management plan. We would like to grow in line with the emerging countries by contributing to their growth. We will challenge ourselves to double the FY2021 net sales result of 3.5tn yen to 7tn yen in FY2030".

AGM

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FEATURES

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NEWS BRIEFS

Finland based Duell Corporation has announced that Erwin Van Hoof has been appointed as Business Director for its powersports business. He has been appointed a member of Duell's management team for a powersports business that includes motorcycle, ATV, moped, snowmobile, marine and garden categories. Since October 2019, Van Hoof has been working as Export Development Manager.

Yamaha Motor Co. has delivered 215 portable power generators for Ukraine to the Japan International Cooperation Agency (JICA). The generators were airlifted to the country by JICA, arrived safely on January 20 and will help provide electricity to the Ukrainian people.

Italian comeback brand Moto Morini has announced its entrance into the American market with an Irvine, California headquarters to be headed up by Chris McGee as COO. Founded by Alfonso Morini in Bologna in 1937, Moto Morini first started to sell in USA in 1965, at the peak of its race success and popularity. The year after acquiring Ducati, Cagiva (the Castiglioni brothers) additionally bought Moto Morini in 1986; the following year Cagiva also bought Husqvarna. None of this ended well. It never does. An attempted relaunch in 2005 crashed and burned and the business entered bankruptcy in 2010. Production was restarted by the liquidator, the company subsequently sold in 2011 and relocated to the greater Milan area in 2013. Ownership changed again in 2015, then again 2018 when it became part of the Zhongneng Vehicle Group. As one of the many Asian manufacturers hoovering up legacy western brands, ZVG's aim has been to consolidate and reinforce Moto Morini's premium positioning by making significant investments into current and new models. Different engine sizes have reduced dependency on CFMoto engines and fuelled the objective of widening the Morini range and increase its presence on the market. So far, so good. Late model Morinis are garnering good reviews and have an increasingly positive reputation, the recent X-Cape ADV being particularly well received.

Piaggio - motorcycle sales +19.7% in 2022

Piaggio Group has released its provisional financial results for 2022, with Chairman and CEO Roberto Colaninno stating that the company saw a "highly positive trend observed throughout 2022, despite the complex geopolitical and macroeconomic scenario that has characterised the past year.

"Sales trends in all markets confirm the Piaggio Group's ability to continue growing thanks to the power and attraction of its brands and of the company's most advanced range of scooters and motorbikes ever in terms of performance, safety and environment".

Total Group consolidated revenues of about €2,087m were +25% higher than in 2021 at €1,668.7m.

Sales volumes were up +16.7% (536,000 vehicles in total, all categories) with positive contributions from all business sectors - scooters (+14.3%), motorcycles (+19.7%) and commercial vehicles (+26.6%).

Growth was seen in all the geographical areas in which the Group operates - EMEA and the Americas (+12.1%), Asia Pacific (+58%) and India (+40%).

Piaggio adds Indonesia production centre

Piaggio has inaugurated a new factory with a 55,000 m2 facility in Indonesia. The company says it will make Vespa branded scooters there for the local market. The new plant is located in the Cikarang district, West Java.

With around five million two-wheelers sold each year and a population of

over 276 million, Indonesia is the world's third largest market for scooters and motorcycles after India and China, with growth prospects of seeing over six million vehicles sold over the next three years - in line with the forecasts for double-digit growth in population and per capita GDP in Indonesia.

"The new plant in Indonesia allows the Piaggio Group to take a further leap forward in the strategic path of internationalisation that was started



over a decade ago. This strategy has made Piaggio one of the main players, with a unique portfolio of brands - the pride of Italy around the world," declared Roberto Colaninno, Chairman and CEO of the Piaggio Group.

"The Piaggio Group's sales on the Indonesian market grew by +61% in 2021 and will continue to grow in the near future". The plant was inaugurated in the presence of the Indonesian authorities, including the Minister of Industry of the Republic of Indonesia, Agus Gumiwang Kartasasmita, and the Italian Ambassador in Indonesia, HE Benedetto Latteri.

Piaggio now has eight plants worldwide, three of which are in Italy, including in Pontedera, in the province

of Pisa, where Piaggio and Vespa vehicles are manufactured and where Piaggio has based its E-Mobility centre of excellence. The company additionally produces Aprilia motorcycles and scooters at Noale and Scorzè (Venice), with the Moto Guzzi site at Mandello del Lario (Lecco) currently undergoing a "conservative redevelopment project" without interruption of production.

Piaggio also has a production facility in Baramati, India; two more in Asia

Pacific (in Vietnam at Vinh Phuc and at Foshan in China), and in Boston - the Piaggio Fast Forward plant where the focus is on robotics and future mobility - this is where Piaggio produces the Gita and Gitamini terrestrial drones with 'follow-me' technology.

The Piaggio Group is present in over 100 countries with a distribution network made up of over 4,000 points of sale (two-wheelers, commercial vehicles) and 800 Motoplexes worldwide. In Indonesia, in particular, the commercial network can currently count on over 50 dedicated points of sale, including the seven Motoplex recently inaugurated in Jakarta, Bali, Surabaya and Jogjakarta - flagship stores that showcase all four of the two-wheel brands in the Group - Aprilia, Moto Guzzi, Vespa and Piaggio.

Rieju - all-time production record

Based at Figueres near Girona in Catalonia/north-east Spain, Rieju had a storming 2022, manufacturing a record number of machines in a year than at any time since it was founded in 1942 - quite a way to celebrate its 80th anniversary.

The prior peak was in 2006 in the years before the financial crisis of 2007-2009, but with 22,000 units built in 2022, that record has now been surpassed.

The company exports 82% of its production to more than 60 countries, with France and Germany as its main markets. Rieju has a high level of

commitment to electric vehicles and sells its full model range line-up in the United States through Central

Powersports Distribution (CDP) at Watertown, SD.

www.rieju.com





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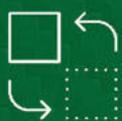
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Moto Morini developing 750 cc and 1200 cc V-twins

By Ben Purvis

Moto Morini has had the sort of typically turbulent history that's often associated with Italian motorcycle brands, but after dipping in and out of solvency for years and even an extended period of dormancy from 1993 to 2004, it finally has some solid footing after being bought by China's Zhongneng Vehicle

Group in 2018. Currently offering a four-model range based around two bikes, the adventure-style X-Cape 650 and retro Seiemmezzo street bike, both with the same 650 cc, CFMoto-based parallel twin engine, Morini has plans for substantial expansion, bringing back the 1,187cc V-twin engine

that appeared when the brand was revived in 2004, but also launching a range of new models with an as-yet unseen 750 cc V-twin. The largest engine, which powered several models until it was forced off sale by Euro 4 emissions limits, will return in revised form in the X-Cape 1200 adventure bike, which has appeared in China in prototype form, and as a set of detailed design registrations, but the 750 cc engine is more of a mystery. The 750 cc bikes have been confirmed via documents filed with the NHTSA (National Highway Traffic Safety Administration) in the USA, part of Morini's official return to the U.S. market. These documents explain how to decode the VINs of the company's bikes, explaining the meaning of each set of numbers and letters. The document shows that while bikes with 'M' in the fifth position of the VIN will use the 61 hp, 649 cc parallel twin

that's in the X-Cape 650 and Seiemmezzo machines, there will also be bikes that have a 'U' as the fifth digit. This, according to the document, means they will have a 750 cc V-twin, liquid-cooled engine making an impressive 97 hp. It's not clear whether the 750 engine will be manufactured by Morini or, like the 650 twin, be bought-in from another brand, but there are few candidates that match that 750 cc capacity and 97 hp output. The old Aprilia Shiver 750 engine would match those numbers, and is due to be reintroduced in 900 cc form by China's Zongshen in the near future, so could be a candidate. It's also unknown what type of bikes the new engine will go into, although Morini's current range of adventure bikes and retro roadsters is a good indication of the markets that the brand is targeting.



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Ducati MotoE V21L enters production

By Ben Purvis

Ducati has started manufacturing its first electric motorcycles for the FIM MotoE Championship. The company's V21L electric bike might not have an evocative name like 'Panigale' or 'Desmosedici', but since appearing a year ago as a one-off prototype, it's been developed into a standardised race machine that will replace the Energica Ego as the only model allowed to compete in the MotoE series from 2023 to 2026. That competition is intended to give Ducati valuable lessons in building and

running high-performance electric motorcycles in the heat of competition, providing the company with the knowledge needed to create its first road-going electric models. Initially, 23 of the V21L machines have been made. Of those, 18 will be raced and the other five will act as backup bikes. All have been assembled by hand in a dedicated MotoE section of Ducati's race department. Ducati CEO Claudio Domenicali said: "The start of production of the Ducati MotoE is a historic moment for our

company. With this project we will be able to study and develop the technologies that will be needed in the future. It is an important area of experimentation, in which we are investing in build know-how, so that we will be ready when battery technology allows the creation of an exciting electric road bike with the weight, performance and range that enthusiasts expect from a Ducati. "We are therefore embarking on this new adventure with the aim of developing the people and skills within the company to shape what the character of a future Ducati electric road bike might be. The MotoE project represents a decisive step for Ducati to contribute to the reduction of CO2 emissions on the product side, **alongside research into synthetic fuels (eFuel) that can reduce the total CO2 emissions of internal combustion engines to zero.**" The new bikes will be put through their paces at two three-day tests with the MotoE riders and teams in March and April before the 2023 championship starts at the French GP on 13 May.



Hubless Verge TS Ultra raises bar for electric superbikes

By Ben Purvis

Finnish electric motorcycle maker Verge first unwrapped its TS sports bike back in 2019, but the new TS Ultra (unveiled at the Consumer Electronics Show, at Las Vegas, in January) finally gives it the performance to match its jaw-dropping appearance by hiking peak power to an astounding 201 hp. That's nearly double the amount claimed by the base model, which has just 107 hp, and vastly more than the mid-range TS Pro, which manages 137 hp. It comes from a unique electric motor that's built directly into the rear wheel and swingarm, putting power straight to the ground without any sort of transmission.

That rear wheel is hubless, with electromagnets inside the rim, and Verge makes spectacular claims for torque, even when compared to other electric bikes. The base model is said to manage 1000 Nm (737 lb-ft), while both the Pro and Ultra manage a peak of 1200 Nm (885 lb-ft). It's worth mentioning that although those numbers seem to be in a different league to figures from conventional, combustion-engined bikes, the torque multiplication of gearing means that in 1st gear a 1000 cc superbike will achieve similar figures at the wheel. The TS Ultra's 0-60 mph time is claimed to be a mere

2.5 seconds, comparable to the best conventional superbikes, but like most electric vehicles, its top speed isn't in the same ballpark, with the Verge managing no more than 124 mph (200 km/h). The TS Ultra is a fraction heavier than a comparable ICE bike at 245 kg, but its 20.2 kWh battery is claimed to be good for an impressive 233-mile range (375 km). Once discharged, the battery can be replenished to 80% capacity in as little as 25 minutes via a DC fast charger. In comparison, the Pro's smaller battery needs 35 minutes and the base TS takes 55 minutes. Although generally similar to the original Verge TS in appearance, the Ultra is marked out by a new nose fairing with downforce-generating winglets, plus a single-seat tail unit. Verge currently expects the Pro version to reach customers first, with deliveries of the €29,900 mid-range machine due to start in May 2023. The base, €26,900 TS will follow in September, with the TS Ultra, at €44,900, coming in the last quarter of the year.



NEWS BRIEFS

Through its venture capital fund BMW i Ventures, the BMW Group has taken a stake in U.S. (Colorado) based company Jeti Resources. "The goal is to foster responsible and resource-conserving copper extraction to address rising demand in a more sustainable way. Founded in 2014, Jeti Resources has developed a pioneering process for copper extraction that utilises previously unused ore from existing copper mines".

BRP has reported Q3 revenues of CAN \$2,709m, up +71% compared to the same period last year, a record performance for a single quarter in the company's history. Normalised EBITDA of \$488m was up +94%. Retail sales for powersports products were +43%, with market share gains for SSV unit sales in North America. Normalised diluted EPS of \$3.64 is an increase of \$2.16 per share or +146% and a record performance for a single quarter; diluted EPS of \$1.76 was an increase of \$0.23 per share, or +15%. As BRP's expansion activities continue, the quarter saw the Canadian manufacturer acquire 80% of the outstanding shares of Pinion GmbH, and the purchase of substantially all the assets related to the powersports business of Kongsberg Automotive ASA in Quebec.

New York based Ideanomics (NASDAQ: IDEX) secured third-party financing to accelerate the U.S. dealer network growth of its subsidiary Energica - the Italian EV manufacturer Energica's U.S. dealer network. Energica now has 24 certified dealers in the United States, which accounts for 33% of product sales. "With a newly expanded manufacturing facility featuring state-of-the-art semi-automated assembly lines, Energica will soon be capable of producing up to 2,000 units per year (and even more soon after) of all four models: the Ego sport bike, the Eva Ribelle e-fighter, the EsseEsse9 retro style bike and finally the new Experia Green Tourer, which has just begun production.

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

MBP motorcycles bring big Chinese bikes to the West

By Ben Purvis

M502N roadster



MBP isn't a familiar name in motorcycling, but the brand has appeared on the market from nowhere with an extensive range of machines from 125 cc scooters to 1000 cc V-twins.

Founded in 2022 by Keeway, MBP's initials stand for Moto Bologna Passione, reflecting the company's design team in Italy. Like several other Chinese-owned Italian brands, the bikes themselves will be manufactured in China, and the initial range has been created in part by borrowing models that are already in production under other names.

From the get-go, MBP has a 13-bike range, with four scooters, four roadster-style bikes, three adventure bikes and two cruisers. Eight of the initial bikes are 125 cc singles, including three of the scooters, three of the roadsters and two adventure bikes. Of the others, there's a 300 cc twist-and-go scooter - the SC300 - and four larger bikes, the M502N roadster, the T1002V adventure bike and the C650V and C1002V cruisers. While unfamiliar to most western eyes, most of those bigger bikes will be familiar to Chinese riders. The M502N and C1002V are both from the Gaokin stable - the brand that manufactures Brixton models for the European market. The M502N is known in China as the Gaokin Flame 500, using the

same 50 hp, 486 cc parallel twin that's used in the Brixton Crossfire 500, but with an up-to-date look instead of the Brixton's semi-retro style. The C1002V was recently launched in China as the Gaokin V1000 Thor, using a 997 cc, 94 hp, water-cooled V-twin engine. The same engine is also in the MBP T1002V adventure bike, but that machine doesn't appear to have been shown under another brand name in China.

Gaokin isn't MBP's only supplier, as the smaller MBP C650V cruiser has previously been seen in China as the Longjia V-Bob 650 (smaller 125 cc and 250 cc Longjia V-Bob models are sold in the West under the Bullit and Bluroc brand names), using a 447 cc V-twin, making 68 hp.

The most interesting model in European markets is, without doubt, the T1002V adventure bike. Weighing in at 235 kg dry, its power and weight figures are competitive against several existing models in the segment, and components like J.Juan brakes and KYB suspension are familiar from a host of budget models. Like most of the company's bikes, it's due to hit the market in the first part of 2023.

An addendum to the MBP story is that the same company that has trademarked the brand's name and logos - Powerlink Technology - has also applied for trademark rights to the Morbidelli name, as well as the titles 'Morbidelli MBP' and 'Morbidelli MBP Pesaro'. While these applications may come to nothing, they indicate that the old Morbidelli brand name could return to motorcycles in the future, perhaps on MBP machines.

C1002V cruiser



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NEWS BRIEFS

Andreani opens U.S. warehouse



Organiser Ruth Lemass (SDL Exhibitions Ltd. in Dublin) has announced the closure of the biennial Carole Nash Irish Motorbike and Scooter Show. The show had been due to make its post-Covid comeback in March 2023, staging the AMD World Championship of Custom Bike Building affiliate round for Ireland - a competition that produced an Irish World Champion Custom Bike Builder with Don Cronin of Medaza Cycles fame. He won in 2013 with 'Rondine' - a still much admired 1971 Moto Guzzi. "Over the 20 years of the show, we've seen an amazing 300,000 motorcyclists come through our doors. We've seen brands being launched to huge success, while we've seen others reach an audience that they would otherwise never have met," said Ruth.

Suzuki Motor Corporation's subsidiary in India, Maruti Suzuki India Limited, has achieved 25 million cumulative Indian domestic vehicle sales. Suzuki signed a joint venture agreement with Maruti Udyog, the predecessor of Maruti Suzuki, in 1982 and rolled out its first car, Maruti 800, in December 1983.

Bike & Business reports that Yamaha Motor Deutschland GmbH (Neuss, Germany) has completed a planned merger with the Dutch based European head office, Yamaha Europe N.V. Integrating management of its German activities into the 'mothership' represents the completion of a programme of corporate restructuring and simplification that was initiated in 2014. It becomes a registered branch of YME and remains under the management of Marcel Driessen.

KTM has renewed its partnership with Swiss performance oil specialist Motorex. The contract renewal marks the 20th anniversary of the collaboration between the two. The deal covers development, first fill and racing (apart from MotoGP). The two partners have racked up 119 titles together in the past 20 years - the most recent being the Dakar Rally win by Kevin Benavides in January.

Italian suspension specialist Andreani Group has announced the opening of its first U.S. office and distribution centre, located at Hendersonville, NC. The facility is building a stock of products from its own lines (such as its award-winning Misano cartridges) as well as well-known brands that will be distributed to U.S. bicycle shops and motorcycle dealerships.

Luciano Ubaldini, President of Andreani USA, says that the U.S. facility has a 10,000 square foot distribution centre and Andreani USA offices. The company currently employs four people in the U.S. and expects that number to increase as business grows. Andreani USA currently distributes products from SKF, Intek, Kayaba, Showa and Öhlins, as well as its own Andreani line of suspensions for motorcycles and bicycles.

"The Andreani Group is thrilled to open our operations in the United States. The U.S. market is a tremendous opportunity for our company. We believe that our approach to high performance two-wheelers, which is to provide great products and help technicians by offering comprehensive training, will have a significant impact on bicycle and motorcycle riders in the USA," said Luciano.

Founded in Pesaro, Italy, in 1987 by Giuseppe Andreani, a former motorcycle racing champion, Andreani



Luciano Ubaldini, President of Andreani USA

Group International was conceived to support the performance needs of motorcycle riders and racers. Giuseppe quickly realised that the science of vehicle suspension was not well understood by riders and technicians in the motorcycle world, so worked with industry experts to build what is

now a highly regarded training programme, which quickly became the premier resource for technicians and tuners in Europe to get the most out of their motorcycles.

"Andreani USA will begin offering this type of training in the United States later this year and will encourage technicians from its customers' dealerships to attend, along with tuners from some of the top road racing and motocross teams in the industry.

"The company will also offer training for mountain bike racing teams and technicians, leveraging the company's deep roots in all types of performance two-wheelers".

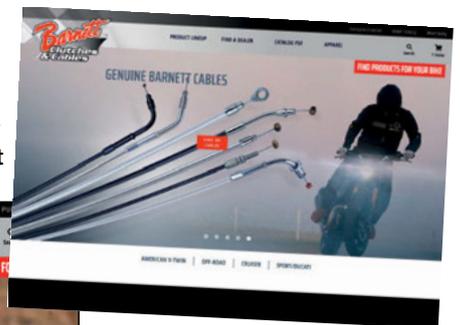
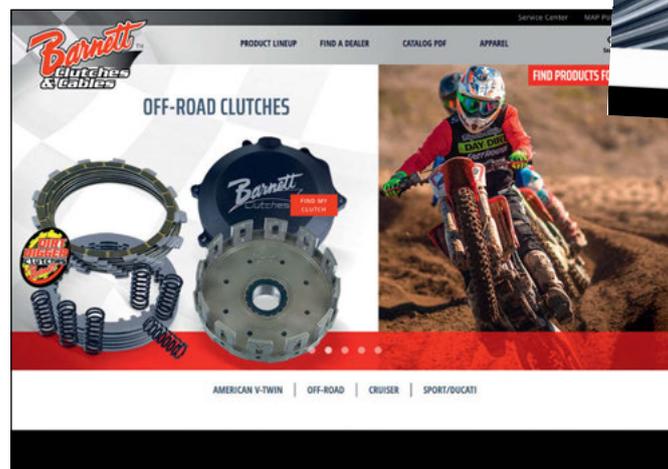
The company expects the staff in Hendersonville to grow to 10-15 employees by the end of 2023 and will expand to offer more products and more top brands of motorcycle and bicycle suspension products.

www.andreaniusa.com

The all new BarnettClutches.com

Ventura, California based Barnett Clutches and Cables, manufacturers of top-quality American made motorcycle and ATV clutches and cables since 1948, has announced the launch

of an all-new website. On the site dealers and importers will find product information and applications for virtually the entire line of Barnett



products - from clutch kits, baskets, pressure plates and covers, to cables and more. "Whether you need a clutch or cable for a classic vintage machine of the past or for modern machinery - street or off-road - you can find the information and applications you are looking for at the Barnett website."

www.barnettclutches.com

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

SIP Scootershop Open Day

Landsberg, Germany,
Saturday 20th May, 2023



German scooter specialist SIP Scootershop is staging its Open Day again this year on Saturday, May 20th at its 6,000 sq m of recently remodelled designer loveliness facility at Landsberg (near Munich).

Last year, some 2,000 or so scooter riders came from near and far. There will be a warm welcome for all with hospitality, food and drinks from its Italian SIPERIA Café-Bar, parts sale and used scooter market, dyno testing, photo wall, music (vinyl of course), tech, tuning and performance talks and much more.

Every year the attendance grows and sees scooter enthusiasts young and old coming from ever further afield. Massive race fans as they are, the SIP Scootershop team has a plan for mid-season too - in July - "a scooter cross race on our own small, lovingly self-built Vespa and scooter cross track, directly at our headquarters in Landsberg".

Matscho Karatscho #2 on 29 July, 2023, the official Vespa Cross Race 2023, will feature four classes. "Our goal was that everyone interested can participate without having to dig a financial grave".

The classes will be:

Class 1: Scooter Classic - "Large Frame" ≥ 125 cc (e.g. Vespa Largeframe, Lambretta 1-3 series LI/GP or Heinkel Tourist - 10 inch



wheels, engine capacity from 125 ccm, driveset swingarm in original position and design, fork and frame must fit/belong to each other and be of original construction.

Class 2: Classic - "Small Frame" ≤125 cc (e.g. Vespa Smallframe, Lambretta j-range or Simson SR50). Also 10 inch wheels, but unlimited displacement. Class 3 will be a 'Run what you Brung' - so long as it is, or once was, a scooter of some kind (max. 13 inch wheels) and a fourth class for mopeds - the vehicle must have been delivered with a pedal drive and a maximum speed of 25 km/h, frame and engine must be from the same type of vehicle and tyres must be of original dimensions.

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www.bvv.cz/motosalon**Daytona Bike Week (82nd)**Florida, US • Mar 3-12
www.officialbikeweek.com**Motorama Madrid**Madrid, ES • Mar 10-12
www.motorama.es**Warsaw Motorcycle Show**Warsaw, PL • Mar 10-12
www.motorcycleshow.pl**Tokyo Motorcycle Show (50th)**Tokyo, JP • Mar 24-26
www.motorcycleshow.org**Biker Fest International (37th)**Lignano Sabbiadoro, IT • May 18-21
www.bikerfest.it**Bike Shed Show**London, GB • May 27-29
www.bikeshedmoto.com**Isle of Man TT**IOM, GB • May 29-Jun 10
www.iomtt.com**Wheels & Waves**Biarritz, FR • Jun 28-Jul 2
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www.bmw-motorrad.com**Sturgis Motorcycle Rally (83rd)**Sturgis, SD, US • Aug 4-13
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Hartje to be an exclusive distribution partner for Oxford Products

Having been a sales partner since 2010, the MOTO division of German distributor Hermann Hartje KG (north western Germany) has become the exclusive motorcycle sector distributor for British vendor Oxford Products. The relationship has deepened since the two distributors first started working together, with Hartje taking on the Oxford apparel range in 2016. This latest move sees Hartje taking on distribution of the full Oxford Products own brand range for the whole of Germany.

Noted for its outside and inside dealer facing sales and customer service, logistics and short delivery times, Hartje will be selling from the two primary Oxford catalog ranges - Technology and Apparel. Hartje Moto Division Manager Jens Engelking told IDN: "We are very pleased about Oxford's trust in us. With exclusive sales, we can offer the specialist motorcycle trade in Germany an even larger product range and grow even stronger together. "Despite Brexit, we are taking advantage of the opportunities that arise and looking forward to a fantastic 2023 season - together with Oxford."

Chris Shearer, Oxford's Export Director,



says: "This is an important and beneficial step forward for both partners. Hartje is the ideal partner for us in Germany, with an excellent field service team supported by fantastic logistics and support from headquarters - providing nationwide coverage in Germany. "The future potential is enormous. So far only a limited part of our offer was available in Germany. Now ALL products are available to the German trade, as well as corresponding display systems for all Oxford ranges. We all expect strong sales of new items such as our 'Original Approved' CE AAA single-layer jeans and the innovative thermistor-controlled 'Hotgrips Pro' - a world first.

"Our brand new Zero-G paddock stands with bespoke merchandising should also be at the top of retailers' wish lists. I am very happy about this new exclusive agreement with the professionals of Hartje and look forward to many years of great cooperation".

A family-owned business since 1895, HERMANN HARTJE KG operates its own logistics fleet. HARTJE Moto is a full-range supplier of spare parts, tyres,

oils, accessories, clothing, helmets as well as tools and workshop equipment, and a reliable partner to over 2,000 workshops and shops for motorcycles and scooters in Germany.

www.oxfordproducts.com
www.hartje.de



Hartje expects full availability of the extended range in March 2023. Hartje is already highlighted on the Oxford website as the company's exclusive distributor for Germany.

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Knox Expands distribution with Jopa Racing Products

UK apparel and protector specialist Knox has appointed Jopa Racing Products as its sole distributor in Germany, Benelux, Denmark and Austria. This collaboration is part of Knox's strategic plan for growth over the coming years "by forging strong, long term export partnerships". Margaret Travell, Sales Director at Knox said that "we are really excited to announce the appointment of a new European distributor, Jopa, who will be looking after Knox in Germany, the Benelux region, Denmark and Austria. "Jopa is an experienced company with a great set up and team and we both agree that Knox will fit well into its existing portfolio. The team at Jopa are focussed on supporting our existing dealers in these countries and then building a network of excellent stockists that align with the Knox brand."

Matthijs Verbei, Director at Jopa, said that "because of the unique philosophy and products of the Knox brand, we strongly believe that Knox is



an absolute key-player in the future of motorcycle garments. We are convinced that we can be the bridge between Knox and dealers/customers to get these absolute top products there where they belong - on the road!"

Since it was formed in 1981 the Knox brand "has had an innovative and unique approach to the development of motorcycle rider protection and apparel. "For Knox, making protective gear is much more than just the next wonder material, more than just the science of kilo newtons, CE levels and impact testing, more than a CE certificate. It's a passion for making great products, developing new materials, designing better feeling, better looking, better performing garments that work for all riders in any climate and on any bike. "It's about the synergy and balance between protection and motorcycle clothing, so they work in harmony". Jopa Racing Products is an international distributor of road, racing and motocross products. Jopa serves a wide network of dealers throughout Europe with leading brands such as Sidi, Rusty Stitches, Furygan, PMJ, Just1, Simpson, FLY and many more. "With a close-knit team of enthusiastic staff, Jopa is committed to serving our customers every-day,"



Matthijs Verbei continued. "For more than 40 years, Jopa Racing Products has been the partner in road, racing and motocross products. Despite our growth, our philosophy has remained

the same: we only want to provide dealers with the best possible products and service. No Compromises". www.planet-knox.com www.jopa.nl



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Galfer sponsoring FIM SuperEnduro World Championship

Spanish brake products specialist Galfer is expanding its huge sponsorship commitments by signing as an Official Sponsor of the FIM SuperEnduro World Championship for 2023.

This new announcement adds to its two-wheel sports support programmes - the company is already heavily committed to MotoGP, WSBK, EnduroGP, MXGP and TrialGP teams.

Six SuperEnduro World Championship events are scheduled for the 2023 season, with the first round having been in Krakow, Poland, on Saturday 10 December 2022.

In January 2023 the series will move on to Riesa in Germany, followed by races in Hungary (Budapest) and France (Nice) in February. The last two races will be held in Jerusalem (Israel) at the beginning of March 2023 and return to Poland (Gliwice) to finish the 2023 championship on 18 March.

All the races are being staged in high-capacity venues in popular cities where it will be easy for spectators to attend the events.

"Always well-known and appreciated in the Enduro world as being synonymous with high quality and guaranteed performance, Galfer has been the number one choice among the top teams and riders in the Enduro World Championship for years".



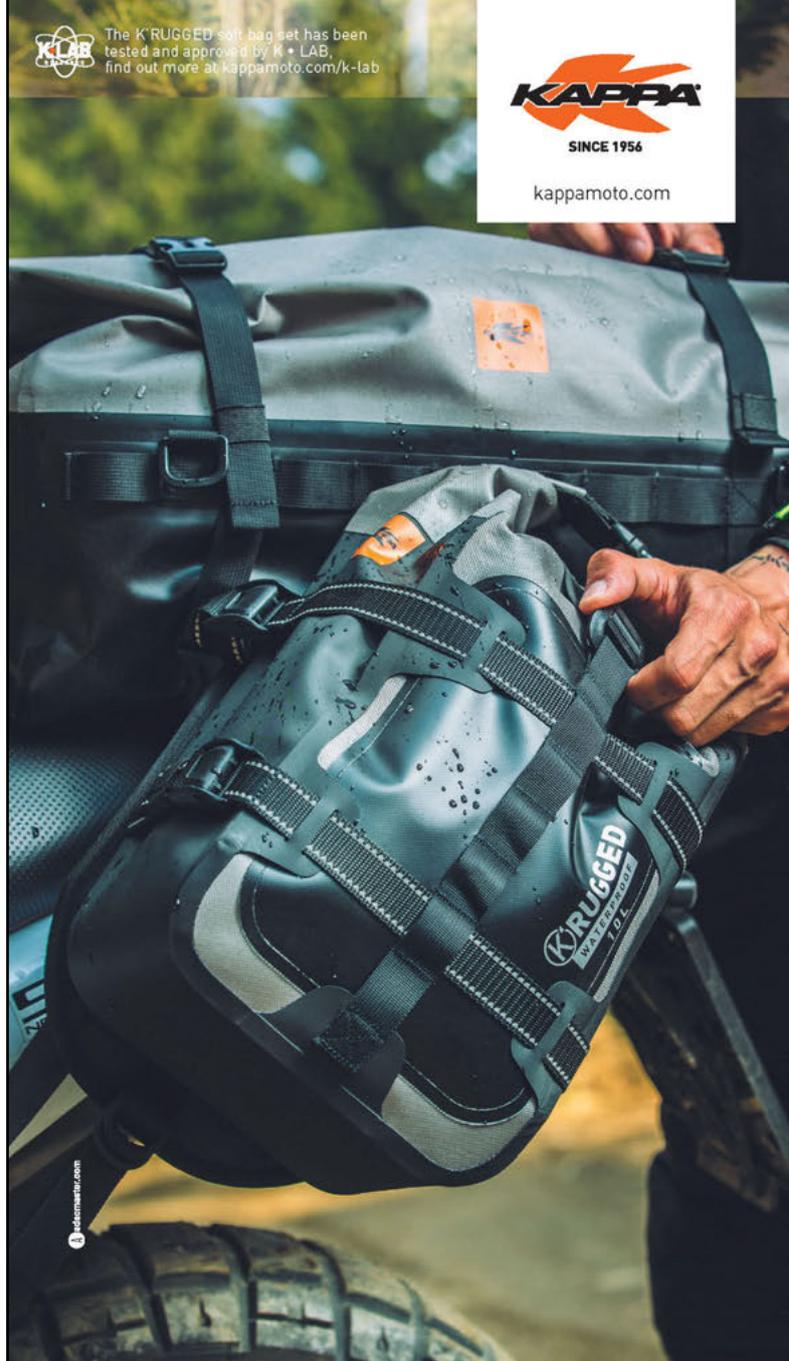
Galfer celebrated race success again in 2022 with four world titles, two for Sherco rider Zach Pichon (Junior 1 and Junior Overall), one for Brad Freeman, a Beta Factory Enduro Team (E3) rider, and one for Australia's Wil Ruprecht of the TM Racing Factory Team, who graduated as 2022 world champion in the E2 category.

"Among the Galfer riders who will compete in the 2023 SuperEnduro World Championship is the new 2022 AMA EnduroCross Champion, Jonny Walker, whom we would like to congratulate once again on his fantastic success and wish him a successful season, equipping his Beta bike with Galfer brake discs and pads (Disc Wave FLS & W and Racing G1396R sintered pads)".

www.galfermoto.com



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Kellermann Jetstream wins Good Design Award

Kellermann's Jetstream sequential running light has won a prestigious Good Design Award from the Athenaeum Museum of Chicago. The Aachen, Germany based accessory manufacturer was awarded in the 'Transportation' category. The annual global competition

evaluates product design, communication design, packaging design and concept designs by the world's leading brands to showcase current trends emerging in the international design and manufacturing sectors. For 2022, the museum received a record number of more than 4,000 submissions from over 52 countries from the world's most prestigious design offices and leading visionary manufacturers. The Kellermann Jetstream was developed as a sequential lighting turn signal and as a 3-in-1 version with a combination of rear, brake and sequential lighting turn signals. The



design of the Kellermann Jetstream integrates elements from 1930s aviation construction and is designed in the shape of a wing with an integrated jet engine.

The shape is extremely aerodynamic and therefore very streamlined at high speeds - and very powerful. "The unbelievable illuminating power of the Kellermann Jetstream contributes towards more safety on the road because the motorcycle is better and earlier visible when approaching at high speed. The strong illuminating power also raises the safety buffer during turning or braking manoeuvres as other road users are clearly warned about turn manoeuvres with the sequential lighting turn signal at the front and rear, and at the rear with the 3-in-1 combination during turning and braking manoeuvres.

This is the second time the jury of the Chicago Athenaeum Museum of Architecture and Design (

athenaeum.org) has honoured a Kellermann product in the transportation segment with the Good Design Award. The BL 2000 handlebar end turn signal already won the award in 2015 and found its place in the permanent exhibition of the Chicago Athenaeum. The Jetstream running light turn signal now joins it in being recognised for design excellence.

www.kellermann-online.com



Vertex Pistons celebrates 70 years in business

Performance specialist Vertex Pistons has celebrated 70 years of developing and manufacturing high-performance two- and four-stroke pistons for off-road, street, scooter, ATV, UTV, snowmobile, go-kart, ultralight and other motorsport applications.

The Italian/American company, internationally respected for its products for professional and amateur riders, celebrated the milestone in the presence of the EU President of Arrowhead Group Kai Zissler, the General Manager Vertex Pistons, Valerio Scutellà, the company management, and the personnel and partners who have contributed to making the Vertex Pistons brand the market leader it is today.

The event also marked the retirement of the historic President of Vertex Pistons, Loris Iotti, whose 43-year long career has done so much to cement the Vertex Pistons brand as one of the most successful brands in the world - on and off the racetrack.

The company was founded in 1953 as an artisan workshop (with eight employees) to produce spare parts for engines and pumps for agriculture. In about ten years, it had created two new lines to produce pistons and the first technical office dedicated to

piston design and construction R&D. This quickly led to development and expertise in products for international markets and a doubling of facility size and production capacity with major production equipment and tooling investments, including into CNC machining tools.

In the following years, Vertex became an important supplier of cast and forged pistons for most leading European motorcycle, scooter and go-kart manufacturers, rapidly increasing its market share and giving Vertex a solid foundation and reputation for expansion into the aftermarket.

Its high-performance product design has always remained innovative - investing in advanced materials, heat treatments and specific profiles. Confirming the high standards achieved, 1997 saw Vertex receive ISO



9001 certification from the DNV, the international certification authority.

In 1994, American rider Bob Moore, on the factory Yamaha motorcycle equipped with Vertex pistons, won the

125 class Motocross World Championship. This world title was to prove to be the first in a long, unprecedented and unparalleled sequence of international race and championship series successes achieved at international level year after year ever since.

In the 2022 season alone, Vertex Pistons equipped riders won no less than a staggering nine world titles in motocross, enduro and Supermoto - including Tim Gajser's MXGP World Championship, riding the factory Honda HRC.

www.vertexpistons.com



Honda - green hydrogen

Honda R&D Europe (at Offenbach in Germany) and the Honda Research Institute Europe GmbH have confirmed the next stage of its 'Smart Company' concept with installation of a green hydrogen production system that can be powered by surplus solar energy.

The announcement marks the next stage in Honda's 'Smart Company' showcase, a testbed for the purpose of developing technologies to maximise the use of renewable energy and allow development and testing of large-scale energy system optimisation.

Honda's stated aim is to reach its global aim of zero emissions from its products and operations by 2050. This latest installation will harness surplus

solar energy from photovoltaic arrays to make green hydrogen through electrolysis.

Honda inaugurated the 'Smart Company' concept in 2017, and this special facility aims to develop simulation models and methods for large-scale energy system optimisation, develop and test Honda technology under European market conditions, assess new business models and research new smart energy management solutions and define and develop integrated Energy Management Systems and smart e-mobility applications.

The site combines a total of 749 kilowatts peak (kWp) of self-generated solar energy from multiple

photovoltaic arrays, a second life battery storage unit, advanced unidirectional Honda Power Charger S+ (4G), bi-directional Honda Power Manager smart chargers, and several electric and hydrogen powered vehicles, all of which are connected to an Energy Management System developed by Honda R&D Europe (Deutschland) GmbH. The 'Smart Company' will allow for the testing of developing technologies and systems on site.

Honda says that hydrogen is positioned as a promising energy carrier due to its characteristics. It is possible to store, transport and can refuel fast. It is globally acknowledged that green hydrogen will play a critical



role in mitigating global warming. While hydrogen has been used in industry for decades, the green hydrogen market is only just emerging. Green hydrogen is a type of hydrogen generated through electrolysis of water into hydrogen and oxygen using renewable energy. This hydrogen is produced without any greenhouse gas emissions.

SWM V1200 - a clear H-D Sportster clone? By Ben Purvis

Harley-Davidson's air-cooled Sportster range finally reached the end of the road in 2021/2022, but hardcore fans of the engineering and appearance of the old 1200 cc (it was also built as an 883 cc) machines might find the launch of the SWM V1200 interesting - a bike so similar to the old Sportsters that you'll have to look twice to spot the differences.

SWM stands for Speedy Working Motors according to the company itself, but the name's roots appear to be in the

initials SVVM, for Sironi Vergani Vimercate Milano. The company's founders were Piero Sironi and Fausto Vergani, based in Vimercate near Milan when the brand was established in 1971.

It isn't one of the better-known of Italy's myriad motorcycle brands, and the original company folded in 1984 before being revived 30 years later by Ampelio Macchi with backing from Chinese brand Shineray, using the old Husqvarna factory on the shores of Lake Varese.

While several of SWM's initial models were based on Husqvarna machines, the new V1200 is hugely different, marking the brand's first venture into twin-cylinder bikes and its first cruiser, with a capacity more than twice as large as any other SWM model.

The bike has also been shown in China under the Shineray name, but SMW's



parent says the engine was developed in Italy to meet Euro 5 rules, something that the old Harley-Davidson Sportster 1200 didn't achieve.

The similarity to the Sportster extends to its 1202 cc capacity, and visually there's barely a difference between the SWM engine and the old Harley-Davidson 1200 Evo twin. It would be no surprise if Harley-Davidson parts could bolt straight to the SWM V-twin.

The only notable technical difference is a lower compression ratio, dropped

from 10.1:1 in the Sportster to 9.1:1 in the SWMV1200, probably to help meet emissions limits. The change is reflected in a slight performance drop, with peak power of 45 kW (60 hp), down from 48.5 kW (65 hp) for the last of the Harley Sportster 1200s. Torque is also down a fraction, peaking at 90 Nm rather than 99 Nm.

The transmission is also near-identical to the Harley five-speed box, and the V1200's frame and styling are very much in the Sportster mould, with the same overall dimensions to the old Harley-Davidson Forty-Eight. Only the SWM's sloping headlight and larger fuel tank really set it aside.

At the moment, there's no word on the bike's price or when it will be available, but it's likely to appear in the Chinese market under the Shineray name first, with SWM-branded versions for international markets following later on.



FIM helmet standards to get stricter By Ben Purvis

Since 2019, MotoGP riders have had to wear helmets that meet the FIM's own strict FRHPhe-01 safety regulations and the same has applied to all FIM-organised road racing competitors since 2020. Now a second-generation set of rules have been set down to make race helmets even safer by 2026.

The new FRHPhe-02 standards (that stands for FIM Racing Homologation Programme for helmets - phase 2) have been published to allow manufacturers to prepare helmets in time for their introduction. For the first time, the regulations will apply to off-road competition as well as on-asphalt

racing. While not required for road use, since helmet manufacturers will make their best, competition-oriented helmets comply, road-going riders who opt for those helmets will be able to benefit from the stricter testing.

The FRHPhe-02 tests will force helmets



to withstand between nine and 13 random impacts at any of 22 locations around their shells, adding new tests such as impacts against oblique anvils and hemispherical anvils. There's also a requirement for quick-removable cheek pads to assist emergency workers and a new Skull Fracture Criterion (SFC) that limits linear acceleration over a specific time interval.

Compared to FRHPhe-01, the -02 tests will include four impacts against a flat anvil, picked from 17 possible impact sites, up from three impacts and 12 sites, at a speed of 8.2 m/s. Helmets will also have to withstand four hits

against a hemispherical angle, again from 17 possible impact points, at 7.5 m/s. All this is on top of the requirements to meet UN ECE 22-06, Snell M 2015, 2020D or 2020R, or JIS 8133:2015 standards.

The helmets are due to be mandated in FIM competition by 2026, but there will be encouragement for competitors to adopt them sooner than that, once helmets meeting the standard are available.

Like the current FRHPhe-01 helmets, FRHPhe-02 compliance will be checked via QR codes sewn into the chinstraps of helmets that have passed the checks.

SBS - 'Better Brakes' law-compliant com

As briefly reported in our review of the 2022 EICMA 'Milan Show' in November (AMD January 2023), leading Denmark based performance brake pad manufacturer SBS Friction is introducing a 'Better Brakes' programme.

The product launch will entail upgraded formulations, environmental regulation and best practice code compliance and performance for more than 95% of all the brake pad products manufactured under the SBS brand name.

All its product ranges will be transitioned "in full scope," meaning that all products in a product range are included in the transition phase. It will not be possible to purchase old formula based SBS products once the transition is complete in 2025.

Transition will happen following an

that can be carried by all states, and to act as a catalyst and inspiration for other national and regional legislative areas outside the U.S.

In implementing the Better Brakes Law, the working group that had been established worked closely with brake

"macro-economic trend forecasts by the World Bank"

manufacturers, retailers, distributors and environmental groups - including SBS Friction A/S.

SBS Marketing and Product Manager **Thomas Midtgaard-Jørgensen** explains that "one of the principal (but by no means only) aims of the new protocol is the massive reduction and, where possible,



HF ceramic designed for commuters, general-purpose street and cruiser bikes.



HS sinter designed for modern high-performance, sport, big touring and adventure bikes.

impact-principle, meaning that high volume fast-moving products are first in line as this is where highest impact can be obtained soonest. It is only racing products that are not being transitioned in the present scope. This is due to the complexity of race related compounds.

The Better Brakes Law and Standard is designed to be a U.S. national model

complete elimination of the use of rare earth minerals and other potentially toxic substances - metals and chemicals - with special initial focus on the elimination of the use of copper and nickel in sintered brake pads and antimony from ceramic pads.

"During the 1990s, research reports were issuing warnings about the heavy metal contamination in the San

Francisco Bay. This resulted in new legislation in 2010 that has presently been adopted by both California and Washington states for cars - initially motorcycle brakes were exempted from the legislation and therefore SBS Friction and other motorcycle brake pad manufacturers have not been covered by the legislation.

"The copper content in brake pads should have been reduced to less than 5% (weight) after January 1st, 2021, decreasing down to 0.5% during the coming years, with full implementation of the legislation in 2025. Furthermore, three additional nickel and zinc-based substances are under observation for potential future inclusion in the ban.

"In January 2015, the manufacturers signed a memorandum of agreement with the United States Environmental Protection Agency (EPA) and the Environmental Council of the States to adopt standards based on Washington's and California's brake laws. This means that every new brake pad sold in the United States will meet

Washington's standards for copper and other toxic chemicals.

"By working together on the Better Brakes programme, ecological advocates and brake manufacturers were able to agree on an approach that protects the public and the environment. Since manufacturers sell their products globally and have relatively long product design cycles, these changes will have far reaching beneficial effects."

From SBS' point of view, the first products to transition into 'SBS Better Brakes' specifications are HF, HS and

"similar wear profile and an overall improved sense of grip and performance stability"

MS. "Due to the performance characteristics in the new Better Brakes SP-series (similar to those of the Better Brakes HS), it has been decided to merge the two types into one. The SP compound can, as of 2023,



Compound	Type	Transition Scope
HS - SP	Street - Sinter	2023
HF	Street - Ceramic	2023
MS	Scooter > 250 cc - Sinter	2023
SI	Offroad - Sinter	2024
LS	Street, rear - Sinter	2023
RQ	V-twin, Scooter - Ceramic	2023
CT	V-twin, Scooter - Ceramic	2023
CS	Offroad - Sinter	2023
ATS	Offroad - Sinter	2023
H.HF	Street, V-twin - Ceramic	2023
H.CT	V-twin, Scooter - Ceramic	2023
H.HS	Street, V-Twin - Sinter	2023
H.LS	Street, V-Twin rear - Sinter	2023



Compounds



0% **COPPER** (for sintered brake pads)
NICKEL (for sintered brake pads)
ANTIMONY (for ceramic brake pads)

be referred to with the equivalent HS product code. The merger of the two product-series is expected to be complete by Q3 2023.

"Next in line in the transition plan, by mid-2023, is the transition of RQ and CT products, followed by the transition of LS products and in 2024, SI products."

At EICMA, Thomas told IDN that the SBS R&D team had been working on

"improved stopping power"

the new formula since 2015 - in close collaboration with both research partners and validation institutions. The development phase has included more than 480 compound variations being developed and tested to where only the best formula has been selected. In testing, more than 1,000 dyno tests and 50,000 km (over 31,000 mph) of road testing has been performed.

"With the removal of copper and nickel in sinter products, and antimony in ceramic compounds, another friction material has been required to enable an improved brake performance. SBS Better Brakes is based on a +60% iron-based compound formula. The rest consists of various different types of binders and fibres.

"Macro-economic trend forecasts by the World Bank in Washington D.C. show that, as a resource, the price of iron is far more stable - being the most abundant element, by mass, in the Earth. The cost of raw materials are a major part of the production and end-user price inflation that the brakes industry has been suffering in the past two or more years.

"So, it is clear that transitioning

to iron, as our friction material of choice, will not only produce Better Brakes in environmental and performance terms, but also result in more stable end-user pricing in the long run.

"SBS Better Brakes have been shown to deliver improved stopping power and better manoeuvrability in emergency situations. The metallics in the compounds enable an improved coefficient of friction that results in a more efficient brake grip throughout the braking cycle. The effect is an improved stopping power equivalent to between 9 and 12% in brake length terms.

"Riders can expect a similar wear profile and an overall improved sense of grip and performance stability throughout the temperature spectrum. This means that riders can expect a 1:1 responsiveness between lever grip and speed reduction."

The new compound has been designed to maintain performance, even in intense brake situations. The average commuter most often brakes in a disc heat spectrum of between 100 - 300 degrees - the average rider can expect a consistent braking experience throughout the ride and throughout the heat range. They can also expect an improved performance in the beginning and throughout the ride, despite the brake system getting heated. Riders will also get an improved grip feeling and an improved initial bite when braking.

Referencing the new law and the improvements that its research and development has produced, the SBS 'Better Brakes' brand name will also see a new generation of packaging introduced to differentiate the new product from the old, with the addition

of a symbolic "Better Brakes" icon to its packaging. For buyer and vendor convenience, the product references (e.g. 706HS or 146MS) will remain as they were.

"The SBS Better Brakes icon consists of three elements: water symbolised by the waves, the nature symbolised by the green leaf and the text. The waves symbolise the improved environmental footprint the new compound has in water use and reservoir terms. The leaf symbolises the raw nature that benefits from the cleaner riding being produced and, towards the implementation of the European Commission's Green Deal (designed to prevent packaging waste), SBS is evaluating advised material analysis, and before January

"improved fade performance"

1st, 2025 a new packaging type will be announced".

The Brake Manufacturers Council has adopted the LeafMark to inform customers whether a brake pad meets the Better Brakes standards. The darker the leaf, the more levels of compliance the brake pad meets:

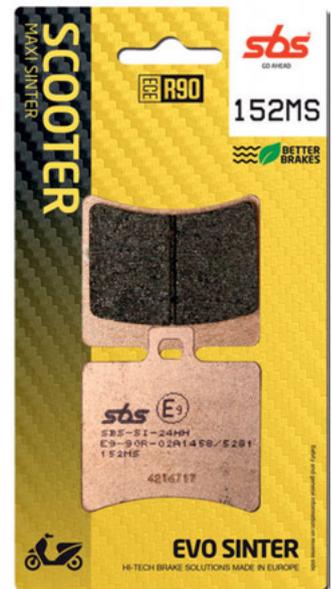


LeafMark of the Brake Manufacturers Council

- **Level A:** limits levels of asbestos, cadmium, chromium, lead and mercury.
- **Level B:** includes all the requirements of Level A, with copper levels reduced to less than 5% by weight.



HF ceramic replacement compound for bikes with non-sintered pads.



MS high-performance upgraded sintered compound for maxi-scooters from 250 ccm and up.

- **Level N:** includes all requirements. SBS Better Brakes have received a **Level N** certification in a Brake Friction Material Environmental Certification performed by LINK under approval of AMECA. The analysis was carried out in Q2 2022.



Letter from Italy

Elisabetta Quadrini,
Newfren, Italy



"The new year has started with a brisk pace for us here at Newfren. Thanks to the hard work put in by our team last year, which led to the acquisition of new customers, we have been able to start the new year with production running at a brisk pace.

"None of us can be sure what the full year holds, but it has started well here in Turin. The brake discs department saw the arrival of around 18 tons of steel from Japan in the first few days of the year.

"This steel comes from one of the best and most historic steel mills in Japan, one specialised in the alloying of martensitic stainless steels - a type of stainless steel that is known for its strength, corrosion resistance, and durability.

"The laser cutting department is currently running its automated plant on a continuous cycle seven days a week, and the technical department is working hard to complete the design

of the new models that will feature in the 2023 Newfren brake disc catalogue.

"After all the uncertainties and issues in the past 36 months, it is a relief to at least be able to start the year in a positive way.

"In January, the brake shoe production department also saw the arrival of tons of aluminium in ingots - these will feed the die-casting line. Around 30 tons of aluminium will be transformed into 300,000 pairs of motorbike brake shoes during 2023.

"The brake pad production department is working tirelessly to complete the assortment of exclusive new brake pads that we already have in distribution, with new 'Made in Italy' sintered brake pads getting an exclusive coloured layer surface treatment.

"The only products still seeing some slowdown in production are our clutch discs, where the unavailability of some



raw materials used to produce the friction surfaces are still holding the clutch market back.

"However, our colleagues in R&D are not in the habit of waiting around and have developed new compounds, which are currently being tested - compounds that involve the use of new raw materials that should not be affected by supply delays.

"So, the report from Turin at this time? A good start to 2023, with many of the issues that have caused problems in the past three years now under better control, and in-house production developments having given us a firm foundation to build forward on.

"We look ahead with our usual optimism and work every day to improve our performance - trying to overcome the difficulties of today and be ready for the unknowns of tomorrow!"

Certification programme for tour guides and instructors

In what appears to be an attempt to formalise the burgeoning ADV tours segment, and no doubt to control this premium sector, Touratech has launched what it is calling its A.R.T.T. Certification Programme - setting what it describes as "internationally binding standards for instructors and tour guides".

Standing for 'Adventure Rider Tours and Training', graduates will "receive a skill set that enables them to create motorbike experiences at the very highest level".

"Guided motorbike tours are becoming increasingly popular. Demanding motorcyclists in particular



are often heavily involved in their careers, leaving them little time for their own planning. Nevertheless, they are looking for the perfect motorbike experience in their valuable free time.

"On the other hand, many motorcyclists are also becoming increasingly demanding in terms of their own performance. High-quality motorbike training courses meet this desire to perfect riding skills".

The motorcycle tours market has increasingly started to have a deregulated, almost 'Wild West' feel to it as operators and tour guides set their own rules. There is little to determine what "best practice" looks like.

Touratech says this initiative is in response to "the enormous demand. Demand that has driven the emergence of a huge, almost unmanageable range of organised tours [sometimes disorganised] and training courses that has emerged, making it increasingly difficult for customers to identify high-quality offers.

"In this situation, we believe that quality labels backed by a brand with high credibility will provide valuable guidance for consumers. This is the reason why, in collaboration with Edelweiss Bike Travel, the world's number 1 in motorbike travel, we have launched the A.R.T.T. certification programme".

www.touratech.de

Full system for Streetfighter/Panigale V2

After the release of slip-ons for the Streetfighter/Panigale V2 at EICMA 2022, QD Exhaust (Manuel de Liso, Milan) has now announced that its full system is in production.

It features a twin catalyst converter located underneath the engine to ensure Euro 5 homologation and two of QD's popular Gunshot DARK MATTER



silencers. The pipework is entirely made in stainless steel with spectacular TIG-welded 'Pie Cut' bends, the silencers are matt black ceramic coated with removable GP style grids hiding the removable dB killers.

A new support for the licence plate that allows use of the stock turn lights and "give the bike a more aggressive look" is also included. The undertail mount does not allow to use the rear footrests, for this reason a

double side mount muffler kit is in the course of development.

The total weight of the system is 4.5 kg, while the power increase with the performance map is more than +7 hp. The system is Euro 5 street legal with certification for road use all over Europe. As with all QD Exhaust products, it is covered by 30 months of warranty by activating the Service Card included in the package.

www.qdexhaust.it



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Triumph Racing to enter SuperMotocross World Championship

Triumph Motorcycles' race plans continue to build momentum, its latest announcement confirming entry into the SuperMotocross World Championship at the start of the 2024 season.

With input from Ricky Carmichael, Triumph has assembled a "veteran team of managers with championship-winning experience to help the all-new United States based Triumph factory race team.

"The US motocross programme, operating under the all-new global Triumph Racing banner, will be led by Team Principal Bobby Hewitt and Team Manager Stephen 'Scuba' Westfall. The team will be located at a dedicated new state-of-the-art private race facility in the USA".

They will be racing the all-new Triumph 250 cc 4-stroke MX bikes in the 2024 World Championship series that combines the Monster Energy Supercross World Championship and



Triumph Racing: the US SuperMotocross team

the Pro Motocross Championship, with three season-ending SuperMotocross rounds. For the 2025 season, Triumph will additionally field a new 450 cc bike.

Team Principal Bobby Hewitt has recruited a pair of legendary engineers to develop the team's motorcycles - AMA Hall of Fame inductee Dave Arnold joins as Lead Chassis Engineer and Dudley Cramond as Lead Powertrain Engineer.

The U.S. based Triumph Racing team, along with the recently announced

Triumph Racing team based in Europe, created in partnership with Thierry Chizat-Suzzoni, will both collaborate with the Triumph factory. The latter team will compete in the FIM Motocross World Championship, with entry into the 250 cc MX2 class in 2024, and the 450 cc MXGP class in 2025. Triumph Racing is also the manufacturer of the exclusive engine raced in the FIM Moto2 World Championship and includes Triumph powered teams competing in Supersport racing.

Parts Europe becomes pan-European SBS distributor



Svendborg, Denmark-based SBS Friction is expanding availability of its brake pads and friction solutions for motorcycles, scooters and side-by-side vehicles through a deal with Germany-based Parts Europe as its new pan-European distributor.

SBS says that the addition of Parts Europe as a cross-border distributor follows a focused growth strategy that calls for it "to cover each market with local presence and cover market gaps through a pan-continental distributor".

Christel Munk Pedersen, CSO at SBS Friction A/S, said: "Parts Europe will extend SBS' long-term relationship with LeMans Corporation, USA, (Parts Unlimited and Drag Specialties) into Europe.

"Parts Europe's long history in supplying the powersports sector, its strategic logistic location in Europe and its vast experience in the moto industry will be key in maintaining and growing SBS market presence across Europe.

"Habits and synergies in the European powersports market have changed - due both to the changes and disruption triggered by COVID-19 and to consumers becoming more digitally attuned to the environment in which they buy products.

"To enable riders access to their preferred SBS products anywhere, at any time, we need to secure the power of distribution with partners such as Parts Europe."

Anthony Damevin, Purchasing Manager at Parts Europe, says that "by cooperating with SBS, Parts Europe can add the high-performance brake components and accessories of the Danish manufacturer to its range, thus fulfilling our own standards to offer the right accessories for all types of powersports vehicles."

www.sbsbrakes.com



Putoline Oil to support Ten Kate Racing Motonext project

Following its support for the BAS World KTM Racing Team and Team Gebben Van Venrooy Yamaha Racing MXGP, Putoline Oil has reconfirmed its long term collaboration with Ten Kate Racing. The two have joined forces in a sustainable racing development project called Motonext.

Putoline says that they will "take an active role in exploring ways to a more sustainable (racing) future. Together with Ten Kate Racing, Putoline Oil launched the project in 2022 in Barcelona during the Catalunya WorldSBK round.

"Motonext can be seen as a mobile laboratory in which developments concerning sustainability are tested and implemented. With its own laboratory facilities, Putoline Oil researches the development of new

motorcycle oils based on biodegradable and, thus, sustainable base oils that are not of fossil origin to reduce its carbon footprint.

"As a lubricant partner, our collaboration with Ten Kate Racing ensured our involvement in the Motonext Project from the very first moment: a project in which we are fully committed to more sustainable developments within motorsport. The goal is to maintain support for combustion engines in racing by contributing to sustainability while preserving performance. Our focus lies on biobased raw materials, more sustainable packaging, collecting data and researching the regeneration of lubricants.

"With the Motonext project, Putoline Oil is pioneering with Ten Kate Racing,



Project 1 and the FIM in making mobility and motorsport more sustainable. The project has already won The Dutch National Sports Innovation Award, and the world is watching closely. We are proud to play a vital part in the Motonext project, which shows that our innovative policy and understanding help towards a more sustainable future for the sport."

www.motonext.nl
www.putoline.com



LS2 starts distributor programme in Germany with Hartje

Helmet brand LS2 was previously only available in Germany through direct sales to retailers, with shipping from the company's own European warehouse near Barcelona.

"Now LS2 is intensifying its support for specialist distribution - the Moto division staff at Hermann Hartje KG announcing an official sales partnership with LS2 from 2023. One of the world's leading helmet brands will thus become available through a strong German distribution network. Hartje offers excellent access to the German specialist trade, comprehensive support from office and field staff and fast delivery with its own logistics fleet".

Hartje expects to be shipping LS2 product to dealers by March 2023 and says it expects the partnership with LS2 to massively increase both brand profile and availability for dealers in Germany with a resulting increase in the LS2 market share on the hugely competitive German motorcycle helmet market.

Founded 15 years ago by the Liao brothers, the LS2 success story is "characterised by countless positive helmet test findings and a reputation for innovative new developments. LS2 is still a family business, and one of the most agile, innovative and fastest growing helmet brands in the world.

"Behind the brand is one of the largest helmet manufacturers in the world. While LS2 used to be the producer for many other brands, the brand now occupies the entire production capacity of more than 2.5 million helmets a year.

"The wide-ranging product portfolio includes state-of-the-art full-face helmets, flip-up helmets, open face helmets, MX and off-road helmets as well as children's helmets made of carbon, fibreglass or thermoplastic for racing, sports, touring and commuting.

The new modular Advant/AdvantX helmets combine several helmet types in one double homologated flip-back chin guard design - as a full and as an open face helmet".

German market LS2 Sales Manager Rainer Hullmann said: "According to the general assessment of the market, LS2 currently offers the most promising and widest range of helmets with the new ECE 22/06 standard.

"We have already established ourselves in Germany over the last 15 years, but in order to expand our position in the German market, and to inspire even more dealers and end customers with our great products, the cooperation with Hartje is the right and forward-looking decision.

"Its incredibly broad market coverage, coupled with impressive logistics, will further improve availability and short-term delivery capability".

Hartje Moto Business Unit Manager Jens Engelking said: "We are pleased that we were able to convince the LS2 team that its innovative and powerful global brand fits perfectly with our company. The two family-owned businesses share a common understanding of values and high standards of quality and customer service.

"Hartje offers the specialist trade an additional source of supply for daily procurement, even down to the individual customer order, at our well-known, market-leading dealer conditions. That is the benefit of our in-house fast delivery service. The product range inventory planned at Hartje will ensure high availability in Germany for just-in-time delivery of daily needs."

www.hartje.de
www.ls2helmets.com



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SIP - "Supersport" BFA clutch edition



German specialist SIP Scootershop has developed an all-new high-tech clutch for Vespa Largeframe models - a "Supersport" version of the unbeaten BFA clutch.

CEO Ralf Jodl explains that "with this clutch, the operating principle of the Vespa Largeframe clutch has been reversed. This is to connect **less mass rigidly to the crankshaft** and has the effect of improving operability. Together with four discs and nine springs, this is an almost indestructible clutch that is perfect for any application.

"The whole thing fits under the original clutch cover of the PX and creates low mass on the crankshaft - with 4 clutch plates and a version available with a toothed flange.

"The principle of the inverted Vespa Largeframe clutch is becoming increasingly popular - *the grinding-in and separation behaviour are convincing*. Unfortunately, these clutches are usually expensive, which increases the hurdle for the conversion. The aim of the "Supersport" clutch is to improve the ease of use, even on 20-30 hp engines.

"The small company **BFA from Italy** made a start and was the first to reverse the operating principle of the clutch for Vespa Largeframe models. This means that the outer basket no longer rotates with the crankshaft, but the inner basket.

"This principle was copied by several manufacturers, but the performance potential of the BFA clutch was never fully realised.

SIP bought the clutch from BFA in 2019 and continues to have it produced by the same manufacturers in Italy.

"The clutch works perfectly and can **withstand power of over 70 hp** without any problem. As the full performance of the BFA clutch is rarely needed, we decided to develop a similar clutch



crankshafts for standard PX engine cases.

"If you want to combine the SIP 'Supersport' clutch with a large primary gear Z64 from, for example, Polini, Malossi, BFA or other manufacturers, you can buy the clutches 'without gear' (93440000 and 93441000) and combine it with one of the BFA gears (87482600, 87482700, 87482800).

"The splined crankshaft stub cannot be combined with separate lubrication. The reason is that there is no washer clutch with



with 4 discs. *The aim was to transfer the perfect function and durability of the BFA clutch into a cheaper clutch that can easily transfer 50 hp.*

"The result is impressive and can only be matched or surpassed in function and durability by the five-disc BFA clutch. As with the BFA version, the pinion is bolted on with 12 screws. The four clutch plates are taken from the design of the Cosa clutch, SIP pads on aluminium sheets are used.

"This has made it possible to **increase the number of plates**, both on the inside and on the outside basket, which increases the service life of the lining and separating discs. Nine springs provide sufficient contact pressure. CNC-manufactured individual parts made of high-quality aluminium ensure low weight and high-quality standards. The pressure plate is mounted on ball bearings and the pads can be changed while the clutch is installed.

The "Supersport" clutch is available in different versions - suitable for the original clutch flange of the PX crankshafts or with toothing that forms an almost indestructible connection with the crankshaft.

"However, this requires the use of a crankshaft with the same toothing. The toothing was first found on the crankshaft of the BFA 306 engines, but we now also offer it for a whole range of

splines and inner diameter for M14. The version for the original flange can be used with separate lubrication.

"However, the protruding M5 countersunk screws may rub against the axle of the oil pump gear in the engine casing. To remedy this, it is sufficient to grind the axle of the oil pump approx. 0.5 mm lower. Alternatively, the protrusions of the screws can be ground off.

"The 'Supersport' clutch for the Vespa Largeframe models is the absolute high-end solution for a clean, reliable and easy-to-use power connection between engine and gearbox," concludes Ralf.

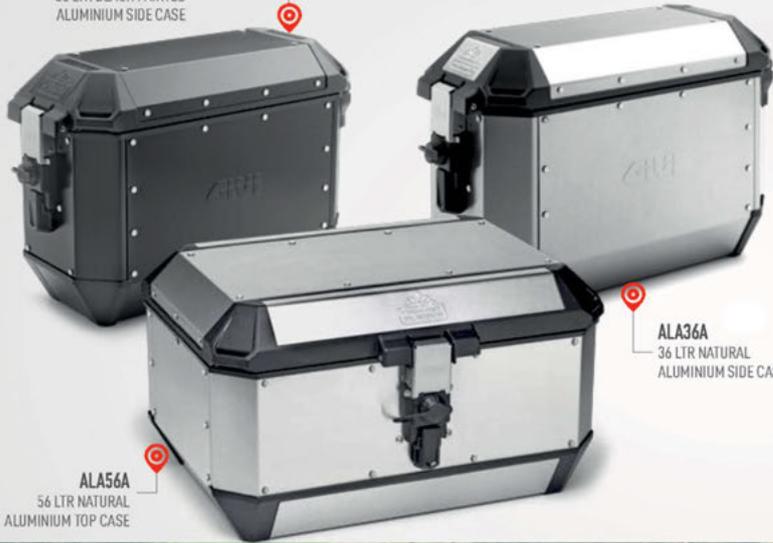
Features include a CNC milled aluminium outside basket, 12-pinion bolted with primary pinion, CNC milled steel inside basket, 4 full 'Cosa' type pads, bearing mounted pressure plate, CNC milled aluminium cover plate top and bottom and nine springs. Clutch plates can be changed in installed condition and can be mounted with the original PX 200 clutch cover.

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SC-Project - SC1-R muffler for Ninja 1000SX

Italian manufacturer SC-Project (Cassinetta di Lugagnano, Milan) says its Euro 5 compliant, titanium SC1-R rear muffler for the Kawasaki Ninja 1000SX (2001-2023) is a "successful synthesis of know-how, technology and design. 100 percent made in Italy, the materials used, and the sophisticated production ensure extraordinary robustness and countless carefree kilometres of riding.

"Weighing in at just 2.8 kg, it weighs around 40 percent less than the volume produced OEM version that it replaces, with a model specific design that optimises power delivery at around 1.2 hp and 1 Nm greater power and torque at 8500 rpm." Installation is a simple a 'plug and play' with no need to change the Kawasaki's ECU mapping.

The SC1-R features discreet and resilient TIG welds and the use of high temperature resistant sound-absorbing materials. The internal exhaust duct is CNC-milled from solid light metal, the outlet is hydroformed and the sporty end cap is made of carbon fibre. It is available with or without matt black ceramic coating.

Founded in 2006, SC Project employs 100 people. The company's advanced prototyping tools include CAD/CAM and 3D modelling software, rapid prototyping tools and 3D printing. Its production technology includes TIG and MIG welding, 3D laser cutting, controlled axis electric automated tube bending, CNC laser marking stations and work processes and micro-beam systems.

The company invests heavily in materials such as



titanium, Inconel (austenitic nickel-chromium-based superalloys) and carbon fibre. SC-Project sells worldwide through a network of more than 5,000 importers and dealers.

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More Ventura luggage applications

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



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

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

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

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

The central mounting component is the company's Lbracket, and, as with all the racks, they are made in



mild steel tube and satin black powder-coat finished (or polished silver/chrome for Cruisers).

Recent and upcoming application additions include options for Kawasaki Z650 RS models, Honda CMX 1100 Rebel, MSX 125 and CRF 300L, BMW S1000 XR, KTM 1290 Super Adventures and most Triumph Tigers, Tridents and Speed Triples.

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LighTech 'Pro' Series Race rear sets



Internationally respected Italian parts and accessory designer LighTech has released a new line of "special rear sets" specifically developed for the track - developed in collaboration with well-known teams such as SpeedUp of Boscoscuro in Moto2 and GMT94 of Christophe Guyot, Yamaha Team in SuperSport and WorldSBK.

These "pro" rearsets are designed only for those motorcycle models most commonly used for the track, such as R3, R1, Ducati Panigale and Ninja 400. The basis of the development is simplicity - use of as



few components as possible in order to reduce the possibility of something coming loose or detaching during the race - the fewer the number of parts, the better the resistance to the intensity of race vibrations and stresses; durability is at a premium in demanding high performance environments.

In addition to the use of highly resistant materials, such as oversized bearings (ø24) for the gear levers, the new "pro" rearsets have the levers directly pivoted on the footrest to guarantee more neutral movements in any position.

Special attention has also been paid to the design of the heel guard, with a truly aggressive and ergonomic heel guard, the shape of which has been tested to avoid the annoying hooking of the boot while riding.

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www.lighttech.it



Athena Gaskets for Vintage Models

Vicenza, Italy-based Athena has added a complete range of over 700 engine gaskets for vintage motorcycle models - covering all the most important applications.

Athena has been designing and producing motorcycle engine gaskets in Italy for 50 years - 2023 is the company's 50th anniversary. The company says that not only is this its first such range in all that time, but that this is the only such range available from anyone, anywhere.

"These gaskets are specifically designed to supply engine builders, rebuilders and restorers, service specialists and enthusiasts in need of replacement parts with access to an unprecedented range of these critical components, covering most of the vintage motorcycle applications on the market - from the late 40s to the super sports bikes of the 80s - including both top end gasket kits and complete engine series," says Product Manager Marco Meneguzzo.

"The most important applications are available, from the historic Italian brands such as Moto Guzzi, Moto

Morini, Vespa, Lambretta, into the vintage motorcycles from manufacturers such as BMW, Triumph, Laverda, and Benelli. You will also find the legendary Japanese models covered, such as Honda's CB Four motorcycles, and the Kawasaki GPZ.

"Designed to make the restoration of vintage vehicles easier, Athena gaskets are recognised for their unparalleled quality, equal to that of original replacement parts. At the core of the Athena gasket kits there is a solid know-how and constant technological development. Athena's internal team of engineers and designers have developed a gasket series totally compatible with the most iconic and historic motorcycle models."

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Multidiscipline Red Series/Soft by Technomousse



Italian specialist Technomousse has introduced a new Red Series/Soft Mousse - designed for racing and the most demanding riders and those who simply want to have fun at lower pressures.

"Our new Red Series Soft is a product that delivers a Ready-to-Race mousse from the very first minute of use," says Sales Director Marco Boletti.

"Designed for racing, but also ideal for disciplines that require lower pressures or greater grip on particularly tricky terrain, Red Series/Soft mousse guarantees effective and reliable bike control in adverse weather conditions while offering the best performance in the mildest temperatures for the duration of the competition.

"After the Black Series/Standard, the most versatile and resilient mousse from Technomousse, the Red Series/Soft completes the range so that Technomousse now has the right product to meet the demands of every type of rider."

100 percent made in Italy, with no expiry date, both



Technomousse options "retain all the 'features' that have always characterised the Technomousse brand with no weathering or crumbling due to use.

"Thanks to the contribution of professional riders

during its development, Red Series/Soft mousse is available for both Enduro and MX disciplines," says Marco.

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Barkbusters adds open-ended dual compound Grips



Barkbusters, the global leading handguard manufacturer in Australia, has added a universal fitment Grips range for all motorcycle handlebars.

"With 38 years of expertise in the design and manufacture of motorcycle and bicycle handguards, Barkbusters is excited to announce the launch of new open-ended handlebar grips for motorcycles.

"After designing and manufacturing a range of handguards from street to competition and adventure to mountain biking, Barkbusters has created a new option for dealers with a product for riders wanting to enhance their bike for better control and comfort.

Barkbusters owner Bruce Collins explains that "with handlebars being one of the places the body connects with the bike when riding, handlebars play an important role in grip and handling. Our research has identified that design is one of the most important factors when choosing the correct handlebar grips.

"It is vital for the rider's hands to stick to the grips allowing for superior steer and brake control. Using a dual rubber



compound, our Barkbusters branded crossover diamond shape pattern is specifically designed for exceptional grip. The dual compound construction inner layer features a harder compound rubber, holding the grips' form and preventing slippage or twisting on the handlebar.

"The outer layer is a softer rubber compound to provide increased comfort. The texture of the grip is super soft whilst still being thick for extra comfort in a slimline design.

"Barkbusters is closely associated with safety around the handlebar and our dealers have been suggesting we should add a range of grips to the brand offer. But we didn't want to just buy in any grips, we needed them to be identifiable as Barkbusters in their quality, form and function.

"OEM grips are usually a price-point compromise, but upgrading the grips is a simple yet hugely effective way for riders to improve comfort and safety on any



motorcycle - by preventing hand slippage and reducing hand fatigue with our ultimate shock-absorbing compound. They also offer a cushioned grip and reduce vibrations through the hand.

"The universal fit allows for use on many motorcycles from street, dirt or dual sport and is easily installed. They are also compatible with other Barkbusters products, completing the look of the bike. The length is 118 mm with a 30.49 mm outer diameter."

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PRO GUIDE

Brixton Cromwell 125 accessories

"A true new classic motorbike and a possible alternative to a scooter", Kappa dresses the Cromwell 125 up as a Euro 5 touring version, using dedicated components and a set of Rambler bags, "which perfectly match the design of the bike".

Brixton Cromwell 125 is made by the Austrian KSR Group, but has clearly evident "British" lines. It is an entry level bike, popular with young A1 licence holders, including women (the saddle is 770 mm from the ground). The Kappa equipment aims to broaden its use to short-haul touring on good roads, including cargo solutions and a 14 litre fuel tank.

Kappa's accessories include the KR9610 black steel tube multi-purpose rear rack luggage carrier, including two passenger handles and it acts as a support for a Monolock top case. The TK9610 is a holder for soft side bags. The KN9610 is an engine guard, made of 25 mm diameter steel tube, in black, that protects the four-stroke single cylinder engine and the exhaust manifolds.

The 100ALBK is a black anodised aluminium Café Racer universal screen for bikes with a round front light, the is size 20.5 x 26.5 cm (H x W). The 140AK/140SK universal screen has a size of 35 x 41 cm (H x W). Both screens are available in transparent and smoked screen, and are mounted with the AL9610AK kit.

The soft fabric Rambler luggage line "is particularly suitable for road bikes, like the Cromwell 125, offering a retro style". The Rambler line features an interesting mix of materials and workmanship: 550D polyester, olive green outside fabric with PVC coating and 2 mm thick PU elements in black, 190D black nylon lining, removable and equipped with taped



seams to guarantee waterproofing. Each bag is equipped with a TNT bag for storage when not in use.

The RB103 7 litre tank bag has a roll-top closure system, fastening by means of four magnets (but there are also straps), single padded shoulder strap for easy transport (attachment by means of D-rings and carabiner), windproof strap and a front waterproof zip pocket.

The RB101 26 litre saddlebag fits on the saddle or on the steel tube rear rack as an alternative to the classic hard case. Fastened by means of four straps with clips (they fasten together when the bag is detached), including a padded shoulder strap and carrying handle, water-resistant zipped pocket on front.

RB100 is a pair of 14 litre side bags. They feature the roll-top closure system, with straps equipped with a ring loop to be fastened to the double D-ring. They are attached to each other by means of saddlebag straps with hook-and-loop fastening and to the motorbike with TK9610 frames. They also have a handle and a waterproof zip pocket.



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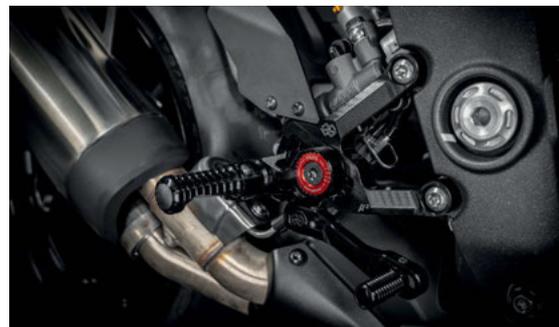


Gilles MUE2.GT rearsets



Luxembourg based sportsbike parts manufacturer Gilles Tooling has always been noted for its advanced rearset design concepts - with ergonomics meeting durability and precision machining. The company's latest design series is the MUE2.GT - a completely new generation of rearsets, the MUE2 combines futuristic design with the highest quality

and simplified adjustability of the footrest. Black anodised with contrast adjusters, the position of the footrests, and the brake and gear levers, are adjusted by a combination of a push and rotatable single point setting - a quick, innovative and easy to use adjuster design. The brake and shift levers come with double ball



bearings for perfect free-of-play levers function and also feature adjustable toe pieces. Aluminum heel guards are included, for both sides. Gilles says that the design produces a "perfect combination of low weight and stability. Additional features include multivariable adjustment options, folding footpegs, normal and GP shift and TÜV approval (ABE operating certificate).

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Handlebar end mirrors

German specialist HS-Motorradteile offers dealers access to a very wide range of bar-end mirror designs with shapes and sizes for all styles of motorcycles and applications for most makes and models.

HS-Motorradteile's Christian Butler told IDN: "We offer an enormous selection of different shapes and designs so dealers can access something for every taste and application.

"From classic to modern, from simple to striking - there is definitely the right mirror for every motorcycle rider. One of the special features of our handlebar end mirrors is their easy installation on the original handlebars.

"By using various fastening systems, the mirrors can be mounted on a variety of common motorcycle

models without any modifications to the bike being necessary. It doesn't matter what brand or model the bike is - through the uncomplicated mounting system the mirrors can be attached in no time.

"So if dealers are looking for new handlebar end mirrors for their customer's motorcycles, they should definitely take a closer look at our comprehensive range and ask our experienced team to guide them to the perfect model for every taste and every bike".



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EVOX CARB JET KIT



Puig additions for R 1250 GS



Barcelona based parts and accessory designer Puig has released a huge range of product applications for the 2022 BMW R1250GS, including selections of screens, mirrors, protectors, covers, rear spoilers, chassis plugs, rear spoilers, upper and lower deflectors, headlight protectors, auxiliary lights, levers, footpegs, risers, device mounts, tank pads, side mount extenders, fender extenders and kickstand extensions. All needed hardware and instructions are supplied, and most products are additionally covered by online instructional videos. Here is a small selection ...

Screens

Puig offers several windscreen styles in a choice of colourways that ship with its aerodynamic study comparing its screens with the original. Manufactured from either 3 or 4 mm acrylic (methyl methacrylate/PMMA), they are all designed under its 'Ever Flowing Design' concept - a design philosophy that can be translated into a design language that ticks all the most important boxes. Such as



accessories that are functional - "without purpose, there is no design", adaptable - "versatile designs that can be purposed to different uses and needs", aerodynamic - "the basis of everything", ergonomic - "designs for every kind of rider", minimalistic - "designs with nothing unnecessary getting in the way", Smart-Electronic - "technological and useful" and interactive - "a bike that responds".

Puig's **Sport Screen** for the R1250GS matches the lines of the bike, available in different colours, and aerodynamically protects the rider by offering a clear and optimal field of view for relatively short trips or



urban riding. Slightly smaller than the original screen (if fitted), the field of vision is optimised, and as with most Puig screens, they are finished with rounded edges (to comply with German TÜV regulations) and measure 320 mm high, 340 mm wide and are 120 mm lower than the original.

Also seen here, Puig's Touring Screen for the R1250GS is a perfect fit and aerodynamically optimised with a choice of colours and options.



Manufactured using 4 mm thick acrylic material, with UV protection and the 2 mm rounded edge, this easy install design is compatible with OEM handguards and is 150 mm higher than the original and 110 mm higher than on the ADV model.

Finally, designed to be mounted with the original screen or with one of the Puig models, its **E.R.S. (Electronic Regulation System)** allows riders to adjust a screen's weather response during the ride with an electronic lifting mechanism with which the rider can vary the position of the windshield with one finger using the next-generation Joystick-type actuator button located on the handlebar.

The E.R.S. system allows the rider to raise the windscreen 6 cm more and lower it by up to 2 cm compared to the original - ideal for use in off-road riding. It does not require a fixing support and its structure significantly improves the rigidity of the original part on the bike.

While the OEM mechanism must be operated while standing still and having to release the handlebar with your right hand, this button will allow you to do it with a single finger, due to its dimensions and placement on the handlebar. The mechanism includes two aerodynamic wind deflectors designed for when the screen is placed in the high position, diverting the air flow (that would pass under it) to the sides, leaving the pilot completely protected.

Infill Panels

Puig side easy-install covers are designed to cover the hollow parts of the motorcycle, protecting them from possible splashes and dirt that can adhere to



riding all kinds of tracks. The ABS construction protects the rider from small objects and debris.

Aluminium Chassis Covers

Designed as stylish covers for the chassis holes that prevent dirt or water from accumulating inside, they



are machined from a single block of aluminium with a black anodised finish, with laser-engraved logos to create a perfect finish. Being model-specific, they are ensured to be a perfect fit, preventing them from loosening. They are a modification-free easy install using just one (supplied) Allen key.

Engine Guards

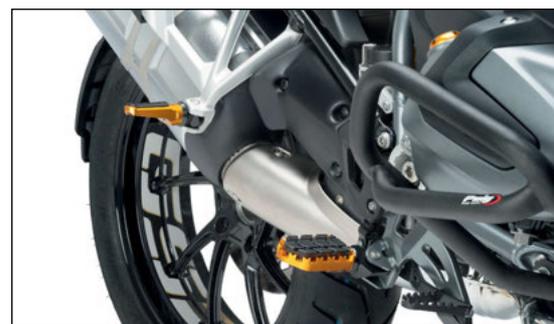
Delivering comprehensive protection of the motorcycle engine area, Puig has developed a wide range of steel tube protections, manufactured using



high quality precision machining and welds for a precise mounting process. Designed to compensate for the absence of a full fairing on ADV models, these are model-specific designs that add safety and rigidity. Available in black or grey; lower engine guards in 20 or 25 mm.

Footpegs

Puig offers a wide range of footpegs for tourers, sport bikes, Nakeds and ADV models. Manufactured in high strength anodised aluminium for light weight



and durability, these **Sport** footpegs measure 72 mm long and 27 mm wide and weigh only 90 g.

The ergonomic design increases ground clearance for improved lean angle, and they are in inclination and incorporate precision markings. They are rubber isolation-mounted and available in blue, black, gold, silver, red, orange and green. TÜV certified and ABE document supplied.

A wide range of additional footpeg styles are available from Puig, including the **R-Fighter**, **Heritage** and 85 mm by 51 mm **Trial** styles also seen here.

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ADV Soft Bags

German adventure touring specialist Touratech says that its 'Touring Series' is a response "to the desire of many motorcycle travellers for a no-frills, robust and highly functional soft luggage set. This is an impressive range featuring high-quality materials, excellent workmanship and practical detail solutions. "The focus is on functionality and maximum practical benefit, meeting the requirements of tour riders in their everyday travel life. The excellent workmanship and high-quality Cordura ensure that the products in the range will be long-lasting travel companions. The water-repellent treated material has a high-quality feel, with robust and durable zips, optional rain covers and integrated luminous reflective applications for high time visibility." Currently, the new soft luggage range includes a Touring tank bag, specially designed for ADV models, Touring MIDI tank bag, a universal fit Touring tail rack



bag, pocket bags for crash bar extensions, Touring side bags for the frame triangle on GS 'Big Boxers', and Touring side rack bags.



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Rotobox celebrates ten years with Limited Edition carbon wheel sets

As of November 2022, it has been ten years since Slovenian manufacturer Rotobox' first commercial wheel model was introduced to the market. Back in 2012, Rotobox had already established a reputation for radically different approaches to the production of carbon fibre accessories, having begun its journey in 2004. It was the eight years of toolmaking and motorcycle racing experience and carbon fibre composite expertise that resulted in unveiling the first of a new generation of high-performance motorcycle wheels by Rotobox at EICMA in 2012. Those RBX2 wheels are still available in its product range - the design and technology developed for them having stood the test of time. "Our vision is technology-driven, setting the bar for innovative



carbon fibre wheels for automotive, motorsport and motorcycles. By continuously pushing the boundaries of creative engineering, Rotobox products set industry standards for lightness, stiffness, design and premium quality," says co-founder Maja Bizjak. "Whether on the track or on the road - the racing DNA of the Rotobox team is not only reflected in our

wheels, but can be felt with every meter ridden. We are passionate about what we do, and it remains our ambition to deliver the best experience wherever your Rotobox wheels take you." To mark the anniversary of its entry into the carbon fibre motorcycle wheels sector, Rotobox has created a Limited Edition of 20 sets worldwide - "a tenth anniversary Rotobox carbon fibre wheel set from our special design series in a unique graphic design combination. "The set, which is available for any listed motorcycle, comprises a complete set of 17 x 3.5 front and 17 x 6.0 rear carbon fibre wheel, including a required rear Rotobox sprocket, if needed. Whether you're riding a street or race motorcycle, this Rotobox Limited Edition wheel set will stand out on any adventure, providing you with a stylish companion that makes no compromises in performance. It's our anniversary, so let's celebrate it together," says Maja.



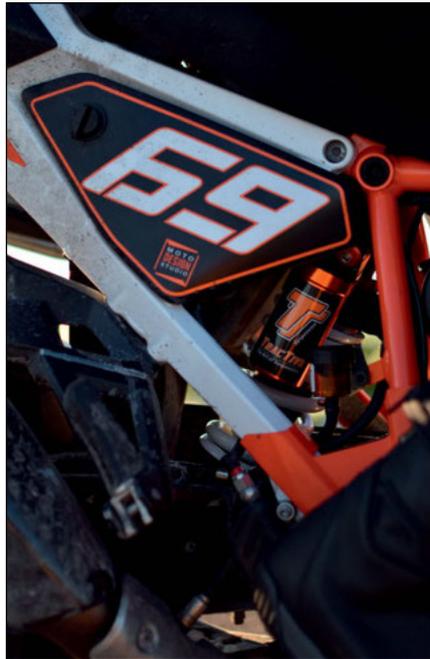
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TracTive Suspension for KTM 1290 Super Adventure R

With a pedigree that makes designing KTM suspension upgrades a natural fit for the Dutch suspension specialist, TracTive says that "after the success of the latest 890 Adventure R, it is the 1290 Super Adventure R's turn. This adventure bike fits very well into TracTive Suspension's model range; a powerful motorcycle made for adventure and world travel".

For the front forks, TracTive Suspension has developed a closed cartridge kit, a pressurized system using a large 35 mm piston for optimal damping performance and a wide adjustment range. To prevent diving of the fork, the kit comes as standard with firmer springs - but like all TracTive products, the springs are always based on the riders' preferences.

For the rear, TracTive made an X-TREME shock with its integrated PDS II anti-bottoming system, a hydraulic preload adjuster, high and low speed compression and rebound damping adjustment; the damping can be adjusted when and as needed.



TRACTIVE SUSPENSION
 Cuijk, THE NETHERLANDS
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www.tractivesuspension.com



260 cc engine kit for largeframe Vespa



Italian scooter parts specialist Pinasco says its plug and play engine kit for largeframe Vespa models increases the displacement up to 260 cc. The kit is manufactured in two specific configurations, "Master" Rotary Valve and "Slave" Reed Valve. The kit includes all the accessories needed to assemble the engine casing, a 260 cc cylinder kit, splined crankshaft, splined clutch, Flytech tuning ignition, a Classic Touring muffler 2.0 and the casing itself.

It is a high-performance kit. The reed valve version - with Dell'Orto PHBH 30 carburettor and Classic Touring muffler - delivers more than 30 hp, with a smooth power supply.

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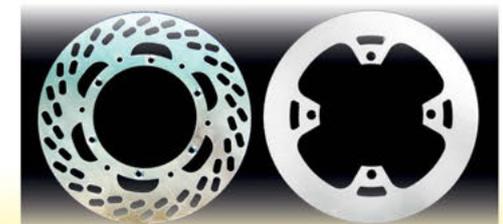


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Andreani off-road springs

After months of dyno and terrain testing, Italian suspension specialist Andreani Group International has added a new line of front fork and shock absorber springs for off-road applications - the Andreani Off Road Spring range. "A sought-after product, we have engineered all our experience racing with OEM and other aftermarket springs, and everything we have learned about springs from our extensive Technician



Training and suspension service and maintenance programmes, to come up with a high quality suspension spring upgrade solution. "The attention to detail that has been engineered into these designs will make this a responsive and durable replacement for any off-road application. They are available for all off-road forks and shock absorbers, and are sold and shipped in ergonomic and dedicated packaging designed in the style of the Rally cartridge".

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Andreani

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Distributors Wanted - GPR Tech

Italian exhaust specialist GPR Racing has leveraged its 50 plus years of manufacturing experience in sports exhaust manufacturing, to enter in the utility products and accessories market under the GPR TECH brand.



Among the product categories introduced in a new 2023 catalogue launched at EICMA last year, the brand's Alpi-Tech top cases and related assembly kits stand out as a new, durable, light weight, high strength modular luggage system in aluminium, with removable and washable internal protection lining, waterproof rivets and side impact protection. Available in 26 (Jet helmet), 35 (Enduro helmet) and two helmet 55 litre capacities, they are available in silver and black, with model specific plates suitable for a wide range of luggage rack systems and motorcycle models.

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Ermax - CFMoto additions

700 CL-X Sport

800 MT Touring



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

Seen here are options for CFMoto's 800 MT Touring and CFMoto 700 CL-X Sport.

For the 800 MT Touring, Ermax has a 58 cm high protection windshield - thanks to its extra 12 cm, this 'high bubble' will bring added comfort and protection. Its design, with air intakes, fits perfectly with the racy look of this popular trail bike. Available in four colours (clear, grey, light brown, light black) it mounts directly onto the original adjustment system. For the CFMoto 700 CL-X Sport, the Ermax Hypersport screen is a 15 cm high aluminium sport nose screen that "certifies quality and originality for a unique style". It is available in aluminium, carbon look, satin black, matte black, and dark black.



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Eleveit - 2023 collection

Montebelluna (Veneto), Italy, based Eleveit's new products for 2023 include the new X-Privilege boot,

X-Privilege



featuring a new mechanical bending system, new colour variants and a technical upgrade for the popular motocross and Enduro X-Legend boot, and S Miura WP and S Miura Air version race boots alongside its RC Pro.

In the Touring segment, Eleveit introduces the Venom WP, which is positioned alongside the previous Metamorphosis, T Spirit Evo WP and T Ox Evo WP. In addition to being waterproof, the new Venom WP boot is ideal for touring enthusiasts who like to take long trips. The Tourism section is completed by the new colour version, black and grey, of the suit, jacket and trousers 'Mud Maxi'.

In Urban Fashion, new models include 'Antibes' in the Air, WP versions and a full-grain waterproof model in two colour variants, while the more sporty Urban line sees prior designs retired, replaced by an ankle boot with a classic fighter design and the more contemporary Nirvana WP that has a carved tread sole.



Venom WP

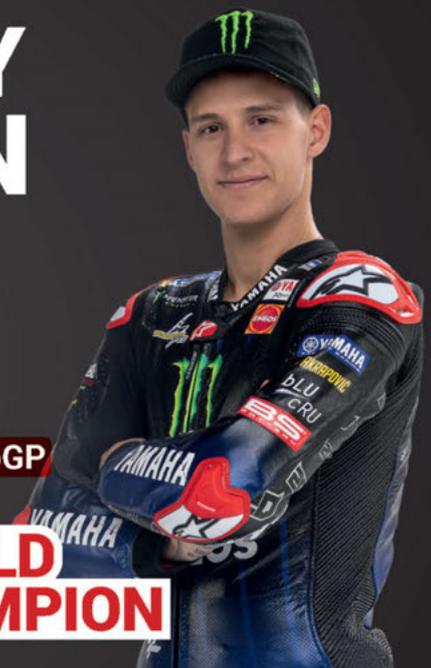
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Roof International

Celebrating its 30th anniversary in 2023, French helmet manufacturer Roof is also marking 30 years of evolution for its original 'Roadster' helmet design. Looking back, Claude Morin's original design can now be seen as both avant garde and timeless - certainly it was ahead of its time as the first motorcycle helmet to feature both a pilot visor and a removable mast that could be attached to the shell. These days we'd refer to Morin as having been a "disruptor" and the innovation of his design ideas continue to be felt 30 years later. For 2023, the new 'Roadster' iteration is still setting standards and trends - with a patented magnetic locking device for the mask.

The fiberglass shell has a top lip seal, adjustable cheek pads and inner linings, antibacterial, ventilated and Quick Dry fabric, Venturi effect face and top closable air vent and a whole host of features that would be unheard of 30 years ago - which shows how far we have all come in three decades, and how far Claude Morin has come in that time.

'BOXXER' is the contemporary heir of Roof International's iconic 'BOXERV8' modular helmet. "A high-quality composite fiberglass shell and a light and ventilated fabric complement the patented technologies - such as the reversible lip seal, the single-handed automatic locking and sequential unlocking chinbar, high-end comfort and silent lining, and active and passive defog.

"The 'BOXXER' carries double certification as a Jet



'Roadster'



Since 1993, under the leadership of Claude Morin, Roof has been dedicated to high-tech helmets development for the protection and safety of the biker.

'BOXXER'



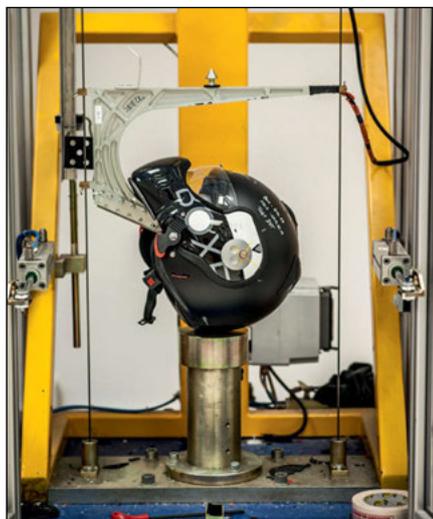
Sting



Flag



Gris Nardo



and full face helmet, has optimised aerodynamics in the Jet position, Venturi airvents and weighs just 1600 grams.

Launched in 2020, the E22.06 RO200 Carbon is now offered in three shell sizes and is still said to be the lightest racing full face on the market at only 1130 g

fully equipped for the small shell - inclusive of Pinlock lens, windguard, noseguard - only 1070 g without the accessories. Even the large shell is only 1200 g, fully equipped.

Finally, the new E22.06 certified intercom ready 'Suzuka' from Roof International is offered in three multi-composite carbon shell sizes for a "comfortable, ultra-light and high protection level" helmet that has a 5-density, patented EPS for optimum protection.

Features include ventilated, breathable, antibacterial and Quick Drying fabric; fully removable, adjustable and washable silent comfort lining; very wide field of vision (horizontal : 210° and vertical : 100°); top Venturi effect air vents; six air intakes and two rear extractors; patented dual function airbox for the ventilation of the face or visor; optimised aerodynamics for high speed; ultra-fast visor removal system; EXITISY Emergency cheeks pads removal system and silicon lip seal for the visor and carbon side plates.

A Maxvision 120 Pinlock lens, windguard and noseguard come as standard and an additional 100% solar visor is offered with a free exclusive backpack and protective bag.

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Forma Phantoms

Italian manufacturer Forma says its new 'Phantom' and 'Phantom Flow' race boot is a brand-new on-road boot designed by its in-house R&D department and developed by "listening to the suggestions and comments from some of the best professional riders". "Its attractive shape meets the needs of an increasingly attentive target market that is in search of continuous innovation. Advanced technical features such as the choice of microfibres, the personalised double-density rubber sole, the titanium sliders (front, side, rear), the air intakes, the shock absorber insert in

the heel and the rear vertebrae system ensure controlled flex and torsion, making the 'Phantom' one of the best boots in its category". The 'Phantom Flow' has the same features as the 'Phantom', with a different choice of microfibres.

The Vertebra Flex System (VFS) on the back allows flexing. It has a double pivot system integrated in it and allows the boot to move in four different directions - there are two pivot points on the ankle area and another two on the back of the calf. "The system is designed to give the rider the maximum protection and to avoid unusual torsions in case of an accident". Other features include ergonomically shaped and shock-absorbing PU material, an internal fastening system with double foam padding and special padding around the heel area, while a double-density rubber sole provides greater abrasion resistance while increasing grip with the bike. It is specifically designed to meet the new and more aggressive styles of riding that involve placing the foot on the asphalt when braking/turning.

The new sliders, heel protection and lateral insert are made of titanium. "We decided on this particular material for these areas because: 1) on the external



toe area, titanium causes less friction and is less prone to wear and tear; 2) the lateral insert provides better protection in case of an accident; 3) the heel cap guarantees better protection and also hides below a shock-absorbing insert that helps to redistribute the strength of the impact on the entire boot instead of just one point, thus reducing the damage".

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Phantom

YSS Z1 cartridge kits

Hamburg based distributor Matthies is the European master distributor for the YSS suspension products range.

Seen here, these open cartridge kits convert standard right-side up forks to fully adjustable forks - rebound, compression and spring preload.

They are a replacement for existing springs and bushes, so are an easy, modification-free, fully reversible installation that come ready-to-mount and include a new style adjustable fork cap for the preload adjustment. All that is needed is to replace the oil and the air.

Though not homologated, they are not visible since



they hide inside the fork - making for a suspension that performs better than anyone might suspect from the outside.

"All YSS shock absorbers are designed, manufactured and tested at YSS' state-of-the-art factory in Thailand by a team of 270+ knowledgeable and innovative staff. Each shock is heat-treated for optimised strength and durability



and shot-peened for a professional finish. "YSS has been producing motorcycle suspensions for over 30 years and are said to be the world's largest aftermarket shock absorber manufacturer, producing over two million units per year, and is supported by its Europe based research and development team". All YSS suspension products are covered by a two-year manufacturer warranty.

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BK20 - Smart Charging Station

Mainly developed for warehouses, dealer and service workshops, the BK 20 from French battery and charger specialist BS Battery "is a real 3 in 1 solution which saves time for mechanics and provides a quality service to end users". It is a smart bank battery charger and maintainer,



which offers 3 channels of charge - so it can charge and maintain 3 batteries with different voltages (6/12V) and technologies at once.

Rated at 2A per channel, this powerful automatic charger is suitable for lead acid and lithium batteries up to 40 Ah and even 80 Ah for maintenance.

Described as safe and easy to use, the BK 20 has 10 stages of charge "including a new 'Force Mode' to enhance the performance of all your powersports batteries.

"Delivered with 3 BS clamps sets for a quick connection, this solution is a useful time saver for workshops and mechanics when they need to set up fresh batteries".

In addition, BS Battery has also designed a charging station including a product display with an assembly part to mount up x2 BK20 Smart Chargers. "The perfect solution for all the shops who want to exhibit



their products and ensure a high-quality service by providing batteries fully charged to end-users," says founder and General Manager Benjamin Sebban.

BS BATTERY
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Replacement screens for 2021-23 Honda PCX150

Maywood, Illinois based specialist National Cycle has introduced three full-size windscreens for the redesigned 2021-23 Honda PCX150.

These new commuter windscreens "work great in cool weather and rain as well as everyday riding". They're made from 3.0 mm Quantum hardcoated polycarbonate for outstanding scratch resistance and strength. Quantum hardcoating also gives these windscreens much better optical definition and clarity, and they will stay that way a lot longer.

The durable polycarbonate construction means 23 times greater impact resistance than acrylic/Lucite plastic, with the Quantum hardcoating increasing scratch resistance 30 times over acrylic/Lucite plastic. They are designed for ease of installation, with all hardware and instructions provided and covered by a three year warranty against breakage. They are available in clear in choice of three heights. National Cycle replacement screens are also available for 2013-14, 2015-18, and 2019-20 Honda PCX models.



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RMS EVOK adds Carb tuning parts

Italian distributor and parts designer RMS' EVOK is an RMS brand with an ever-expanding range of products.

"The goal of this brand is to make users more familiar with the racing world, supplying spare parts that guarantee a first step of technical/aesthetic improvement compared to the original.

"The latest products in the EVOK range have the intention to find the right carburetion, which is essential to make the most of the performance of the two-wheeled vehicle. Specifically, we are talking about various types of jets and conical needles dedicated to regulation of Dell'Orto and Keihin carburetors and for Piaggio SI carburetors".

Currently the EVOK range includes LED lights, cylinders, pistons, piston rings and bearings. RMS says that they have big plans ahead for the EVOK brand with a series of new products this year that will expand the range and make it a comprehensive programme for dealers.

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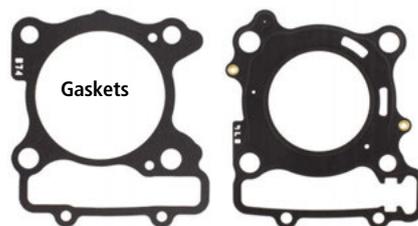
Cylinder kit



Electronic ignition kit



LED lights



Gaskets

Matris for MV Agusta Brutale 800 Rosso

Italian suspension specialist Matris is a prolific new application developer - now turning its attention to improving the suspension settings and handling of the three cylinder 2020/2022 MV Agusta Brutale 800 sport naked Rosso.

Matris has a complete range of suspension products, starting with a full choice of front-end cartridge kits, including the 25 mm asymmetric "sealed and pressurized" F25SA, the top high-end cartridge and "classic" quad valve F25R, the classic cartridge for racetrack, plus the 20 mm asymmetric quad valve F20K, the company's "entry level" cartridge for sport use.

All these kits are fully adjustable on compression, rebound and preload. They replace the original internal fork parts and are fully 'plug and play' and



F25R front end cartridge kit

M46R rear hydraulic shock

ready to fit without any modifications to the original fork.

At the rear, the choice is between M46R (top level) and M46K (mid-level) hydraulic shocks. Both are multi-adjustable in compression, rebound, length and spring preload. For easy and fast setting change, the monoshocks are also equipped with an

integrated hydraulic spring preload unit.

For sport riders, to reduce shaking of the front wheel and provide greater safety at high speed, Matris additionally recommends its fully adjustable "speed sensitive system" SDR or SDK steering damper kit.



SDR steering damper kit

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Exan for Z900



Italian manufacturer Exan offers three Euro 5 and one race only 4-2-1 exhaust system (that can be integrated with one of the silencers) for the popular Kawasaki Z900 naked superbike.

The company's 'Carbon Cap Ovale' (seen here) features a "classic look with racing character and a carbon heat shield". It is lightweight, slips onto the stock manifolds without modifications, and is available in carbon, titanium and light or black satin steel.

Featuring an aggressive look and carbon finish for a "decidedly racing character", the Exan 'X-BLACK OVALE' slip-on is "extremely light, regardless of the material chosen", and available in light or black satin stainless steel, titanium or carbon and described as delivering "extraordinary power and torque at any speed".

The Exan 'X-GP' is a cylindrical exhaust with a "classic finish". It excels at medium and high revs and improves the agility of the Z900, as well as the power. Extremely light, regardless of the material chosen, it is also available in carbon, titanium and black or light satin steel.

The complete Racing 4-2-1 in stainless steel (silencer not included) "is a modification-free, fully reversible install with a 24-month warranty that ships complete with everything you need, including the fixing kit and heat-resistant adhesives to be applied on the drain". Exan recommends "the installation of an additional control unit to ensure maximum performance".

EXAN

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Ravenna Motorcycle Fashion collection

Comfort, design, and technical features dominate Wind Trading's Ravenna Motorcycle Fashion 2023 collection, a "high quality-price ratio" along and deep inventory to keep the sales flowing. The range is fully CE homologated and includes leather suits, adventure and touring waterproof jackets and pants, summer jackets and gloves.

"Ravenna Motorcycle Fashion provides great margins to dealers and distributors despite an extremely low stock investment," says CEO John Boni. "The new collection is now available and in stock for shipping throughout Europe from our warehouse in Italy. Ravenna is a 'Dealer Friendly', feature-rich price-point range that includes less than 12 items to cover all the most important sales opportunities, in several colour combinations.

"Entirely designed in Italy, despite the extremely competitive price it is a quality

programme. We created it to answer the need our own dealers in Italy have always faced - for an Italian designed and branded range that combines design, quality materials and safety, but at a price that riders can afford. "We have achieved this with the Ravenna, Collection, and can offer it exclusively worldwide with full margins to dealers and distributors."

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Ravenna, ITALY
Tel: +39 0544 64024

windtrading@windtrading.it
www.ravenna-moto.com



"Double" two-colour sneaker by Stylmartin

The "Double" unisex sneaker from Stylmartin is made in full-grain leather and is "one of the most representative styles" of the Italian brand.

Features include a two-colour look that combines the classic black, soft, flexible and durable upper that rises up to cover part of the ankle, with a bold bright red used for the details, and a non-slip rubber sole as well as PU internal protectors and CE certification. The water repellent treatment, together with the waterproof lining, guarantees total protection from humidity. It has rigid PU internal protectors, positioned in the malleolus area on both sides, and the external leather pad in the gearshift area. The sole is made of non-slip rubber and composed of two 'layers': the upper one in black, the lower one in red. Stylmartin says this model provides a high level of comfort both on the saddle and on foot due to its carefully designed anatomical, removable and micro-



perforated insole. Available in sizes 36-47, the shoe is certified according to EN 13634:2017 standard.

STYLMARTIN
Montebelluna (TV), ITALY
Tel: +39 0423 603033
info@stylmartin.it
www.stylmartin.it

Heavy-duty R nineT engine protection crash bars

Italian parts, accessory and kit conversion designer Unit Garage (Fabio Maracchini and Michiel, Rimini) are offering these specific design heavy-duty crash protection bars for the 'Boxer' engine on BMW R nineT models.

"With double side protection tube, they are highly effective as protectors, but also look cool, integrating perfectly with the geometry of the iconic engine and the R nineT frame design".

Made of 25 mm diameter 2 mm thick steel that has been treated with high resistance powder-coat paints, most maintenance work

can be done without disassembling the bar. "Very beautiful and elegant, they perfectly define the lines of the bike". Everything you need is provided, including assembly instructions.

They are compatible with aftermarket or OEM protections and cylinder head covers on all R nineT models built from 2017 onwards (including Euro 5 models).

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HP Corse - Norden 901 slip-on options

Designed in the company's Bologna R&D centre, Italian exhaust specialist HP Corse has a range of options for the 105 hp, 889 cc Husqvarna Norden parallel twin ADV.

The 300 mm **4-Track R Short** slip-on is equipped with a seamless hydroformed steel spout equipped with dB killer, and is available in natural titanium, matt black black ceramised titanium and Aisi304 stainless steel. "It redesigns the rear area of the Norden 901 enhancing its aesthetic characteristics, agility and sound."

The 4-Track R Short has "pure and essential lines. Strong and able to withstand the most difficult situations, it is a true 'Mile Eater'.

"Tested on the dyno and on the most demanding tracks, it is lightweight, reliable and able to guarantee superior performance compared to the original exhaust - especially at low and medium revs. Euro 5 approved, it is equipped with an octagonal case-back, has a hydroformed spout with double outlet barrel and a carbon heat shield positioned between the front and the fittings."

The **SPS Carbon Short** slip-on (also available in natural titanium, matt black black ceramised titanium and Aisi304 stainless steel) is inspired in shape by the 4-Track R model, and on the Norden 901 the Euro 5 approved SPS CARBON exhaust is available in the 300 mm short version.

"Equipped with a beautiful carbon finish that breaks the lines of the silencer body, SPS Carbon guarantees all the reliability that a motorcyclist needs and superior performance compared to the original exhaust, generating peak of power at low and



4-Track R Short, satin

medium revs, combined with an extraordinary torque improvement. It is equipped with a carbon heat shield positioned between the initial part and the dBK."

Inspired by the great African rallies, the **SP-1 Carbon short** slip-on is a "very light, oval-shaped 300 mm Euro 5 approved slip-on with a carbon finish binding perfectly to the rear of the Norden 901. Robust in shape and nature, the SP-1 Carbon short has a titanium silencer body and is available in frosted grey finish and matt black ceramic.

"Born simple to be strong, the 300 mm SP-1 Carbon with dBk is bench and terrain tested for durability, features moulded conical pads, a seamless spout to optimise exhaust gas outflow, billet coupling bushings, carbon heat shield cover, case back and fittings cover. The high passage slip-on fitting has quick release connection with two springs and reinforced frame fixing brackets."

HP CORSE by STEELFORM SRL
Bologna/Udine, ITALY
commerciale@hpcorse.com
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SPS Carbon Short, titanium black

Enigma 50.9 full-face helmet

Just one item in a 2023 catalogue containing more than 60 new products, GIVI's new 50.9 full-face helmet has three shell sizes and comes with above-average technical equipment and standard features. GIVI has been making helmets since 2002 and the new ECE 22-06 European standard has raised the bar when it comes to protection and, as a result, every new helmet today is safer and more reliable. "The 50.9 meets these criteria, but it also stands out for having a very competitive price tag, considering the number of standard features it offers."

The Enigma 50.9 has six new graphics, and this streamlined model is now available in a total of 14 versions. A carbon effect covers the shell, with touches of bright colour.

The box containing this helmet includes one clear visor compatible with the Pinlock Max Vision lens and another special iridium mirrored visor created in several versions to match the colours of the various Enigma versions. There is also a smoked sun visor.

The standard equipment includes a stainless steel micrometric release and an inner lining designed with quick remove cheek pads. The weight is 1,490 +/- 50 g and the interior is fully removable, with removable cheek pads and a hypoallergenic fabric.

Ventilation is by two upper air vents and one chin guard plus two rear extractors and there is a nose guard and wind deflector. It is available in sizes XS - XXL.



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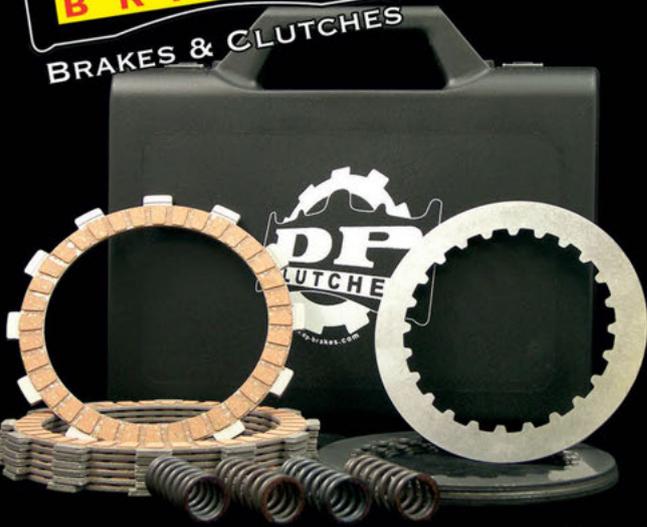
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NEWS BRIEFS

Honda Motor Co., Ltd. and GS Yuasa International Ltd. have announced a basic agreement toward collaboration for a high-capacity, high-output lithium-ion battery. The two companies will discuss specifics with the goal of establishing a joint venture company by the end of 2023.

Working in partnership with MotoGP rights holder Dorna (Madrid), Triumph is testing sustainable fuels "for a greener and cleaner future". This project has been set up to deliver a move to E40 fuel in the Moto2 World Championship by 2024, with a focus on a transition to E100 by 2027. Triumph is provider and manufacturer of the 'spec' engine for all teams in the Moto2 series - "sustainable fuel testing to date has encompassed all dimensions of race engine performance development".

Yamaha's bLU cRU programme has won the 2022 FIM 'Award for the Future', recognising the programme "for its contribution to encouraging youngsters into the world of motorcycling". The award was presented during the Fédération Internationale de Motocyclisme (FIM) awards ceremony in Rimini, Italy. Established in 2016, in 2022 more than 400 young riders were part of the bLU cRU programme across both road and off-road disciplines, all benefiting from coaching, technical support, and an opportunity to further their racing careers.

IDN was saddened to learn of the death (in November) of Manfred Kochmann, the senior partner at long-established motorcycle boot manufacturer Karl Kochmann.

Fred Fox 1936-2023

We here at International Dealer News, and many thousands more, were greatly saddened to hear about the death of Fred Fox on Sunday, February 5, 2023. Our thanks to Parts/Drag Magazine publisher and race legend Don Emde for these words about his friend, and our thanks for permission to reproduce them here ...

Fred Fox passed away in Orange County, California, on Sunday February 5th, 2023, due to natural cause, at the age of 86 years old.

Fred was a motorcycle industry leader and pioneer of the modern era of aftermarket product distribution and promotion. He was the only employee when he started his Parts Unlimited distributing business at his house in Janesville, Wisconsin, in 1967.

In the years to come, the business grew quickly, and he incorporated as LeMans Corporation, which continues to this day as the largest privately owned motorcycle distributing company in the world.

LeMans moved a couple of times into larger warehouses in Wisconsin, expanded into other areas around the United States and Canada, and many brands were added. Some became suppliers for Parts Unlimited and also for Drag Specialties, which he acquired in 1988.

Other brands and companies were bought outright, including THOR MX and Moose Racing.

Fred was always a hands-on manager who oversaw every detail to make his organisation grow into the industry leader that it is today. He made the decisions to buy the land, designed the facilities for the additional warehouses throughout the United States and Canada, built a national sales rep force, secured leading brands to carry, and invested heavily in promotion of Parts Unlimited's "We Support the Sport"

campaign, which has been active since the 1990s.

He also served on the Board of Directors of the Motorcycle Industry Council from 1994 to 2007.

A multi-year personal project culminated in 2009 when LeMans opened the Parts Europe warehouse at Wasserliesch, near Trier, in Germany. An all-new warehouse was built there with state-of-the-art order filling technology for a level of dealer order fulfilment



speed never seen before in the motorcycle industry.

In addition to the Parts Europe warehouse, LeMans Corporation currently has warehouses in Sparks, Nevada; Ballston Spa, New York; Flat Rock, North Carolina; Grapevine, Texas; and Janesville, Wisconsin, plus Calgary and London, Ontario, in Canada.

Along the way, Fred has been recognised for his contributions to both the snowmobile and motorcycle sports and industries. In 2010, Fred was inducted into the Snowmobile Hall of Fame. In 2002, he was inducted into the

Sturgis Motorcycle Hall of Fame, as well as the AMA Motorcycle Hall of Fame in 2011.

He was also the recipient of a Lifetime Achievement Award at the 2007V-Twin Expo and a Sturgis Motorcycle Hall of Fame's Lifetime Achievement Award in 2018.

His father and grandfather had a business in Janesville building custom-made enclosed racks for trucks to transport cans of milk from dairy farms to the processing plants in Southern Wisconsin.

After graduating with an Engineering Degree from the University of Wisconsin in 1958, Fred went to work in the family business. The young college graduate saw a brighter future, however, for sport related vehicles, and when the go-kart craze exploded in America around 1960, Fred built a prototype kart in his spare time with a chassis made from light, but strong, chromoly tubing.

A friend in nearby Rockford, IL, was also into go-karts and when he saw Fred's creation, he offered to order ten of them. Fred convinced his father to take the order, thus opening a whole new product category for the company.

Fox minibikes followed the go-karts, then Fred created the Fox Trac snowmobiles, which became nationally known when he drove one to victory at the first-ever Eagle River Snowmobile Derby in 1964.

Fred went on his own in 1967 and ran the business which grew into LeMans Corporation until he retired from full-time business activities in the fall of 2021. He then named industry veteran Paul Langley as Chairman/CEO of LeMans Corporation.

Our condolences to Fred's wife Paula, sons Steven, Brian and Craig, daughters Teri and Lori, several grandchildren, nieces and nephews, everyone in the LeMans family, including here in Europe, and all of his many friends around the world.

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