

INTERNATIONAL DEALER NEWS

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JUN/JUL '23

ISSUE #173

STATZONE 6-8

ACEM and IMMA "Guidelines on anti-tampering rules for motorcycle exhaust silencers"

This is an 'Alphabet Soup' of news relating to proposed upcoming exhaust anti-tampering regulations and their enforcement.

It is based on a press release issued by ACEM on May 31st. It is important to the European aftermarket exhausts industry and the distributors and dealers who sell motorcycle exhausts. Language versions of this (and plenty of opinions and commentary, no doubt) will likely be appearing in the motorcycle media throughout Europe...

"The European Association of Motorcycle Manufacturers (ACEM) shares the concerns of citizens, politicians and regulators regarding the impact of noise in daily life.

"The aim of these guidelines is to avoid diverging, non-effective interpretations of anti-tampering rules for exhaust silencers, in particular for non-original equipment that may be alternatively fitted on motorcycles over their lifetime. The document notably clarifies technical requirements to ensure robustness of fixing solutions

for silencing baffles and dB killers, to prevent their easy removal".

These guidelines have been developed in cooperation with key aftermarket exhaust industry players - including



Antonio Perlot, ACEM Secretary General - "This initiative bringing together the expertise of recognised players in the motorcycle sector addresses one of the main causes of motorcycle noise in the streets."

Akrapovic, Arrow, Giannelli, Lafranco, LeoVince, MIVV and SC Project.

"Following an informal endorsement by authorities at EU level, the guidelines were supported by government experts at UNECE, the

world forum on vehicle regulations.

"Dissemination activities are now being launched by the motorcycle sector, with the involvement of ACEM member vehicle manufacturers, industry national associations and aftermarket exhaust manufacturers, seeking to raise the awareness of all stakeholders - including type approval authorities, market surveillance authorities and users".

Commenting on the plan, Antonio Perlot, ACEM Secretary General, said: "Approved silencers with too easily removable baffles or dB killers are today still present on the market, which may result in unacceptably high levels of noise on the road.

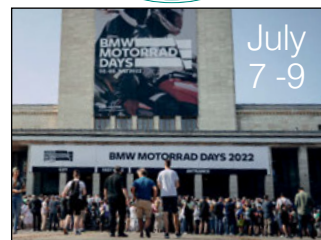
"Putting forward state-of-the-art solutions, the guidelines will help type approval authorities towards a more harmonised assessment of conformity to anti-tampering rules for exhaust silencers. The call is now on all stakeholders to apply them without delay."

www.acem.eu
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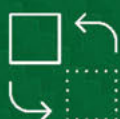
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PRINT BY WARNER'S MIDLANDS
BOURNE, LINCOLNSHIRE, GB

ISSN 1354-4047

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COMMENT - Exhaust anti-tampering regulations4

Generally speaking, Robin Bradley shares the cynicism of many in the motorcycle community when it comes to regulations that shape riding. However, he is also a realist about why regulations have been necessary. While imposition of exhaust anti-tampering measures is not an innately "good thing", he welcomes the news that, if we are to have them, then far better that the industry itself writes them. We will know more later this year, but per this month's Cover Story, it appears that this may well be what is happening with the upcoming exhaust anti-tampering rules.



E-FUEL: EU forced to embrace the blindingly obvious!18

The rhetoric from the European Union over the future of internal combustion engines has started to change - opening the door to a future life for eFuel powered vehicles beyond 2035. The previously blinkered, single-minded focus on battery-electrics is finally being subjected to successful push-back.



PIAGGIO: The records are tumbling32

Despite the economic uncertainties and the other issues that have been impacting motorcycle production and inventory levels in the recent past, it has become almost routine these days to read of CEOs proudly announcing their record results. However, given the travails of the Piaggio Group in the past decade or two, it is especially good news to see the records tumbling at Pontedera.



CAKE: The Bukk starts here20

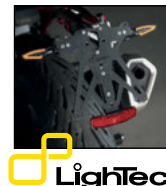
The latest stage in designer Stefan Ytterborn's CAKE electric motorcycle journey sees its latest model Bukk - slated to "prove its chops" as an off-road platform with the CAKE Enduro Factory Team - set to participate in Enduro races with an international debut planned for 2024.



EMX Powertrain: FIM E-Xplorer World Cup18

Dutch former racer Elmar Dohms' Yamaha backed venture into green, clean motocross motorcycle construction has started to come good for him with EMX XF30s taking the win in the first of the FIM's latest championship forays into electric-powered racing.

PROGUIDE EXTRAS - Athena, Oxford, AIROH, Lightech ..38,44,48,50



PROGUIDE38-60



Exhaust anti-tampering regulations

There are several interesting and potentially very important news items that are worth careful consideration in this month's edition of International Dealer News.

However, there are three that I would like to specifically draw your attention to. All three are about issues that have already had an elephantine gestation period, but are now edging slowly forwards.

The news that the Japanese 'Big Four' manufacturers are finding common cause on an issue is to be welcomed. Following the formal involvement of three of them in the Swappable Battery Consortium, it has now been announced that they are to collaborate on research into something that is, admittedly, less likely to yield commercially scalable results anytime soon, and that is the Holy Grail of emissions-free hydrogen power PTW engines. This is definitely "one to follow". A second subject to read as much about as possible, and one very close to my hear, is that of E-fuels - potentially a relatively simple and straight forward pathway to zero emissions transport solutions in terms of the chemistry, and one that has unbelievably positive implications for the ongoing use of existing vehicles and infrastructure.

It isn't the chemistry that is the problem, but the energy required to drive the chemistry. However, with vast swathes of the planet enduring more sunshine than they know what to with, those who presently pump hydrocarbons for us all from underground could make a ferociously profitable long-term living from simply harvesting that which occurs above ground, perpetually, to synthesise 'clean/green' hydrocarbons for the burning thereof.

It is heavily ironic that it was German scientists and the nascent German automotive giants that did much to pioneer the science of 'Synth-Gas', especially in the early 20th century inter-war years, and that now it is that same German automotive powerhouse that has led the pressure that has finally forced the EU to accept that internal combustion engines powered by 'zero emissions' petroleum or other E-fuels will be allowed to have a place in a mixed palette of solutions in the post 2035 energy solutions landscape.

In the short term, however, perhaps the most important news this month surrounds the role that ACEM and IMMA and their members have had in taking ownership of how exhaust noise emissions should be regulated. Working in collaboration with a selection of leading aftermarket exhaust manufacturers (see front cover story), a suite of industry generated, rather than bureaucrat imposed, anti-tampering measures is now headed towards adoption details to follow later this year.

Constantly battling to 'square difficult circles' (*because motorcyclists are citizens too*), ACEM has progressively and successfully been getting out in front of how the noise and other emissions levels of motorcycles are regulated and controlled for more than a decade now. Since the 1990s, maximum permitted noise levels, and how they are to be enforced, have been defined through EU derived European type approval requirements.

As part of the solution to address the issues that this can cause for motorcycle and aftermarket exhaust manufacturers, riders and the dealers they buy from, ACEM appears to have succeeded in squaring one of the most difficult of circles. Namely, how to arrive at a viable approach to regulation that brings the industry along for the ride with a package of measures that actually do what is required by politicians and non-riding consumers, and their anointed bureaucrats, without burning the house down.

The background to the initiative involves knowing, in some detail, about the structure of how the EU arrives at motorcycle exhaust noise (and some other vehicle technical) regulations. For sound level and anti-tampering rules governing motorcycle exhaust silencers, the EU type approval framework Regulation 168/2013 mandates the application of UNECE (United Nations Economic Commission for Europe) Regulations no. 92 (aftermarket silencers) and no. 41 (original motorcycle).

These Regulations were developed and are maintained by the Working Party Noise and Tyres (Groupe Rapporteur Bruit et Pneumatiques - GRBP) under the World Forum for the harmonisation of vehicle regulations (WP.29), operating within the UNECE.

In December 2022, ACEM presented the guidelines to national type approval authorities at a stakeholder meeting organised by the European Commission. Following an informal approval by authorities at EU level, the International

Motorcycle Manufacturers' Association (IMMA) introduced the guidelines in February 2023 at GRBP. The document is expected to be adopted at the next GRBP session in September 2023.

"This initiative has been jointly developed within the motorcycle sector by ACEM, IMMA and the named motorcycle exhaust manufacturers. The ACEM membership includes 18 manufacturing companies - BMW Motorrad, Bombardier Recreational Products (BRP), Ducati Motor Holding, Harley-Davidson, Honda, Kawasaki, KTM, KYMCO, MV Agusta, Peugeot Scooters, Piaggio, Polaris Industries, Qooder, Royal Enfield, Suzuki, Triumph Motorcycles, Yamaha and Zero Motorcycles. ACEM also represents 18 motorcycle industry associations in 17 different European countries".

ACEM notes that about 300,000 jobs depend on the L-category industry in Europe - based on a 2019 study, there are more than 39 million motorcycles and scooters on Europe's roads (the 'Circulating Park'). In recent years, the EU has been mandated to ensure that any proposed new regulations do not adversely affect the motorcycle industry in Europe, and, in fact, to support efforts to promote two wheels as part of the available range of environmentally-friendly transport solutions.

All hail 'Wim the Mighty' - his Imperial Holiness, former EU Rapporteur for Motorcycles, Dutch EPP MEP Wim van de Camp, "*may his lights always shine*"! IMMA, as the voice of the global motorcycle industry, has a membership of

Powered Two- and Three-Wheeler (PTW) manufacturers' associations from Australia, Brazil, Canada, Europe, India, Indonesia, Japan, Malaysia, the Philippines, Taiwan, Thailand, USA and Vietnam.

IMMA "promotes solutions for safe, sustainable, socially responsible and economically viable motorcycling. IMMA advances inclusive policies and engages in the development and progressive harmonisation of vehicle requirements in global forums. IMMA is based in Geneva, Switzerland".

The GRBP (Groupe Rapporteur Bruit et Pneumatiques) is a subsidiary body of the World Forum for Harmonization of Vehicle Regulations (WP.29) that prepares regulatory proposals on vehicle noise and tyres for consideration and adoption by WP.29. Tyre noise was added to the (formerly) GRB brief to create GRBP in 2018. This followed the conversion of the former Working Party on Brakes and Running Gear (GRRF) into a new Working Party on Automated/Autonomous and Connected Vehicles (GRVA), also in 2018.

Confused? It's not surprising. The basic 'need to know' is that these days there are valid and rational technical and engineering, rather than overtly opinion-driven political processes at work in order to arrive at the regulations that shape the motorcycle and dozens, if not hundreds, of other specialty industries in Europe.

To develop those requirements, GRBP conducts research and analysis and convenes twice a year (officially), entrusting informal groups with specific problems that need to be solved urgently, or that require special expertise.

More than 100 experts participate in the sessions of GRBP. The Working Party is open to governmental experts from any member country of the United Nations, and to any regional economic integration organisation set up by member countries of the United Nations, and to experts of governmental organisations. Experts of non-governmental organisations (NGOs) may participate in a consultative capacity. Final decisions are taken by government representatives by vote at the World Forum (WP.29) level. The work of GRBP experts is transparent - all agendas, working documents and reports are openly accessible on the Internet.

The ACEM press release - "Guidelines on anti-tampering rules for motorcycle exhaust silencers" - can be found at the ACEM website, along with the ACEM position paper - "Transport sustainability, sound emissions and noise".

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Robin Bradley
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UK - motorcycles -2.13% YTD to April

The latest available data from the MCIA (the motorcycle industry trade association in the UK) show the poor start to the motorcycle market in the UK continuing, after January had been reported at -7.07% (5,380 units) and February at -4.31% (4,503).

March was up by +6.99% at 16,804 units - however, that was a lower than expected and needed performance for a month that sees an artificial spike in new registrations driven by a new licencing number plate cycle becoming effective in that month each year. The UK 'Plate Change' happens every March and September. It's bonkers!

That was followed by April being -11.96% at 9,356 units to leave the year-to-date at -2.13% (36,044 units - though that is still the third-best January-April market performance for the UK since before 2009.

Given the economic circumstances in the UK, that is probably as good a result as could be expected. The small (and

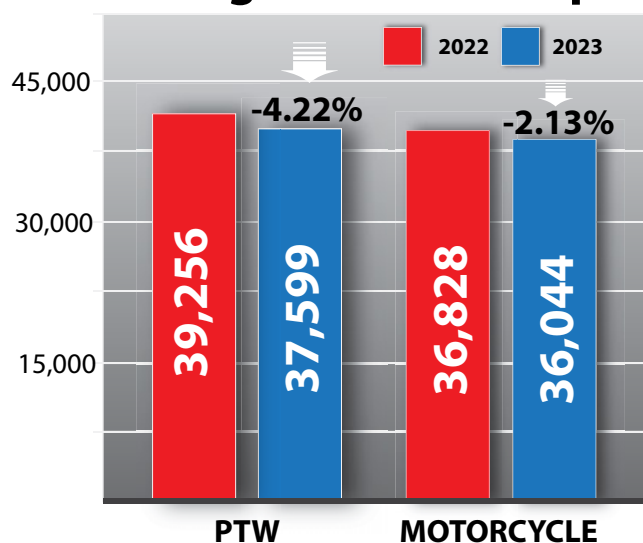
rapidly shrinking) UK moped market was -35.96% (just 1,555 units YTD). Total new PTW registrations in the UK were -4.22% for the YTD at 37,599 units registered so far.

Within that number, 1,076 new electric powertrain units were registered in the UK in the first four months of 2023 (-56.8% down from the 2,489 electric units registered in the first four months of 2022).

Total Scooter sales in UK YTD were 8,847 units (-21.1%). 7,330 ADV models were registered YTD (-3.3%). Brand share leader in April 2023 in the UK was Honda (1,859 units), followed by Yamaha, Triumph, KTM and BMW.

For the record: the UK motorcycle market was +2.01% for the full year 2022 at 108,510 units - the highest since 2016 and second-best since before 2009. However, growth evaporated in the second half of 2022, with five out of the six months negative; two of those months were

UK registrations to April



greater than -11% down, and that negative trend has clearly continued into 2023 so far. Total new PTW

registrations in the UK in 2022 were +1.95% for the full year at 115,633 units.

Germany - motorcycles +14.99% to April

The significant rebound in new motorcycle registrations so far this year in Germany (the German motorcycle market was -7.22% for the 2022 full year) continued through April. The most recent available data from the IVM (the motorcycle trade association in Germany) show March and April up by +11.76% (20,939 units) and +10.42% (14,495 units) for a +14.99% growth YTD at 50,709 units. January and February motorcycle registrations in Germany were +31.26% (4,598 units) and +22.29% (10,677 units) respectively. Despite the continuing economic uncertainties, this has been the strongest first four-month start to the year in Germany since before 2009. Germany fell into technical recession in this past winter with a -0.5% drop in GDP in the final quarter of 2022, followed by a further -0.3% decline in GDP in Q1, 2023.

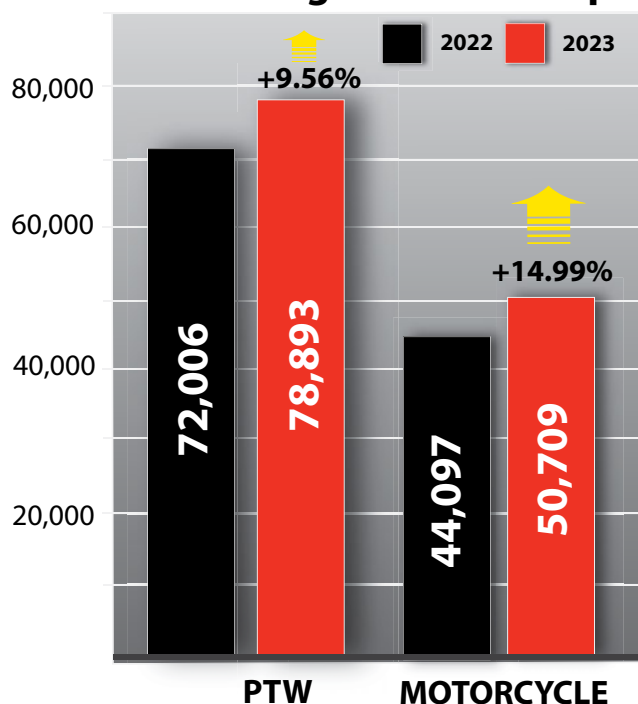
Reflecting continued benefit from licence changes, in total PTW terms, the German market was +9.56% after the first four months (78,893 units YTD, compared to 72,006 in 2022) - also the best start to the year since before 2009.

With no fewer than eight models in the top 20 best sellers, it is no surprise that BMW has maintained its commanding dominance in its home market with 12,165 units sold so far for a 23.99% market share. Honda is second (8,021 units/15.82% share,) with Kawasaki third (5,101 units sold for a 10.06% share), followed by KTM, Yamaha, H-D,

Ducati, Triumph, Suzuki, and Husqvarna in tenth spot.

The BMW R 1250 GS has continued into 2023 as the best-selling model so far this year (3,531 units sold for a 6.96% share), followed by the CB 750 Hornet (Honda has "knocked it out of the park" with the Hornet brand comeback for 2023), the Z 900 and 650 in third and fourth (showing Kawasaki's market resurgence of

German registrations to April



recent years as continuing), with BMW's F 900 R in fifth.

They are followed by the CB 650 R Neo Sports Café in sixth, the MT-07, S1000RR, CBR 650 R and CMX 500 Rebel, to give Honda four models in the top ten in Germany in the first four months of the year so far; BMW three, Kawasaki two and Yamaha one.

In electric (light) motorcycle terms, Zero was the top selling brand YTD, but on

low volumes still (99 units sold - flat on its 2022 YTD sales), followed by Vmoto with 50 units sold (well down on the 138 sold in the year-ago period), KTM (also down), Energica (up) and Tinbot fifth, with eRockit dropping out of the Electric Top Five in Germany. Though road-going electric motorcycles are only part of the EPTW story, they are a bellwether, and with only 443 units registered so far this year in Germany (of all markets), there is clearly still a long way to go if the tsunami of capital being invested in electric PTW brands is ever to show a return.

In this context, the EU's compromise of its 2035 new ICE vehicle ban in the face of the powerful German auto lobby to allow post-2035 registration of vehicles that run exclusively on e-fuels, puts some of the EPTW forecasts being seen used for ambitious stock market flotations put into an even more ambitious context (especially 'looking at you' Harley-Davidson/LiveWire). Vehicles with internal combustion engines can now still be newly registered throughout the EU after 2035, if they fill up exclusively with CO2-neutral fuels. See news story elsewhere in this edition of IDN.

For the record: German motorcycle registrations were -7.22% for the full year in 2022 (107,992 units) thanks to the ongoing beneficial impacts of changes in domestic German licencing; total PTW registrations were essentially flat at +0.69% (201,433 units).

Italy - motorcycle registrations to April +16.44%

According to the latest available data from ANCMA - the motorcycle industry trade association in Italy - the first quarter has started strongly again, with January up by +22.36% (9,482 units), February +7.06% (11,269 units) and March +25.85% (18,225 units).

The growth continued in April (+10.44%/15,335 units) for the strongest fourth month of the year in Italy in at least a decade. The result was that YTD registrations in Italy were running at +16.44% (54,311 units) for the first four months.

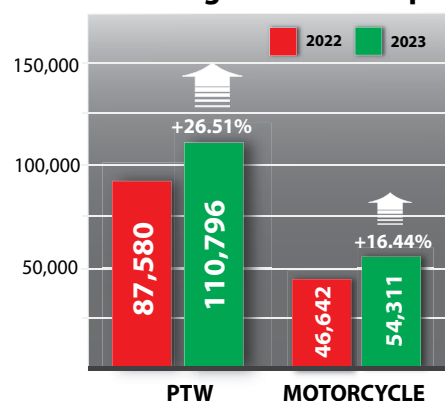
In total, new PTW registrations for the first four months were +26.51% at 110,796 units YTD as the scooter market continued to explode at +37.98% for the first four months (56,485 scooters YTD).

The Honda Africa Twin was the best-selling

motorcycle in 2023 so far (1,923 units), followed by the Benelli TRK 502/X (1,743), BMW R 1200 GS (1,508 units) and Yamaha's Tracer 9 (1,435 units). Honda dominates the scooter market in Italy with all top five of the best sellers. The Honda SH350 was the top selling scooter, followed by the SH 150, the X-ADV 750 (interestingly, with 3,089 units sold), the SH 125 and the ADV 350 in fifth spot (2,614 units). Indeed, the Honda Forza 350 was in seventh spot, behind the KYMCO Agility 125 R16.

For the record: full year new motorcycle registrations were +6.35% in Italy in 2022 at 126,571 units. Total PTW registrations in Italy for the 2022 full year were essentially flat at +0.09% - but the 270,416 total of new model registrations was the best for the Italian market since before

Italian registrations to April



2011; of those, ANCMA classified 143,845 as scooters (-4.84% compared to the full year 2021).

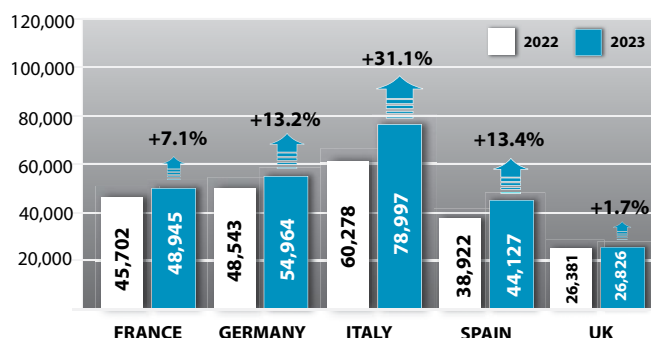
Q1 2023 European registrations - "return to pre-Covid market trends"



The Brussels based European Association of Motorcycle Manufacturers - ACEM - has released new motorcycle registrations data for Europe's 'Big Five' markets (France, Germany, Italy, Spain and the UK), reaching 253,859 units during the first quarter of 2023. This represents an increase of approximately +15.5% compared to the same period in 2022 (219,826 units).

Motorcycle registration volumes significantly increased in Italy (78,997 units, +31.1% year-on-year) and both Spain (44,127 units, +13.4%), and Germany (54,964 units, +13.2%) also showed an upward trend. Volumes grew in France (48,945 units, +7.21%) and the market remained broadly flat in the UK (26,826 units, +1.7%).

In motorcycle registration terms, the 'Big Five' markets routinely



account for around 80% of the European motorcycle sales total. It is, therefore, possible to extrapolate a reasonably reliable 'guesstimate' European total for Q1 (all European markets) of approximately 318,000 to 320,000 units.

Moped registrations reached a total

volume of 43,610 units in the six European moped markets monitored by ACEM (Belgium, France, Germany, Italy, the Netherlands and Spain). This registration volume represents a reduction of -24.5% in comparison to Q1 of 2022 (57,737 units). The decline is widespread in the monitored countries, except in Belgium, where

volumes continued to increase.

Commenting on the current situation of the sector, Antonio Perlot, ACEM Secretary General, said: "The first quarter results of the year must be interpreted cautiously, considering the significance of spring and summer for the European powered two-wheeler market.

"Although there were considerable fluctuations when compared to the same period in 2022, Q1 data confirms a growing trend of users favouring motorcycles and scooters to mopeds. This shift supports both urban and short-range mobility, as well as a sustained interest in leisure riding.

"Thus far, the figures seem to align with long-term, pre-Covid trends. A more definitive outlook for 2023 will emerge as Q2 and Q3 data becomes available."



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Spain - April YTD new motorcycle registrations +12.08%

The latest available data from ANESDOR - the motorcycle industry trade association in Spain - show that motorcycle registrations in the first four months of 2023 were up by 12.08% at 59,111 units.

Registrations were +15.61% (13,171 units) and +0.10% (12,436 units) for January and February, and +21.78% (17,917 units) and +12.35% (15,587 units) for March and April 2023. This was by far the strongest first four-month market performance for new motorcycle registrations in Spain since before 2009.

Moped registrations remain soft in Spain, at -21.89% down YTD (3,782 units). Total new PTW registrations YTD in Spain were +9.22% at 62,893 units.

The top selling motorcycle and scooter brand in Spain YTD was Honda (14,399 units for a 24.4% market share), followed by Yamaha (7,089 units, 12.0% share), KYMCO (4,121

units for a 7.0% share), Piaggio fourth (3,806 units, 6.4% share) and BMW fifth (3,754 units, also a 6.4% share). They were followed by Sym, Kawasaki, Zontes, Peugeot and KTM.

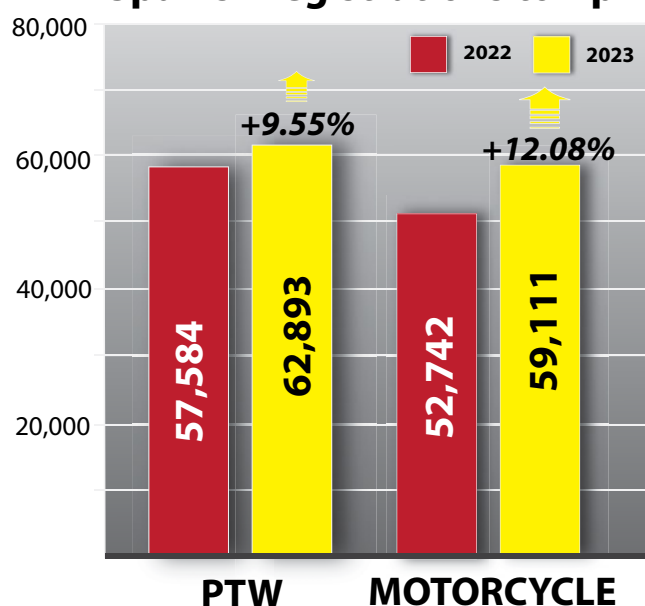
The top selling model in Spain in Q1 was KYMCO's Agility City 125 (2,398 units YTD for a 4.1% market share), followed by Honda's PCX 125 and SH 125, the Sym Symphony 125 fourth, and Honda Forza 125 fifth.

The top selling models over 125 cc were Honda's ADV 350 (1,160 units), the Kawasaki Z 900 (914 units), Yamaha's XTZ/700 Ténéré (710 units YTD), the Honda Forza 350 and KYMCO DTX 350 fifth.

Electric motorcycle registrations in Spain for the first four months of the year were -13.7% compared to the year-ago period (1,111 units), with electric mopeds down -26.9%.

For the record: motorcycle registrations in Spain were +6.30% for the full year in 2022 at 175,525

Spanish registrations to April



units - essentially flat with 2019 as the equal best year for motorcycle registrations in Spain since before 2009. In total PTW terms, 2022 was

+4.54% (191,225 units). Demand for electric powered PTWs was +53.1% for the full year at 10,188 units - which was 5.8% of total PTW sales.

USA - Q1 down by -2.1%

The Irvine, California based Motorcycle Industry Council (MIC) has reported that among leading brands, sales of new motorcycles and scooters decreased -2.1% through the first quarter of 2023 (125,712 units), compared to the same period of the previous year (128,368 units).

ATVs decreased -16.3% among leading brands; the grand total of powersports vehicle sales for Q1, 2023 - as defined by the MIC - was down by -5.8% at 164,199 units for the first three months of 2023, compared to 174,327 units for the year-ago quarter.

Two motorcycle segments did see Q1

increases. The Adventure Tourer (aka 'Dual Sport') segment continued its growth trend and was up by +7.9% (18,703 units), with Off-Highway motorcycles up by +6.5% (38,561 units). Total On-Highway motorcycles were -7.4% at 64,940 units.

Recognising the tremendous growth of the ADV market segment, the MIC Research and Statistics Department has added a new category to the MIC Retail Sales Report for the first time in decades. The latest report has divided the Adventure and Dual Sport categories as specific types, underneath the general 'Dual' heading*.

Motorcycles and scooters accounted for 76.6% of total new unit sales through Q1, and ATVs represented 23.4%. Scooters were -24.7% for the quarter at 3,508 units. *The MIC is defining 'Dual Sport' models as motorcycles certified by their manufacturers to be in compliance with Federal Motor Vehicle Safety Standards, designed primarily for off-highway recreational use with the capability for legal use on public roads. The association is defining Adventure models as motorcycles designed primarily for on-highway use and capable of light duty off-highway riding. These machines incorporate

features such as small windscreens, long-travel suspension, engine guards, and are generally designed with either a rally-style front fender or a high front fender design.

For the record: Total new powersports vehicle registrations in USA for 2022 were 733,537 units (-6.2% from 781,806 units in 2021). ATV units were -12.7% at 186,321. Total motorcycle registrations were -3.5% at 537,216 units for the year, of which On-Highway were -5.4% (297,174 units); Off-Highway were -5.0% (145,218); 'Dual' were +9.0% (72,643 units) and Scooters were -4.3% (22,181 units).

Quarterly Retail Sales Flash Report - March 2023

Vehicle Type	General Type	Month				Year to Date			
		2023 Current	2022 Prior	Unit Change	% Change	2023 Current	2022 Prior	Unit Change	% Change
Motorcycle	SCOOTER	1,501	2,622	-1,121	-42.80%	3,508	4,656	-1,148	-24.70%
Motorcycle	ON-HWY	29,727	36,937	-7,210	-19.50%	64,940	70,155	-5,215	-7.40%
Motorcycle	DUAL	8,760	8,300	460	5.50%	18,703	17,333	1,370	7.90%
Motorcycle	OFF-HWY	16,999	15,648	1,351	8.60%	38,561	36,224	2,337	6.50%
Motorcycle	TOTAL	56,987	63,507	-6,520	-10.30%	125,712	128,368	-2,656	-2.10%
ATV	ATV	16,236	19,380	-3,144	-16.20%	38,487	45,959	-7,472	-16.30%
GRAND	TOTAL	73,223	82,887	-9,664	-11.70%	164,199	174,327	-10,128	-5.80%

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BIZ BRIEFS



BMW Motorrad posted a new all-time high in Q1 of its centenary year, delivering a total of 47,935 motorcycles and scooters - more vehicles in a first quarter than ever before (2022: 47,403 units; +1.1%). Revenues climbed to €933m (2022: €799m/+16.8%). Segment EBIT was up 42.6% to €154m (2022: €108m) and the EBIT margin increased to 16.5% (2022: 13.5%/+3%-points). In other news, the board of BMW AG has approved a further share buy-back programme in a volume of up to €2bn, which is scheduled to start upon conclusion of the first buy-back programme. The latter was started in July 2022 and is expected to be completed in mid-2023. An authorisation to repurchase up to 10% of the share capital within five years was granted by the Annual General Meeting of BMW AG in May 2022.

DUCATI

Following a record year in 2022, Ducati started 2023 with a new record for Q1 deliveries of 14,725 total units delivered. Of its major markets, Italy was +7.0% (2,717 units), USA (1,677) and Germany +21.0% (1,666). Multistrada V4 popularity keeps growing (2,668 units sold in Q1); the company sold 2,005 'Monsters', with DesertX becoming the third most popular model in the range (1,442 units sold). Ducati says it is now selling in 90 countries with more than 800 dealers worldwide, with 55 more slated to open in 2023, including the first Audi Ducati Retail integration dealership for Switzerland that opened in Volketswil (Zurich) in March.

Ducati and its employees have come out in support of its home region, Emilia-Romagna, the region hardest hit by the recent floods in Italy. The company will make a donation of €200,000 to the Protezione Civile of Emilia-Romagna to support the people and communities affected. The Trade Union representatives at Ducati, together with employees, are also taking action for a fundraising, whose proceeds will be doubled by the company.

BMW 21st Motorrad Days and Pure&Crafted Berlin, July 7 - 9, 2023

The 21st edition of the BMW Motorrad Days in Berlin from 7 to 9 July 2023 will celebrate "100 years of BMW Motorrad".

"The fans of music, motorcycle culture, skateboarding, BMX and art will also get their money's worth - at the Pure&Crafted Festival. At the festival, which was launched in Berlin in 2015 and initiated by BMW Motorrad, fans can once again experience the special mix of handcrafted music, motorcycle culture and new-heritage lifestyle on 7 and 8 July 2023."

While the last two Pure&Crafted festivals took place in the Sommergarten at the Messe Berlin



trade fair site, the cult event has now found "a perfectly tailored home in urban Friedrichshain-Kreuzberg with the Napoleon Komplex. Visitors can immerse themselves in the unique

Pure&Crafted world on a warehouse site with typical retro industrial charm."

Among others, Hookie Co. from Dresden will be there to design this year's Pure&Crafted custom bike. For the first time, electric mobility will also play a central role this year, as Pure&Crafted consistently builds bridges from heritage to mobility concepts of the future.

The same weekend sees BMW celebrate the 21st BMW Motorrad Days - the event that BMW continues to reimagine in Berlin, co-located with Pure&Crafted, after 18 years at Garmisch-Partenkirchen in southern Germany.

www.bmw-motorrad.com

WSX 2023 six-event schedule

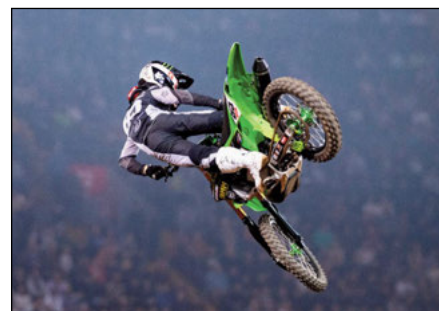
2023 WORLD SUPERCROSS CHAMPIONSHIP CALENDAR

British GP	Villa Park, Birmingham, 1 July
French GP	Groupama Stadium Lyon-Décines, 22 July
Asian GP	Singapore, 30 Sept
German GP	Merkur Spiel Arena, Düsseldorf, 14 Oct
Canadian GP	Vancouver, BC, 28 Oct
Australian GP	Marvel Stadium, Melbourne, 24-25 Nov

are clear - to elevate Supercross to a global audience through a truly international calendar of events; to visit diverse destinations that have well-established and passionate fan bases, and to visit new regions where Supercross can grow and flourish.

"We believe the 2023 schedule delivers on these promises, yet it's only the tip of the spear. We have so much more room for growth in regions across the globe that are hungry to witness this incredible spectacle first hand. We are only scratching the surface of our long-term plan for WSX."

www.wsxchampionship.com





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BIZ BRIEFS



Honda's Q4 and full year 22/23 financial results (the 12 months to March 31, 2023) put motorcycle segment revenue at +33.00% (approx. €20bn). Worldwide PTW unit shipments of Honda badged machines from its wholly owned and JV/subsidiary factory network were up over +10% at over 18m. Sales in Asian markets were up by 10.4% (16.1m units), Indonesia was +15.7% (approx. 4.5m units); India was +16% (some 2.4m units). European sales were +9.5% (347,000 units) and North America was +5% (459,000 units). Sales in Japan were essentially flat year-on-year at some 246,000 units. Operating profit from Honda's motorcycle business segment was up by +56.9% at around €3.35bn, with operating margin of some 16.8% (14.3% in 21/22). For 23/24 Honda is forecasting growth of around 25% for European unit sales to over 430,000.

South Korean steel maker Posco Holdings and Honda have announced that they are "exploring a comprehensive partnership toward the realisation of carbon neutrality". They will collaborate on areas such as batteries (procurement of key battery materials such as cathodes/anodes); recycling (expanded use of recycled materials to establish a closed-loop recycling system); automotive steel sheet (ultra-high tensile steel sheet for lighter vehicles and lower manufacturing emissions) and electric steel sheet (for the mass production of drive motors for the e-Axle, electric axle drive).

Kawasaki

Kawasaki's Q4 and full year 22/23 financial results (the 12 months to March 31, 2023) put motorcycle segment revenue at +32% (approx. €4bn) with worldwide unit shipments +13% (555,000 units) within which 'developed market' shipments were +13.9% (237,000 units). The United States saw a 38.4% increase in unit shipments at around 119,000 units, but Europe was down by -5.5% at 67,000 units. Sales in Japan and Australia were also down. Units in 'emerging markets' were up by 12.4% (318,000). The Philippines were up (+29.8%/209,000 units), Indonesia was down (-4.4%/43,000 units); China was down (-18.9%/30,000). Powersports segment operating profit was +90.7% (€490m). ATV/UTV and PWC unit shipments were +7.4% (87,000 units). For its 23/24 year Kawasaki forecasts 7% less inventory for its 'developed markets'.

Landport chosen as European Master Distributor for powerful USA made Braille XCEL-Lite lithium batteries



Dutch distributor Landport Batteries has been appointed as the European Master Distributor for the new American designed and manufactured XCEL-Lite range of lithium-ion starter batteries for motorsport applications from Braille Battery, Inc. of Florida.

"Boasting over two decades of experience, Braille is a globally recognised market leader in delivering the best starting solutions for all facets of the motorsport and tuning industries. With championship wins in F1, Nascar, IndyCar, Le Mans, DTM, World Rallycross and WRC, Braille has a proud history of being the preferred battery supplier to high profile race car manufacturers globally.

"The company name, Braille, reflects the concept that the advantages of weight reduction in racing are sometimes only felt, not seen. The 'New' XCEL-Lite range for Europe offers a wide range of capacities and options for all motorsport and tuning starter requirements". Braille Global Sales Director Oliver Fall told IDN: "I am delighted with the appointment of Landport B.V. as our distribution partner for Europe. Part of the Louwman Group, Landport is the ideal fit for Braille Battery, having thirty years of experience in being the customers' choice of battery in many market sectors in Europe.

"At Braille Battery, we are very proud of our championship-winning pedigree and pride ourselves in being the preferred battery supplier to high profile race car manufacturers globally."

For Landport Batteries, Commercial Director Tim de Zwart added: "We too are proud to have been selected for this exclusive co-operation for Europe in this high-end market with Braille Battery.

"Proven to be the best manufacturer for lithium starter batteries in the motorsport and tuning markets, it proves that Landport is a real battery specialist, covering all different markets. Together we're sure we will make this agreement a big success!" With a capacity range of 10Ah - 50Ah (12V) and various case size options, the XCEL-Lite range is "engineered to meet the requirements of high compression and highly tuned engines," says Tim. "The Braille XCEL-Lite range is a unique and uniquely



powerful series of high-performance lithium-ion starter batteries that are designed specifically to provide enormous cranking amps while still remaining ultra-lightweight."

"These batteries deliver exceptional starting capacity and provide tremendous weight savings over traditional lead-acid battery technologies," says Oliver Fall. "In fact, they last up to 3-5 times longer than lead-acid batteries (AGM), making them a smart investment for any racing team or high-performance enthusiast - with all the benefits of their lighter weight."

The XCEL-Lite range is designed to fit original equipment replacement sizing, ensuring a hassle-free installation process. They are also engineered to provide excellent

resistance to shock and vibration, ensuring reliable performance in even the most demanding conditions.

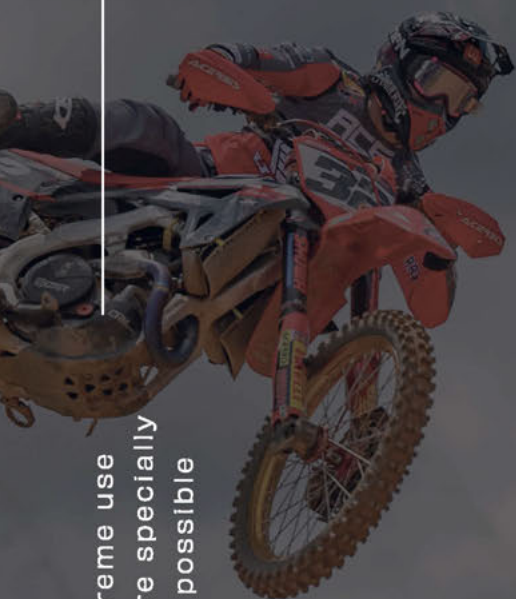
"Braille takes great pride in its handcrafted manufacturing process, which takes place in the USA. This allows it to maintain the highest levels of quality control and ensures that every battery it produces meets its rigorous standards."

Oliver added that "in addition to their impressive performance capabilities, the XCEL-Lite range also features low self-discharge rates, making them an excellent choice for out-of-season storage. This allows users to store their battery for extended periods of time without worrying about it losing its charge."

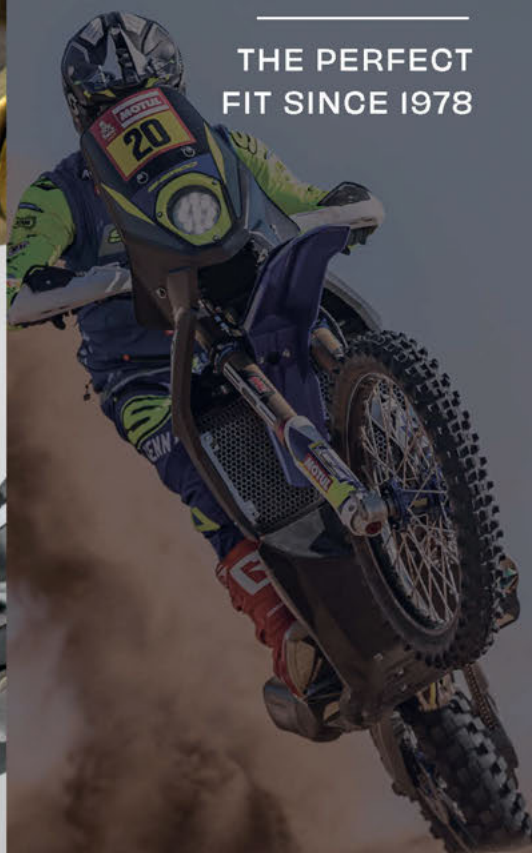
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BIZ BRIEFS



For its Q4 and full year 22/23 financial results (the 12 months to March 31, 2023), Suzuki is reporting global sales of 1.859m units, which is +13.4% (+220,000 YoY). Sales in Europe were 31,000 units (+9.1%/+3,000 units YoY); North America was +11.5% (+3,000 units YoY at 32,000); Japan down by -14.6% (-8,000 units YoY at 46,000), with Asia +15.4% (+204,000 units YoY at 1.528m). India is its largest Asian market by far, at 740,000 units (+21.4%), followed by China at 430,000 units (+6.8%) and Philippines at 197,000 units (22.5%). Latin America was worth 198,000 units for Suzuki in 22/23 (+17.5%). Total Suzuki production (domestic and all international facilities, including JVs and 3PP) was 1.914m units (+7.3%/130,000 units). Total sales revenue from consolidated net sales (all factories) was 333.3bn yen, which was +31.4% YoY, with Europe +33.1% at 39.2bn yen.



For Q1 of its 2023 financial year (January to December) - Yamaha is the only one of the Japanese manufacturers to run an annual calendar financial year - Yamaha states that "demand for motorcycles is strong" with unit sales in all major markets increasing - despite continuing shortage of inventory in the Premium Scooters segment - one where Yamaha is particularly strong. Total global unit sales for Q1 were +112% at 1.274m units for 347.9bn yen. Sales in Europe were +107% for Q1 YoY at 55,000 units and 52.7bn yen (+130%). Sales in North America were +191% (26,000 units); Japan was +90% (21,000 units); Asia was +114% (1.028bn units). Total 'developed market' unit sales (Europe, USA and Japan) were +113% for Q1, with overall inventory as at March 31st described as being lower than optimum levels to meet demand.

In Japan, Yamaha Motor and its wholly owned subsidiary Yamaha Motor Powered Products Co., Ltd. (YMPC) has announced plans for a "partial transfer" of its power products business (multi-purpose engines, generators and snow blowers) to Earth Power Products Co., Ltd. (EPP) - wholly owned subsidiary of Japanese auto parts maker Meiko Seiki Co., Ltd.

"Simplicity is the key to brilliance"

Founded in Sweden in 2019, electric motorcycle manufacturer RGNT Motorcycles has won admirers for its straightforward, 'classic' naked-style street bike designs.

Recent news is of a collaboration with German custom bike builders Crooked Motorcycles. The result of this cross-pollination is the Crooked E-Type seen here - a stylish, minimalistic and 100% electric custom motorcycle.

The E-Type made its debut at the Bike Shed London show at the end of May and is now ready for serial production in the Crooked workshop near Munich. Dominikus Braun, CEO and founder of Crooked Motorcycles, said: "We had been debating doing an EV project for a while, but we wanted to collaborate with a high-quality partner, who shared our vision on custom style and design. As soon as we ran into RGNT at INTERMOT last October, we fell for the classic look and simple design of its bikes. After some talks with its team, we quickly decided we would partner with them for our first EV project."

The donor bike was a RGNT No. 1

Scrambler SE.

Following the design principle of its successful Crooked XS400 series - "Simplicity is the key to brilliance" - the biggest challenge for the builders was to reduce or stow away the large electrical modules in the triangle frame, so the frame looks open and the bike loses weight optically.

"Another challenge was to reduce the size of the very large original dashboard. To reach these goals, we've redesigned the subframe in CAD to make duplication easier. We placed the converter unit inside the seat and then CAD-designed a cable duct inside the frame triangle to protect all cables in the best possible way.

"We raised the rear by 3 cm and reinforced the chassis with new, more progressive YSS springs, covered with 3D-printed fork covers. Blacked out rims with Continental TKC 80 tyres, a



minimalistic Bates-style LED headlight with Motogadget blaze turn signals and a new LED brake/rear light from Supernova made the build complete." Gideon Schipaanboord, Head of Marketing at RGNT, said: "We think Dominikus and the team at Crooked have done an outstanding job. Building your first electric custom in a tight, six-week timeframe is very challenging, but they worked day and night to get it done. We were delighted to show the Crooked E-Type at the Bike Shed London show to mark UK availability of our standard models this year."

www.rgnt-motorcycles.com

BRP European Design Centre

BRP Inc. (Bombardier Recreational Products, Canada - owner of Rotax and Can-Am among other enterprises) has inaugurated its first European Design and Innovation Centre, located in Sophia Antipolis in the south of France. "This new Centre reasserts the central role that BRP assigns to design and innovation as a growth driver. This installation in Sophia Antipolis demonstrates BRP's desire to immerse itself even more in European trends and to continue to offer products that meet the current and future needs of its customers and the communities in which it operates".

The Centre, which will carry out advanced concept studies on sustainable urban mobility, will play a leading role in BRP's global electrification strategy. Acting on its CSR25 programme, the company committed to a technological transition. It aims to offer electric models in each of its existing product lines and to have 50% of its units sold to be electric by 2035.

"Design and innovation are at the heart of our strategy and of our values. We will never stop pushing boundaries in order to offer consumers products that make their daily travels easier and allow them to explore new



playgrounds," said José Boisjoli, President and Chief Executive Officer of BRP.

Nestled between sea and mountains in the heart of a region recognised as a hub for green technology research, "the Centre will enable BRP to continue attracting the best design talent in the world to its creative teams". BRP's design and innovation team is composed of more than 130 experts from 19 different countries.

"We can transform industry paradigms thanks to the creativity generated by sharing ideas and the plurality of perspectives within our team. The arrival of new colleagues, who will be rooted in the European ecosystem, will

only stimulate our exchanges so that we put all the power of design at the service of our consumers and communities on both sides of the Atlantic," said Denys Lapointe, Chief Design Officer at BRP.

Nicolas Deluy, with his bicontinental expertise, has been leading the Centre's team since December 2022, which is made up of about 15 experts, including industrial designers, colours, materials and finish specialists, as well as a clay modeller, from various countries. In addition to its work on advanced concepts related to sustainable mobility, the team will provide design services to internal BRP partners in Europe and Scandinavia.

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NEWS BRIEFS

Alvaro Bautista's hat-trick at Assen's "Cathedral of Speed" in April earned Ducati its 400th victory in the WSBK World Championship. That is more than double that of the second-placed manufacturer in this classification - "an extraordinary result that is added to the more than one thousand podiums taken by Ducati riders in a competition in which Ducati has been an 'ever-present' since the debut of the series in 1988, taking 15 Riders' World Titles and the 18 Manufacturers' World Titles in that time.

Verge Motorcycles, the electric superbike pioneer, has formed an Advisory Board comprising top industry leaders to support its plans for global conquest. "The esteemed experts provide motor sports and technology know-how that will be vital for the company's international expansion. Verge is already enjoying strong growth, and the company is now recruiting top talent for its new Innovation Office in London". New advisors so far include Mark Wilson, former CFO of Aston Martin Lagonda PLC and McLaren Automotive, and F1 legend Mika Häkkinen. Verge is recruiting for its Innovation Offices in Tallinn, San Francisco and London.

Over 15,000 Ducati enthusiasts are said to have gathered at their local dealerships around the world for the second iteration of the Ducati '#WeRideAsOne' on Saturday 6 May, with 334 Ducati dealers and 159 international Ducati Official Clubs participating on all five continents. As a result of the success, Ducati says it will now make the event a fixed annual calendar feature to take place on the first Saturday of May.

Yamaha has established a U.S. based Yamaha Motor Exploratory Fund, L.P. II, a company-financed ten-year fund with a total investment of \$100m for exploring technologies and opportunities aimed at new business domain expansion and securing competitive advantages (PSB/Visor Down). This is the second such fund in the past five years that Yamaha has invested in. The search for companies to invest in will be carried out by Yamaha Motor Ventures (YMV) - Yamaha's corporate venture capital arm.

Honda finally enters the electric arena

By Ben Purvis

For decades, Honda has been arguably the most powerful company in motorcycling - leading the way on technology and providing the broadest range of models across a wider market than any of its rivals - but it has been notably slow in adopting electric power, particularly in Europe. The new EM1 e: makes a tentative step into the European EV arena and might be more important than its specifications suggest.

On paper, the EM1 e: won't strike fear into the established electric scooter brands. It's derived from an existing electric scooter built by **Wuyang-Honda** in China, the U-Go, but with different electronics and, most importantly, the Honda Mobile Power Pack e: battery instead of the U-Go's more generic pack.

The Mobile Power Pack e: (the "e:" element is a running theme in Honda's EV line) is a standardised, **swappable** battery that's intended to be used across a wide range of Honda products in the future, from lawnmowers to motorcycles. The idea is to back it up with an infrastructure of battery-swap stations - already being sold to private companies in some countries - rather like the system used in Taiwan by **Gogoro**, which now dominates the scooter market there as a result of the convenience of readily available swappable batteries.

The Mobile Power Pack e: is a 50.3V, 29.4 Ah battery, and the EM1 e: carries just one of them. Future electric Honda scooters and even motorcycles are likely to use multiple Mobile Power Pack e: batteries to get more range and performance while remaining compatible with the battery-swap infrastructure.

Complying with the 'AM' moped licence class in Europe, the EM1 e: has a top speed of 45 km/h (28 mph) and weighs 95 kg, including the 10.3 kg

battery. That puts it head-to-head with **Yamaha's** new NEOs, although the Yamaha has more power and torque than the Honda.

The bare figures show the EM1 e: manages a peak of 2.3 hp (1.7 kW) and 66 lb-ft (90 Nm), but its

'EM1 e: is Honda's first European-market electric bike'

continuous power rating - considered to be the level that can be maintained constantly for at least 30 minutes - is only 0.8 hp (0.58 kW). In 'ECON' mode, which you need to use to

km (25.7 miles) in normal mode and 48 km (29.8 miles) in ECON mode. However, WMTC test conditions bring out the worst in the bike, with just 30 km (18.6 miles) between charges or battery swaps. Not big numbers, but for inner-city use potentially enough to keep a typical rider going, with overnight charges on the supplied home charger. The removable battery means it can be brought indoors to top-up, so the bike doesn't need to be parked at a charge point.

Overnight is key, as charging isn't fast. A complete 0-100% refill takes six hours, with a more typical 25%-75% part-charge taking 2.7 hours.

On the plus side, Honda claims the Mobile Power Pack e: is good for 2,500 charges before it deteriorates, which equates to around 100,000 km



maximise range, peak power drops to 1.15 hp (0.86 kW).

Range is the other key figure, and the EM1 e: is claimed to be good for 41.3

(60,000 miles) of use in the EM1 e:. The running gear includes basic 31 mm forks and twin rear shocks, while braking comes from a single front disc and rear drum. There's a combined braking system, but no ABS, and no regenerative charging for the battery during deceleration.

Rather than selling the EM1 e:, Honda plans to lease the bike, battery and charger to European customers, starting in September 2023. Prices have yet to be established, but the leasing model means that customers aren't taking as big a gamble on the bike as they would if asked to purchase outright. It also means Honda retains overall control of the bikes and will be able to withdraw them from use or upgrade them as required as it finds its feet in the electric motorcycle market.

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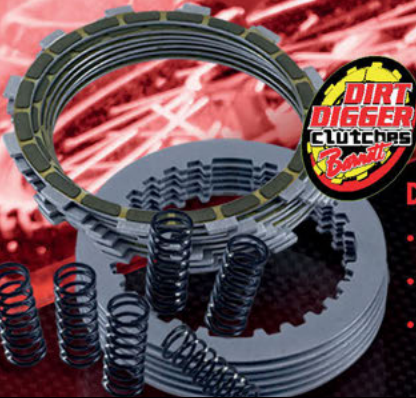
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EMX Powertrain writes history in FIM E-Xplorer World Cup

Dutch manufacturer EMX has taken the victory in the first ever FIM E-Xplorer World Cup race in Barcelona - Sandra Gomez and Jorge Zaragoza making history for MIE Racing Electric team, who are participating in the first season of the FIM E-Xplorer World Cup with electric motocross bikes from the Dutch manufacturer EMX Powertrain. The launch of the FIM E-Xplorer World Cup has created a new class in which electric all-terrain motorcycles compete against each other in a championship format. The World Cup consists of five events, run on different terrains.

Consisting of eight teams, each with one female and one male rider, the five races are designed to show what electric all-terrain motorcycles are capable of. During the season, the championship visits Spain, Switzerland, France, the United States and Asia.

The championship races will be run on

a variety of surfaces, making it clear from race to race which electric all-terrain bike platform and concept has the advantage in a range of conditions and on a range of surfaces and terrain. In addition to the Japanese MIE Racing Electric team that triumphed in Barcelona, Australia's FLAIR Riders team is also using the EMX XF30. Each team is supported by EMX Powertrain



engineers throughout the season.

Founded by motocross enthusiast and former racer Elmar Dohms, participation in the FIM E-Xplorer World Cup is in line with EMX Powertrain's goal of developing new technologies for future products. "The championship contributes to the ambition to take emission-free racing to the next level while focusing on diversity and equality," says Elmar.

"It is also a platform that showcases the potential of electric racing, and the quality of the competing motorcycles. At EMX Powertrain we have been working on the development of our all-electric motocross bike since 2018. "Thanks to a collaboration with the Dutch motorcycle association KNMV, ELEO Technologies and Yamaha Motor Europe, we have created a bike that combines the proven chassis of the Yamaha YZF with a high-performance electric powertrain."

"The EMX XF30 delivers 40 hp and an



impressive 720 Nm of torque thanks to the use of a 4,500 WH battery. The combination of the proven chassis with the EMX Powertrain developed drivetrain and associated battery management system has created a perfect balance.

"As a result, the EMX XF30 is an electric dirt bike in which the characteristics of a conventional dirt bike are retained, combined with a powerful yet silent electric powertrain."

www.emx-powertrain.com

EU boost for eFuel

The rhetoric from the European Union over the future of internal combustion engines has started to change - opening the door to a future of eFuel-powered vehicles where previously there's been a single-minded focus on battery-electric vehicles.

Although the EU has yet to legislate on a date for the end of ICE-powered motorcycle sales, there are rules in place that will see all carbon-emitting new cars removed from sale by 2035. Previously, these rules have been

'the combustion engine could get a stay of execution'

interpreted to include a ban on eFuel vehicles, which use so-called 'drop-in' liquid hydrocarbon fuels to replace petrol or diesel.

These fuels can be created from carbon dioxide harvested from the atmosphere and combined with 'green' hydrogen, so they remove as much greenhouse gas from the atmosphere during their manufacture as they later emit when burnt. The result is that while an eFuel-powered ICE vehicle still emits carbon dioxide, its net impact on global warming is zero.

It's already a route that's interesting the motorcycle industry, with MotoGP due to adopt a 40% eFuel mix next year and shift to 100% eFuel by 2027, with F1 moving to eFuel in 2026. The aviation industry is also a driving force behind the technology: it's not viable to create intercontinental airliners using zero-emissions electric or hydrogen fuel in the immediate future, and the power-to-weight and power-to-volume issues of those technologies are still seemingly insurmountable problems. Meanwhile, eFuel arguably allows a switch to carbon-neutrality without changing the underlying technologies of combustion engines and jets, whether they're for road transport, shipping or aviation.

There are still stumbling blocks, of course. Technologies to make large volumes of eFuel are still in the prototype stage, although there's a pilot plant in Chile, created by **Porsche** and **Siemens Energy**, that's pumping out 130,000 litres per year and intends to ramp up to 550 million litres per year by the end of the decade. The electrolysis to derive hydrogen from water to create eFuel is relatively energy-intensive, but provided the plants use abundant solar, wave or wind power to achieve it, there's no environmental impact. Germany's government, a coalition of



Greens, Social Democrats and the business-oriented Free Democratic Party, has been pushing for the EU to allow eFuel-powered combustion engines even after the planned 2035 cut-off for carbon-emitting vehicles.

'drop-in liquid hydrocarbon fuels'

The country's automotive industry is a clear reason for such interest, but it's a technology that could prove essential for motorcycling.

Unlike cars, where there's abundant room for batteries and a few hundred kilos of extra weight goes almost unnoticed, motorcycles have no such luxury, and the challenge of building an electric bike that can match current

expectations from combustion engine models in terms of performance, range, weight, handling and cost has so far proved impossible to meet.

Finally, eFuels offer the tempting prospect that they could allow not only future vehicles to be environmentally friendly, but also allow existing combustion-engine machines to become carbon-neutral. If the fuels are brewed as exact drop-in replacements for petrol, they could allow the existing fleet to go green without the huge investment - both financial and environmental in terms of raw materials - needed for a wholesale shift to electric vehicles.

Plus, the economic, social and environmental advantages of not having to completely overhaul established infrastructure is an often overlooked but huge additional benefit.

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NEWS BRIEFS

MotoAmerica has announced that it will again qualify riders for the 2023 FIM MiniGP World Series through the Mission Mini Cup by Motul Series, but this year will do so in two of the Ohvale-spec classes. Last year, two riders qualified for the World Series in the 160 class, and this year the series will also host qualifying races for the 190 class. There will be five rounds in total.

Brembo has announced record results for FY2022 with revenues at €3,629m, up +30.7% over 2021, with net profit €292.8m (+35.9%). Its net financial position improved by €128.6m. EBITDA was €625.2m (EBITDA margin: 17.2%); EBIT was €382.8m (EBIT margin: 10.5%).

Nolan Helmets has appointed Enrico Pellegrino as CEO and General Manager at the Bergamo-based helmet brand. Before joining Nolan in January 2023, he held senior positions at Ford, Ducati, Yamaha, Peugeot Motorcycles and, most recently, at MV Agusta. Nolan, together with Shark, Troy Lee Designs, Segura Bering, Cairn Sport and Casco is part of the 2Ride Group. Nolan began manufacturing and selling motorcycle helmets in 1972.

Founded by Charles Wakefield in 1899, the Castrol brand is recognisable the world over and is one of the motorcycle industry's oldest and most revered of brand properties - iconic, evocative and still sought after as a badge of honour. Bought in 2002 (as part of Burmah Castrol) by BP (formerly British Petroleum) - itself a storied British brand - it is always a brave brand owner and manager who would seek to redirect such a brand's visuals. But that is what BP has done with Castrol this year - with an "updated look and feel to reflect changing customer needs". Related changes include the introduction of 'Castrol ON' - a range of "advanced fluids and lubricants for electric vehicles" and a \$60m investment in a new EV battery test centre and analysis laboratory in the UK. Look for the new brand identity to be phased in across all Castrol European offices between now and 2024.

Galfer 2023 - "Find Your Flow"

Barcelona based brakes specialist Galfer has unveiled a new promotional platform for 2023 as it continues to capitalise on its recent 70th anniversary and huge international growth in both the motorcycle and bicycle brakes market.

Their new "Find Your Flow" advertising campaign "celebrates fun and adrenaline on two wheels, guaranteeing its continued contribution in terms of speed and safety in the search for "flow".

Galfer Marketing Manager Dario Ortiz told International Dealer News that "the "Find your Flow" concept is a way of life for those who like to participate in the world of two wheels, inspired by the adrenaline rush of speed, but with the control provided by high-quality,

reliable brakes.

"For this, it is very important to use a top brand with a proven track record, and to avoid skimping on price with low-quality products that could put a rider's safety at risk. The campaign is aimed at both amateurs looking for fun and personal satisfaction, as well as professional riders looking to push the limits in every corner to try and set the fastest possible time."

The "Find Your Flow" 2023 campaign from Galfer will be implemented throughout the year using various marketing tools, including the launch of a new collection of merchandise in the adrenaline-fuelled style of the campaign.

There will also be different advertising initiatives in the major international



motorbike and bike media, as well as on social networks (@galfermoto and @galferbike), including contests and activities in collaboration with Galfer riders in constant search of their FLOW with GALFER.

The Bukk starts here

CAKE, the Swedish maker of premium lightweight, electric motorcycles, has announced the birth of the CAKE Enduro Factory Team and welcomed its first two riders, Swedes Emelie Dahl and Robert Kvarnström as the start of what will be an expanding international team.

The CAKE Enduro Team is set to participate in a few enduro races in 2023 on the recently launched Bukk, building a solid infrastructure for a full-force international debut in Spring 2024 - when enduro and off-road races are planned across Europe and USA.

"It feels amazing to finally start racing for CAKE. After the first Bukk test days, Emelie and I are confident, and our sole ambition is to simply win the races we're participating in," says Robert Kvarnström, CAKE Enduro team leader. "Previous Kalk races have been met with different emotions from other race participants, and to continue racing for real is equally exciting and important to be able to influence a large portion of the moto community.



"People need to understand that motor power does not necessarily equate to fast lap times and this will become evident."

Kvarnström emphasizes the importance of electric, lightweight, and nimble motorcycles with powerful acceleration as key elements shaping the future of the sport. "This will be an eye-opener for many, including myself. We are faster on these machines in several formats and conditions, and it

creates many new racing opportunities."

Stefan Ytterborn, CEO & Founder of CAKE added that "with the mission to accelerate towards a zero-emission society, combining excitement with responsibility, the racing scene has huge potential. This initiative is crucial to have the ability to beat traditional motorcycles on their home-turf, become a clear start-point for consumers to look at, consider and eventually getting their first electric racing machine."

The CAKE Factory Team will race the Bukk Power Light. Bukk is the newest addition to the CAKE line-up and developed to be the lightest competitive enduro bike on the market. For more information about the CAKE Enduro Team and its upcoming races, visit:

www.ridecake.com/zero-emission-racing



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NEWS BRIEFS

After over 17 years at Motorex in Switzerland (Bucher AG), Ronald Kabella is moving to Australia to work for its long-time sales partner A1 Accessory Imports "as part of his life plans". His successor, Andreas Vetter, will take over the role of Head of the powersports business unit on 1 May, 2023. In the USA, Motorex recently acquired Connecticut based brand Spectro Oils.

Yamaha's TY-E 2.0 electric trials bike and NEO's electric scooter (with removable battery) were awarded the globally prestigious Red Dot Award: Product Design 2023. This marks the 12th consecutive year Yamaha Motor has won a Red Dot Award for its products since 2012.

Formerly known as the FIM Enel MotoE World Cup when Energica was manufacturer of the spec bikes, the 2023 series sees Ducati making its debut as the bike manufacturer for a series that now has World Championship status.

New and existing KTM street model owners in the UK and Republic of Ireland are now offered a new Lifetime Mobility Scheme, free of charge. New KTM street model owners already benefit from a 24-month manufacturer's warranty, which is accompanied by one year of European-wide Lifetime Mobility Service free of charge. The new KTM Lifetime Mobility Service scheme means that each time the machine is serviced at an authorised KTM dealer, the Mobility Service is automatically extended for up to 12 months or until the next due service (either the annual service or the next mileage service, whichever comes first). The definition of lifetime for single-cylinder vehicles is a maximum of 60,000 km or eight years, whichever comes first, and 80,000 km or eight years for two-cylinder vehicles. The scheme operates in Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Italy, Latvia, Lithuania, Luxembourg, the Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland.

Norton Motorcycle, the TVS/India owned comeback, has opened its first flagship showroom at the Bike Shed in London.

Mitas parent company Trelleborg sold to Yokohama



The ongoing trend of consolidation in the international tyre industry has continued with news that Trelleborg Wheel Systems, the owner of Mitas Tires (among other brands), has been sold to The Yokohama Rubber Co., Ltd in Japan, which is renamed 'Yokohama TWS' as a result.

The news of the intended acquisition was first announced last year, but the regulatory approval process (in Europe and Japan) has meant that it was only in May that the deal was finally announced as "successfully completed" - for €2,074m. Following last year's announcement, "Trelleborg Wheel Systems was pleased to announce the acquisition by The Yokohama Rubber Co., Ltd."

Headquartered at Hiratsuka, Japan, Yokohama "is a global leader in the tyre industry and other rubber applications, such as conveyor belts, hoses and couplings and fenders. With

860.5bn yen in revenues (approx. €6bn), The Yokohama Rubber Co., Ltd. is a truly international concern, employing over 28,000 people around the globe and operating in more than 120 countries".

A Yokohama statement continued to state that the acquisition enables Yokohama "to consolidate its leading position among tyre producers in the world, becoming a global leader in the off-highway tyres segment with the addition of Trelleborg, Mitas, Maximo, Cultor brands and the Interfit service network to its portfolio".

Paolo Pompei, former President of Trelleborg Wheel Systems and current President and CEO of Yokohama TWS, is quoted as saying that TWS had closed a successful chapter in its history with the Trelleborg Group and is "opening a new page with a leading player in the tyre industry, sharing our values and vision for the future."



Paolo Pompei, former President of Trelleborg Wheel Systems and current President and CEO of Yokohama TWS.

"Over the last few years, we have delivered continuous business growth, combining strategic acquisitions with dedicated investments, and this has allowed us to build a strong and sustainable platform supported by a global manufacturing footprint, innovative products and solutions and an extensive sales network in close proximity to our customers."

"I'm extremely proud of what the TWS team has been able to achieve so far, and we are all honoured that Yokohama has decided to invest in us, building, together with their existing business, a new leading player in the off-highway segment."



Gilles triple clamps in the IDM

Luxembourg based parts and accessory manufacturer Gilles Tooling has announced a partnership with the IDM in Germany (The International German Championship) for the 2023 season.

"As a long-term pioneer in the development of technically sophisticated accessories, we are proud to be part of the IDM. Considered one of the most prestigious motorcycle racing series in Germany, the IDM offers a top-class racing experience for racers and fans."

"Through the partnership we will be able to present our extensive range of high-quality products especially



developed for racing applications."

Gilles is especially recognised internationally for its advanced design, precision CNC-machined triple tree kits, foot control kits, rear sets and levers - designs with the emphasis on "maximum performance, maximum stability and minimum weight".

Initially at least, its latest generation high-strength, lightweight FO-ONE.GT triple tree sets are being used and showcased in the IDM race series.

"We are proud to be a world champion sponsor and to support teams in the long term. As an official partner of teams such as the Monster Energy Yamaha MotoGP team and the KTM Red Bull MotoGP team, our connection to racing at the highest

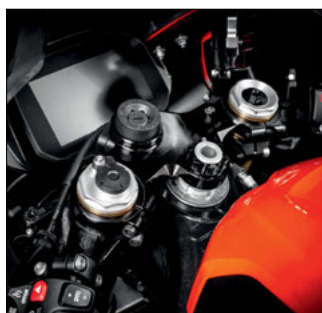
level is a major part of our DNA, driving our new product development, materials research and manufacturing. We also provide this support in WorldSBK, Moto2 and Moto3 class - equipping factory teams there as well".

Gilles' products have featured in 11 World Championship rider and team championship wins in the past 15 years, and this announcement follows news of a partnership with Indian Motorcycle Racing in Europe and USA that was announced earlier this year.

www.gillestooling.com



www.idnmag.com



Caberg Helmet and Midland Intercom - all Italian collaboration

Bergamo based Caberg, promoter of the "Progetto Sicuri in Strada" (Safe on the Road) project and Midland Europe, "which makes safe communication its primary objective", want to make the motorcyclist experience "truly unforgettable".

Invisible and completely integrated into the helmet, PRO SPEAK EVO is a new intercom born from the collaboration between these two motorcycle accessory houses. Compatible with all Caberg branded helmets, it was created especially for Caberg's Levo X, Horus X, Duke Evo, Duke X, Tourmax X, Drift Evo, Avalon X, Riviera V4 X and Flyon II.

Approved and compliant with the new

the motorcycle sector and creates a totally safe communication system for motorcyclists while driving."

Gabriele Torreggiani, Midland Europe Vice President, commented that "In recent years we have worked closely with representatives of Caberg, with the sole objective of allowing motorcyclists from all over the world to fully experience the joy of "communicating" safely and comfortably while riding. Together we will in fact guarantee a better ride experience for all motorcyclists, responding to the need to communicate in an increasingly transversal and open way to all, without compromises and without



ECE 22.06 standard, PRO SPEAK EVO is the all-in-one system for pilot-passenger conversations up to 200m. All in Full Duplex mode, with digital quality and DSP system for noise suppression. You can also talk to an intercom of any brand thanks to the "Universal Intercom" function.

"It offers the possibility to connect your smartphone to make and receive phone calls or GPS or multimedia display. Compatible with integrated connectivity and control systems adopted by the major motorcycle manufacturers (BMW, KTM, Ducati, etc.).

"It is a very simple and intuitive product thanks to the 2 multifunction buttons and above all simple to install. The autonomy of 8 hours of conversation allows daily use without the need for recharging (2-hour charging time with the included Type-C USB cable). Thanks to the programming software (available on the Caberg website) you can also always update PRO SPEAK EVO from a PC.

"This new system constitutes a great step forward in the innovation of specific vehicular communication for

technological limits."

For Caberg, Managing Director Virginia Capelli is quoted as saying that "Being able to deal with an Italian and professional company like Midland was an excellent opportunity. The continuous contact between our technicians and Midland technicians has thus allowed us to market a versatile and practical product to communicate in complete safety during our customers' travels.

"We are sure that this is the first step of a new collaboration that will allow us to offer the market further products that are safe and easy to use by all motorcyclists in the coming years."

In collaboration with other players in the motorcycle communications space, last year Midland was a founding member of the OBI - 'Open Bluetooth Intercom' (OBI) - consortium, an open, industry-wide Bluetooth intercom standard, allowing seamless crossbrand Bluetooth intercom connectivity between products from several different motorcycle communications product providers.

www.caberg.it
www.midlandeurope.com

	
	
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AMERICAN
REPORT

Respected motorcycle crash protection manufacturer R&G Racing has announced a new partnership for the USA with Brands That Shine (Gunnar Heinemeyer and founder Jessica Shine). "The company will work to further boost the growth of R&G in the U.S. through increased dealer support and a heightened presence at the track." The move marks a significant step forward for the British brand as it expands its reach across the U.S. market, with Brands That Shine opening channels and boosting dealer awareness to grow the business in the U.S.

Yamaha Motor Corp., USA, has announced that the Yamaha Outdoor Access Initiative (OAI) contributed more than \$500,000 in grant awards for 2022, satisfying a commitment made in honor of National Public Lands Day. "The final funding cycle for 2022 in the fourth quarter provided meaningful support to a wide variety of projects - from California desert clean-up and state-wide riding trail maintenance in Washington to multiuse bridges and trail resurfacing - making public lands sustainably accessible for motorized and outdoor recreation."

Former Executive VP of Operations Alex Acket has been promoted to COO of Scotts Valley, California based Zero Motorcycles. "In conjunction with our recent raise of \$167m, and in light of our recent partnership announcements, Zero is reconfiguring its business for greater efficiency and profitability," said Sam Paschel, Zero Motorcycles CEO.

Gates Industries' innovative Moto X5 belt "is a significant addition to the Gates Carbon Drive portfolio as it offers the same core belt drive benefits of clean, quiet, smooth, strong, but with even quieter performance than its predecessors". Gates says it achieved this breakthrough in belt technology through the combination of a high-stiffness, long-lasting synthetic compound with Gates long-proven carbon fibre cord reinforcement. The product line is designed specifically for mid-motor sit-down electric scooters and motorcycles - typically found in commuting applications in the rapidly evolving Asian market.

Royal Enfield Interceptor Bear 650 incoming

By Ben Purvis

Royal Enfield's transformation into a mainstream player in the international motorcycle market took a huge step forward with the introduction of its 650 cc twin-cylinder Interceptor and Continental GT models, and the range has since expanded into the cruiser arena with the Super Meteor. Next in Enfield's plans is a retro scrambler model based around the same engine, and new trademark applications from the company

'Trademark applications point to scrambler version of RE's twin'

suggest it will carry the name 'Bear'. The term 'Royal Enfield Interceptor Bear 650' is subject to trademark applications in a growing list of countries including Canada, the Philippines, New Zealand, Australia, Mexico and Thailand. It's a name that leaves little to the imagination. It is clearly a 650, based on the Interceptor, and prototypes of exactly such a machine, but with a scrambler twist, have been spotted in both India and the UK over the last few months. The 'Bear' title has exactly the rugged, outdoorsy image that such a scrambler



Siddhartha Lal, Royal Enfield CEO

deserves.

Prototypes for the bike have used the Interceptor's frame and 47 hp engine, but with longer, upside-down forks and a higher-riding twin-shock rear end. The two low-slung exhausts of the Interceptor are switched for a two-into-one system, with the left-hand cylinder's pipe sweeping across to the right-hand side of the bike, where the two headers merge. On the spied prototypes, the exhaust runs below the right-hand footpeg then into an upswept end can, but it's easy to see that the design could be adapted for a high-mounted system, similar to the Triumph Scrambler's.

Along with the longer-travel

suspension, the RE scrambler features a larger front wheel - at least 19 inches in diameter, up from 18" on the Interceptor - and a smaller rear. The circular headlight and the classically-styled fuel tank are carry-over Interceptor items, aligning with the new trademark's suggestion that the 'Bear' is an Interceptor variant, rather than a completely standalone model. One place where the trademark hasn't been applied for yet is the USA. In the States, the Interceptor goes by the title 'INT650', because Honda still owns the rights to the term 'Interceptor' for motorcycles in that market. As a result, the American version of the bike is likely to be called 'INT650 Bear' or simply 'Bear'.

The scrambler isn't the only new 650 cc RE under development. The company is also working on a bobber based around the Super Meteor's platform, with styling similar to the SG650 concept from 2021. Its parent company, Eicher Motors, has already secured trademark rights to the name 'Shotgun', which is expected to be applied to the bobber.

Another new Royal Enfield trademark application, filed in the USA, brings back the classic 'Constellation' name. Historically, the Constellation was a higher-spec version of the Super Meteor with a larger, 700 cc engine, giving a clue as to what that title could be destined to appear on.

H-D 'subsidiary' LiveWire ONE launches in Europe

LiveWire has announced its entry into the European market, citing it as "an exciting step in the company's geographic expansion strategy and the electrification of motorcycling around the world."

The company is introducing the LiveWire ONE to four European markets: Germany, France, the Netherlands and the United Kingdom. LiveWire ONE reservations of €100 will secure priority delivery beginning later in April.

Available in Nimbus Gray, Nightfall Blue and Liquid Black, reservations are being managed by the team at LiveWire Europe, offering a 'digital-first' sales model where consumers can interact directly with the brand, choosing colour, accessories, delivery timing and their preferred retailer.

With over thirty retailers across Europe, each equipped with specialist EV capabilities to support the LiveWire customer, summer 2023 will see LiveWire Europe host customer events and demo opportunities featuring the LiveWire ONE.



Assembled at Harley-Davidson Vehicle Operations in York, PA., the Livewire ONE has a claimed range of over 140 miles in the city and over 90 miles of

mixed highway and city range (SAE J2982 riding range test procedure data). The 15.4 kWh pack is said to power the bike from 0 to 100 km/h in 3.0 seconds.

Delivered with a full suite of advanced rider safety aids for traction control and ABS, it uses a 6-axis IMU to adapt to a variety of skill levels and riding. It is equipped with two charging methods as standard equipment and is said to provide the ease of overnight charging using Level 1 and rapid charging via DC Fast Charge with times as short as 30 minutes in a 20% to 80% charging scenario.

Initial MSRP pricing is €24,990 in Germany; €25,290 in France; €25,390 in the Netherlands and £22,990 in the UK.

www.livewire.com

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givimoto.com



AMERICAN REPORT

Damon Motors (Vancouver, BC), the "premier EV motorbike company," says it is approaching \$100m in orders and has formed a partnership with PT Indika Energy Tbk., Indonesia's leading diversified energy company. Indika has also made an undisclosed investment in Damon and will serve as the distributor for Damon's line of motorcycles in the Indonesian market. Best known for its HyperSport and HyperFighter E-sports bike designs, the partnership with Indika will see Damon develop a new global motorcycle platform specifically for the needs of commuters in geographies such as Indonesia that are dominated by two-wheel mobility; www.damon.com

Arrowhead Engineered Products (AEP - the Blaine, Minnesota based owner of WPS, HardDrive, Bihr, Vertex and All Balls among others) - has opened a new 'Mega Warehouse' at Portland, near Nashville, TN. Said to feature "advanced logistics technology to enhance service and delivery capabilities", the 540,000 sq ft aftermarket parts distribution facility will employ 400 people full-time when fully commissioned. AEP says this will take its North American fulfilment and distribution centre network number to 22 locations.

H-D is looking for a new CFO already. Gina Goetter joined H-D in 2020, but has now left to "accept an opportunity outside the company". David Viney will serve as Interim CFO and Treasurer until an executive search concludes.

BRP reported Q4 revenues of CAN \$3,076.3m, an increase of CAN \$728.8m or 31% compared to the same period last year, a record performance for a single quarter in the company's history. Retail sales were 21% up for powersports products, with North American SSV market share gains. FY2023 revenues were +31%, reaching an all-time record high of \$10,033.4m, achieving market share gains of over +5% in North America. BRP continued to invest in "future market-shaping products" with the completion of three acquisitions, the creation of its LVHA Group and the start of construction of a Can-Am electric two-wheel motorcycle production facility in Querétaro, Mexico.

Yamaha pursues front wheel drive and steering assist

By Ben Purvis



Both Yamaha and Honda have set self-imposed deadlines to end fatal crashes on their motorcycles by 2050, and as that date starts to loom ever closer, there's a race to create technologies that will help achieve that goal.

For Yamaha, the new AMSAS technical prototype is a huge step forward, incorporating many of the self-riding capabilities of the previous MotoBot R&D tool and the Motoroid concept bike, but wrapping them into a smaller package that can be retrofitted to existing bikes.

In these images, the technology is attached to the chassis of a Yamaha R3, albeit with its engine removed, but the important parts are at the front, in the custom-made front wheel and hidden around the steering head. The front wheel incorporates an electric motor, giving a front-wheel drive setup. Normally, this would be in addition to the conventional engine-driven rear wheel, but on the AMSAS prototype, it powers the bike on its own. At the headstock there's a steering servo that's related to a prototype steering-assist system already in use on Yamaha's works motocross bikes in Japan. Like the pedals of a power-assisted bicycle, it incorporates torque sensors to tell

when you're moving the bars, adding assistance where needed. It can distinguish between intentional inputs and those coming from the road surface, and function as power-assistance, as a steering damper or as an automated steering system, depending on what is required at any moment.

Yamaha is doing the work because it recognises that many bike crashes are down to rider error. Eliminating that will go a long way to achieving the zero-deaths goal. The company says 10% of crashes are down to recognition errors, 17% to decision errors and 5% to operation errors.

Project leader Akitoshi Suzuki said the AMSAS prototype's most distinctive feature is "its approach to use an arrangement highly applicable to existing vehicles since it does not

require any modifications to the frame."

"With the base technologies in place now, we're halfway to our goal of bringing AMSAS' value to customers. From here on, we'll be working to downscale the sizes of the various components and so on, as we want to develop it into a platform not just for motorcycles, but one also adaptable to a wide range of other personal mobility applications, like bicycles." Jun Sakamoto, handling safety strategy at Yamaha, said: "It's to create conditions where the rider can focus more on operating their bike, so that everyone can enjoy that sense of being one with your machine. By providing an assist when the bike is more unstable and requires skill to operate, we want to deliver fun rooted in peace of mind to a wide range of riders."

Video of the bike in action shows it can operate with or without a rider, using its steering and the drive from the front wheel to keep balanced. It can even remain stationary, rocking back and forth slightly to maintain balance.

In future, a miniaturised version of this system could be added to bikes just as commonly as ABS and traction control are included today.

BMW working on small electric bike

By Ben Purvis

Although BMW has been at the forefront of electric motorcycle development for over a decade - initially with the C Evolution scooter and now with the CE-04 - the company has yet to launch a battery-powered motorcycle. A new patent revealing designs for a small electric motorcycle using powertrain parts from the CE-04 could change that.

Focus might have been on scooters so far, but BMW's electric plans also include 'real' bikes. Not only has BMW shown several electric concept bikes over the years, but it also trademarked a whole run of model names for production versions, each starting with 'DC'. So while future electric BMW scooters will have 'CE-' followed by a number, the electric motorcycles will use 'DC-' and a number. The number appears to roughly approximate the capacity of equivalent combustion engine models, so the CE-04 has similar power to a 400 cc scooter.

If that's the case, the bike seen in the latest patent could well be the 'DC-04', because it appears to use the same battery and motor as the CE-04, but cleverly repositioned into a much more compact, motorcycle-shaped package.

The motor itself is turned 90 degrees so its shaft runs longitudinally rather than across, reducing the vehicle's width, and the motor is then tilted to around a 45-degree angle in the chassis. It drives the front sprocket via a bevel gear that doubles as a reduction ratio, with a belt final drive and larger rear sprocket adding a second layer of reduction to bring the high-speed electric motor down to an appropriate range for the wheel.

Like the motor, the battery pack looks to be the same unit used in the CE-04, but again, it's mounted at an angle, parallel to the motor and fitting neatly

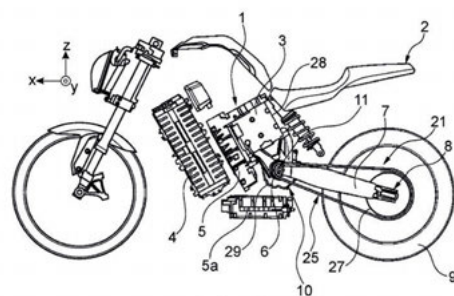


Fig. 1

behind the front wheel and below the 'fuel tank' - which is now an empty storage compartment that appears easily big enough to swallow a full-face helmet. The charging and electronic control circuits are split into two main units, one mounted below the transmission, the other sandwiched between the drive motor and the battery pack. Again, these parts look very similar to the equivalents used in the CE-04, but have been moved to suit their new home.

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2024 MV Agusta range leaked

By Ben Purvis

The first details of MV Agusta's next-generation model range have been revealed thanks to documents filed with the National Highway Safety Administration in the USA - confirming a number of planned new and revised machines.

It's one of those catch-22 situations that manufacturers face. They must register some details of bikes before they're allowed to sell them - in this case, MV provided VIN decoding information to the NHTSA, which needs them to be able to oversee model recalls - and those details get published. In this instance, they've been published before the bikes have been launched.

MV's VINs (vehicle identification numbers) include characters to identify which model range a bike is from. The NHTSA document shows these characters and which bikes fall into those ranges, revealing the existence of several machines that have not yet been unveiled.

Starting at the top of the list, there's the 'B1' range, which is made up of the three-cylinder Brutale and Dragster models. Along with familiar names, the new document lists 'Brutale 950' and 'Dragster 950' in this range.

The move from the current '800' capacity (actually 798 cc) to '950' (really 931 cc) is a logical one, as an enlarged 931 cc version of MV Agusta's triple has already been revealed, powering the upcoming Lucky Explorer 9.5 adventure bike. While the adventure bike has a modest state of tune, with 124 hp - 16 hp less than the most powerful version of the smaller, 798 cc triple - it's clear that the additional capacity could be used to boost performance in the Brutale and Dragster, taking them past the 150 hp mark.

Next, there's the 'F1' range, related to MV's faired three-cylinder bikes, the F3 and Superveloce. Although these are also likely to get the '950' engine eventually, it's not listed here. What is



Brutale RR



Superveloce 1000

shown, though, is the 'Superveloce 98 Edizione Limitata', which has yet to be launched. Since the very first MV Agusta was the '98', developed during WW2 and entering production shortly afterwards, there's a good chance that is what is being referred to here.

There's also a possibility that the name relates to 1998, which is the year that Claudio Castiglioni revived MV Agusta by launching the first generation F4, now approaching its 25th anniversary in 2023 and thus potentially worthy of a limited-edition celebratory model.

Then there's the 'E1' range - 'E' is for 'Explorer' (not electric!) - and this is the 9.5 version with the 931 cc triple. While we've seen that bike already, two additional versions are listed here: the Lucky Explorer (shown as 'LXP') Premium and the Lucky Explorer Orioli. The 'Premium' is likely to be a fully-loaded model, with luggage and

accessories as standard, while the 'Orioli' refers to Edi Orioli, who won the Paris-Dakar rally twice aboard Lucky Strike sponsored Cagiva Elephant bikes - the inspiration behind the Lucky Explorer.

The 'B7' range is made up of MV's four-cylinder, 1000 cc models - the list shows three variations of the Superveloce 1000. Originally previewed last year as a proposed Superveloce 1000 'Serie

Oro', the bike is due to reach production with two additional variants, the 'Superveloce 1000 R' and 'Superveloce 1000 S.' Those will be lower-spec, lower-priced versions, following on from the limited-edition 'Serie Oro' model.

Finally, there's the 921 S and 921 GT, listed as the new 'J1' model range. The 921 S was shown last year as a concept, but is clearly heading for production. It takes its inspiration from the 750 S of the 1970s and uses a 921 cc four-cylinder engine that's derived from the 750 cc design in the original F4. The 921 cc capacity was briefly used in the Brutale 921 more than a decade ago, but the engine has been reworked to gain dummy cooling fins for a convincing retro style.

The 921 GT has not been seen, but logic dictates it's a more comfort-oriented version of the same bike, with styling inspired by the 1972-1974 750 GT. Taller, wider bars, a dual seat and lower pegs will distinguish it from the 921 S. Despite all this information, the NHTSA list still includes some mysteries. The '1B', '2B' and 'E2' model ranges are simply listed as 'not currently imported into the USA' - leaving some questions over what they are. The 'E2' range is the smaller, Qianjiang-made Lucky Explorer 5.5 adventure bike, with its 550 cc twin-cylinder engine, while '1B' and '2B' relate to restricted-power versions (1B is 35 kW/47 hp, 2B is 70 kW/94 hp) of the Brutale, designed to suit A2 licence rules.



921 S



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Kawasaki Eliminator is back

By Ben Purvis

The 'Eliminator' name was inextricably tied to Kawasaki's cruiser models from the mid-1980s until the turn of the century and now it's made a return - initially appearing on the new Eliminator 400 for the Japanese market, but with an enlarged Eliminator 450 for western markets due to be released in June.

The Japanese-market version takes its 399 cc parallel twin engine, with 48 hp, from the Z400 and Ninja 400, and is offered in base and 'SE' variants. The

position isn't as extreme as the bike's silhouette might suggest, instead offering a comfortable rider triangle that's slightly more upright than that of the Z400, and clearly intended to suit shorter riders.

The 'SE' model adds some cosmetic upgrades, including fork gaiters and a small nose cowl, as well as a GPS system and USB-C socket, but more surprisingly it features front and rear ride-recorder cameras with the ability to download footage to your phone or a computer. These cameras are getting increasingly popular in China, where several bikes come with them as standard, and they're treated like dashcams - either to provide evidence of fault in the event of an accident or simply to share footage of rides online. The Kawasaki is the first Japanese bike to adopt the same idea.

The 451 cc version that's heading to western markets hadn't been officially announced at the time of writing, but Kawasaki's U.S. website teased a launch date of 6th June, and type-approval filings have confirmed several specs. Most important is the engine, which is likely to have a similar power output to the 399 cc model - in Europe especially, the 48 hp mark is important due to A2 licence rules - but with more torque and a wider spread of performance.

Kawasaki's teaser also confirms that the company is to launch an updated ZX-6R for the U.S. market on the same day. Again, the bike has been type-approved in the States, revealing a slight power decrease compared to the 2023, with 122 hp compared to 127 hp for today's version. That performance drop comes thanks to a 500 rpm lower peak, at 13,000 rpm instead of 13,500 rpm, and could indicate the ZX-6R's return to the European market where it's been unavailable since the introduction of Euro 5 emissions limits.

export version is expected to be visually and mechanically identical, but with a 451 cc version of the same engine giving it a better shot at its most obvious rival, the 471 cc **Honda Rebel 500**.

Like the Rebel, the Eliminator uses a steel tube frame with a twin-shock rear end, but Kawasaki's bike gets a slightly more traditional stance and style thanks to an 18-inch front and 16-inch rear wheel. It also avoids the hump-backed fuel tank shape of the Honda, with a more sweeping line from the front of the tank through the low, 735 mm seat and into a rear fender that ends in a sharp point above the taillight.

In keeping with Kawasaki's other parallel twin models, it's a surprisingly lightweight machine, coming in at 176 kg wet, or 178 kg in 'SE' form. Mid-mount footpegs mean the riding



performance & style

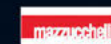
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HiSun pouring money into entering V-twin motorcycle market

HiSun might not be a name that is familiar in the motorcycle market, but buyers of ATVs and side-by-side UTVs might well know the company. It already has a 7.1 million sq ft factory making four-wheelers and a U.S. distribution subsidiary (HiSun Motors Corp., U.S.A.) at McKinney, Texas. However, it would appear that HiSun's parent company, Chongqing Huansong Technology Industry Co, is now turning its attention to motorcycles. The parent company is

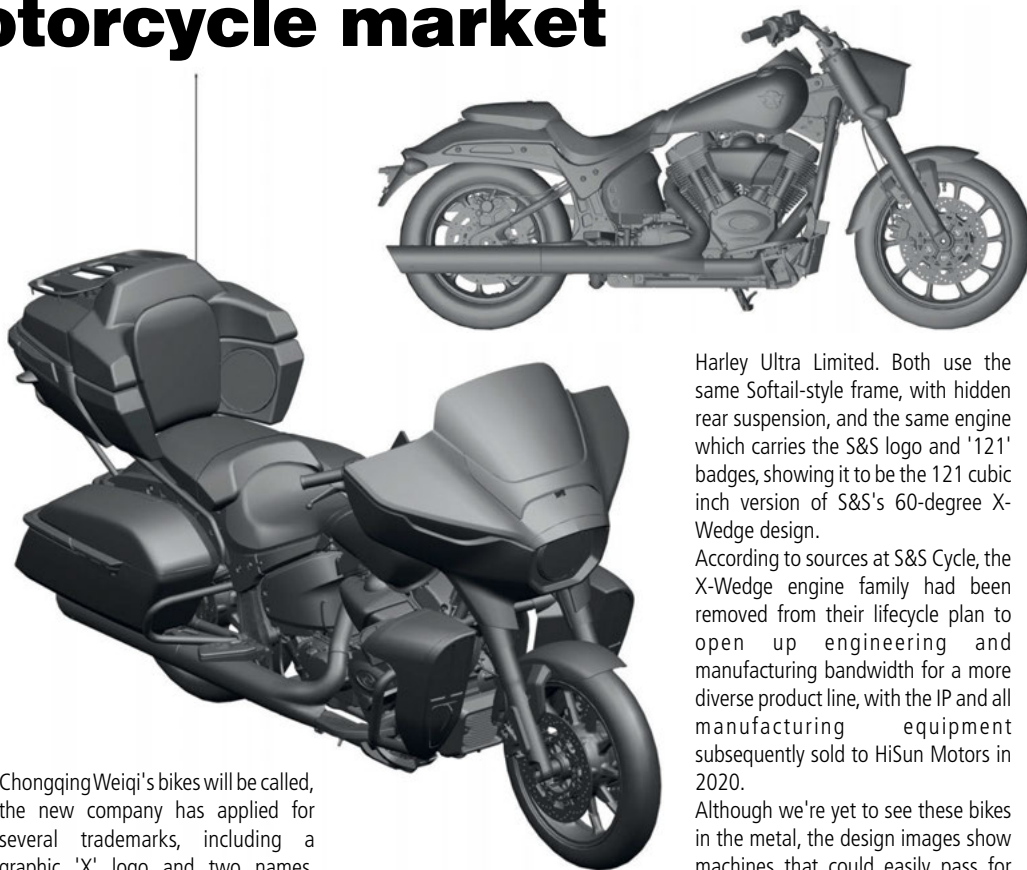
'filings show the former S&S owned X-Wedge 60-degree V-twin'

the main shareholder of a new motorcycle brand - Chongqing Weiqi Technology - and developing a range of large-capacity V-twin machines. The company was established in 2020, with an opening investment of 100m yuan (around \$15m) from five shareholders, led by Chongqing Huansong and its owners. While we don't yet know what the

Chongqing Weiqi's bikes will be called, the new company has applied for several trademarks, including a graphic 'X' logo and two names, 'Knight' and 'Whiskey', for upcoming models.

Designs for two bikes have been registered so far by the company, as well as the visual appearance of the

S&S V-twin engine that it appears to be intending to use. The first model is a Fat Boy-style cruiser, the second a full-dress tourer along the lines of the



Harley Ultra Limited. Both use the same Softail-style frame, with hidden rear suspension, and the same engine which carries the S&S logo and '121' badges, showing it to be the 121 cubic inch version of S&S's 60-degree X-Wedge design.

According to sources at S&S Cycle, the X-Wedge engine family had been removed from their lifecycle plan to open up engineering and manufacturing bandwidth for a more diverse product line, with the IP and all manufacturing equipment subsequently sold to HiSun Motors in 2020.

Although we're yet to see these bikes in the metal, the design images show machines that could easily pass for American V-twins, and with 121 cu in (nearly 2,000 cc) engines, they're promising to be the largest motorcycles yet to come from a Chinese brand.

eROCKIT in multi-million euro partnership with Motovolt

Indian electromobility company Motovolt Mobility Pvt Ltd. has acquired a stake in eROCKIT AG of Germany - investing €1m as the first step towards a capital increase. The investment is intended to "strengthen product development and production of the two-wheeler manufacturer's designs at its site near Berlin".

In addition to this commitment,

Motovolt is planning further investments of close to €10m in India for industrialisation of eROCKIT products. "Part of product strategies, Motovolt's commitment strengthens the production of premium eROCKIT models in Germany and opens up access to India, the world's largest mobility market".

Andreas Zurwehme, Chairman eROCKIT AG, said: "I am pleased to have Motovolt as a strong shareholder in the company. The investment accelerates eROCKIT's expansion plans as a vehicle manufacturer and technology provider. It's a strong signal for our shareholders and we are open to further investors."

Tushar Choudhary, CEO Motovolt, said: "eROCKIT is a great mobility concept that impresses with innovation and quality across the board. Together we will lead the eROCKIT brand to global success. Motovolt intends to redefine motorcycles as a category in India to significantly enhance the user experience by using the eROCKIT next

generation technology platform and its German engineering."

In the global booming electromobility market, the eROCKIT "is an extraordinary vehicle (light motorcycle/L3e/125 cc category), which differs fundamentally from other vehicles thanks to its innovative e-pedal drive. The eROCKIT is intuitive, combining the experience of a performance motorcycle and an e-bike for a unique rider experience". This is said to be made possible by human hybrid technology.

eROCKIT AG is a joint-stock company holding 100% of the shares in eROCKIT Systems GmbH in Hennigsdorf near Berlin. The unique pedal-controlled electric motorcycle eROCKIT is built there. "The eROCKIT Group team consists of first-class two-wheeler and automotive experts and a strong management. Richard Gaul, business consultant and formerly head of communications at BMW, is member of the supervisory board of eROCKIT AG".

Motovolt was founded in Kolkata in



2018 by Tushar Choudhary and his family and is one of the leading electric mobility companies in India - making sustainable, multi-utility, micro-mobility e-bikes and e-scooters for urban commuters.

Motovolt says it plans to invest around €40m more in its e-mobility business, citing India as one of the largest and fastest growing two-wheeler markets in the world. By 2030, the Indian government is aiming for a 30% share of electric vehicles.

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Piaggio - Q1 PTW unit sales +4.8%

Group Chairman and CEO Roberto Colaninno: "The Piaggio Group has closed another record-breaking quarter with the best results to date, the sixth consecutive quarter to report growth. Net sales rose by +20%, to more than € 500m, EBITDA was € 81m, with an EBITDA margin of 14.8%, and net profit almost doubled from the year-earlier period, to reach €24.1m.

"These results make us very satisfied with the effort we have put into our work and mean we can look ahead with confidence and optimism as we continue along the important growth path we have already mapped out, confirming the investments we have planned and our commitment to ESG issues. The key objective for 2023 is to conserve margins and make improvements wherever possible."

Two-wheelers:

In Q1 to 31 March 2023, the Group sold 124,700 two-wheelers worldwide, an increase of +4.8% from 119,000 in the year-earlier period, generating net sales of €438m, an increase of +17.1%. This includes € 38.7m (+31.4%) of spares and accessories.

Turnover on Q1 PTW sales was "particularly strong in the EMEA and Americas areas (+21.9%), with a very



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healthy performance on the Italian market (+40.3%) and the American market (+58.2%), followed by Asia Pacific (+12.4%).

In **Europe**, the Piaggio Group reported a 21.7% share of the **scooter segment** (21% for Q1, 2022) and "further strengthened its positioning on the North American scooter market, with a share of 26.4%. The scooter sector reported a +16.8% rise in worldwide turnover, led by the Vespa brand (+18%), the MP3 three-wheeler and by the Piaggio Beverly, Medley and Liberty high-wheel scooters."

The **motorcycle sector** closed the first quarter of 2023 with a +12.7% turnover improvement and record results.



This included a best ever first quarter for **Moto Guzzi**, with sales volumes up by more than +30% and turnover improving by +55% - "with an important contribution from the new Moto Guzzi V100 Mandello."

The **Aprilia** brand "enjoyed an excellent first three months, thanks to sales of the RSV4 super sports model, the Aprilia RS 660, the Tuono 660 and 1100, and the Tuareg 600, which also achieved important results in rally competitions."

Commercial vehicles - Q1 sales volumes of 30,200 vehicles was up by +32.4% (22,800 Q1, 2022) with net sales of €108.8m (+32.9%). Turnover from commercial vehicles were +54% in India (units +36.1%); EMEA & Americas reported an improvement in turnover, and a +7.7% increase in unit sales volumes.

Piaggio Fast Forward - The Boston based robotics and future mobility company, expanded its product portfolio with the addition of gitamini, a new robot that condenses the technology and functions of gita, its

"revolutionary big brother", in a lighter, more compact design - both are made in the PFF factory in Boston's Charlestown district. The first marketing phase for the robots focuses on the US market, where the circulation of robots on city streets is already regulated.

Corporate - Consolidated net sales up +20% to €546.8m, the highest ever first-quarter result (455.8 €/mln for Q1, 2022). Industrial gross margin was €2m, up +27% (116.8 €/mln at 31.03.2022), a 27.1% return on net sales.

EBITDA was €81m, the highest ever first-quarter result, with an improvement of +34.9%; EBITDA margin was 14.8%; EBIT €44.9m, +62.2%; EBIT margin 8.2%; Profit before tax €36.5m, +78.7%.

Net profit of €24.1m was the best-ever first-quarter result, almost double net profit of 7 €/m for Q1, 2022. A total of 154,900 vehicles were shipped worldwide, up by +9.2%; capital expenditure was approx. €32.4m (+21.7%).



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Yamaha - recycled polypropylene as a raw material

Following its announcement about the use of green aluminium in motorcycle component manufacturing, Yamaha Motor has followed that up with news that it has succeeded in developing a high-quality and environmentally-friendly recycled polypropylene (PP) material, which can be used for the main exterior bodywork of motorcycles. The company will begin using the new raw material with the main 2023 commuter models for ASEAN markets.

This eco-friendly recycled PP material is made only from pre-consumer materials with a traceable manufacturing history and no risk of containing environmentally hazardous substances, such as the purging

compounds and scraps that are generated in the production processes of petrochemical and moulding manufacturers.

Resin materials are often used for the exterior bodywork of motorcycles, and PP materials account for about half of these parts, making it a major raw material for the company. Yamaha Motor has been driving the development and the use of recycled PP in its products for some time now, but this newly developed material offers even higher levels of strength and quality looks compared to conventional recycled materials. It can also be used for areas requiring greater aesthetic appeal.

With the use of this eco-friendly



recycled PP going forward, Yamaha Motor plans to raise the usage ratio of such recycled materials in motorcycles and gradually adopt the material in other product categories as well. In line with the Yamaha Motor Group Environmental Plan 2050, Yamaha is aiming to achieve carbon neutrality

throughout all of its business activities, including its entire supply chain, by 2050. To realise this, the company has set a goal of switching to 100% sustainable materials by 2050 and will expand its efforts to adopt green and other recycled materials for its products.

Triumph singles to be launched in June

By Ben Purvis



Triumph has been trying to establish an operation to build small, single-cylinder motorcycles in India for more than a decade, and that work is finally coming good with the launch of the Bajaj-built retro range planned for 17th June. Originally, Triumph hoped to go it alone with its own Indian factory, rather like the three Thailand-based plants the company already operates for the majority of its manufacturing. The company developed a duo of 250 cc, single-cylinder bikes as part of the project, unveiling sketches of one of them - a faired Daytona 250 - back in 2013.

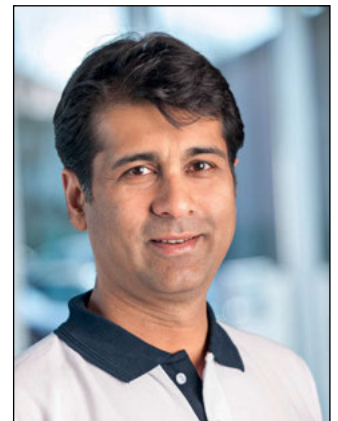
Sadly, the planned factory was never started and that project was cancelled in 2014.

Three years later, in 2017, Triumph announced a tie-up with India's Bajaj, with a plan to build a range of bikes in the 250 cc-750 cc segment of the market. Now that's finally coming to fruition, and the resulting machines will be part of the company's global product range to provide entry-level offerings in the 'Modern Classics' line-up, sitting below the Bonneville T100 and Speed Twin 900.

At least two variants have previously been spied on test, a Bonnie-style retro street bike

and a more scrambler-styled version, both using the same DOHC single-cylinder engine. Unlike the old 250 cc project, the upcoming models take their inspiration from the Bonneville, and the single-cylinder engine looks very much like one half of the Bonnie's twin.

The planned launch was revealed during a TV interview in India by Bajaj's MD, Rajiv Bajaj. He told CNBC-TV18: "The actual launch will be toward the end of June, perhaps specifically on Tuesday 27th June, in London. It will be a global launch that is being organised by Triumph, the exact content of which I'm not aware of, but that's when the



Bajaj's MD, Rajiv Bajaj

launch might be."

He went on to say: "We should have product on the market in the second quarter of this financial year. I can also say that more than one product will be launched in the second quarter if all goes well."



Moto Guzzi

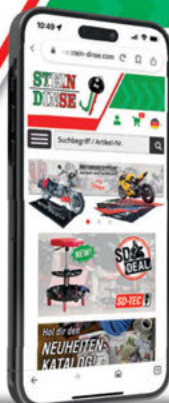
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CFMoto 450NK coming for 2024 By Ben Purvis

CFMoto's 450SR is already an impressive achievement for the Chinese brand - packing an entirely new, 270-degree, 449 cc parallel twin into an inspiring sports bike - and now it's spawning a naked roadster derivative that's likely to be an even bigger success.

Called the 450NK to fit with CFMoto's normal naming policy, the bike has been type-approved in China, America and Europe already, suggesting its launch is imminent. It offers identical performance to the 450SR, with 50 hp at 9,500 rpm for the US and Chinese-spec models, and an A2-licence-legal 47 hp at 10,000 rpm in Europe.

Where it really shines compared to Japanese competition, notably the Kawasaki Z400 that it largely matches in terms of power and weight, is the equipment level. The CFMoto has upside-down forks where the Kawasaki's are conventional. The Chinese bike uses radial Brembo four-piston brakes on 320 mm discs where the Z400 has axial two-pot calipers and smaller, 310 mm discs. The 450NK has a colour TFT dash where the Kawasaki rival uses an old-fashioned LCD, and despite all this, it's likely to undercut the Japanese bike on price. The steel frame and cast alloy swingarm are carryover parts from the

450SR, as is the seat and rear bodywork, but the fuel tank is redesigned for the naked bike and the nose is new, with a look to match the larger, KTM-powered 800NK that's recently been unveiled. Unusual touches include the scoop-like upper surface to the front fender, which is mimicked by the V-shaped headlight arrangement.

Compared to the 450SR, the 450NK's bars are higher and wider, and the footpegs are lower and further forward to give a more upright, comfortable riding position. While the 450SR grabs attention with its styling and race-rep looks, the 450NK is likely



to be a more appealing everyday option, and as such could well outsell the bike it's based on.



The current model Gold Star

The reintroduction of the BSA brand under the ownership of Indian automotive giant Mahindra has been quite subdued so far - with initial sales focusing on the UK market before expanding elsewhere - but the first model has already proved a success, and more are planned.

Initially, BSA's offering is the single-

BSA Bantam, Lightning and Thunderbird planned By Ben Purvis

cylinder Gold Star, using a 652 cc engine that's loosely related to the old Rotax motor used in the BMW F650, and sales in the UK appear to have been strong, with the bike topping the charts in the 'modern classics' category in March.

Now there are hints at how BSA will follow up on the Gold Star, with new trademark applications being filed for rights to the 'Bantam,' 'Thunderbolt' and 'Lightning' names.

The Bantam name is perhaps the most familiar, having been part of the BSA range for more than two decades from 1948 to 1971. Always a small-capacity single-cylinder offering, originally derived from a DKW two-stroke

design, the original provided an entry-level step into the BSA range, and the new version is sure to do the same. While it certainly won't be a two-stroke, Mahindra already has in-house options when it comes to making a smaller-capacity retro bike. The company owns the Jawa brand, offering 295 cc and 334 cc, retro-style singles that could easily become the basis for a cheaper, smaller BSA to rival bikes like Royal Enfield's 350 cc singles.

Both the Thunderbolt and Lightning titles are also steeped in BSA heritage. The originals were both twin-cylinder, 650 cc bikes in the 1960s, sitting above the Gold Star in the range, and

it makes sense for the new models to adopt a similar layout and position. Originally, the Lightning was a high-performance derivative of the Thunderbolt, and the fact that trademark applications for both names have been made simultaneously hints that the same could apply to the next-generation machines.

Since the current Gold Star already competes against Royal Enfield's 650 cc twin-cylinder bikes, despite being a single, any future Thunderbolt or Lightning is likely to be larger, potentially bringing the bikes into competition with Triumph's 900 cc Bonneville derivatives.

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QJMotor reveals 600 cc V4 By Ben Purvis

For decades, the V4 engine has had an aura of the exotic. Whether powering a MotoGP bike or a Yamaha V-Max, it's a layout that's been associated with high-end models simply because it's more expensive to manufacture than either inline four or V-twin designs. So, the existence of not one but two Chinese-made V4 engines - with more in the pipeline - is a striking illustration of how far the country's motorcycle industry has progressed.

The latest is the newly revealed QJMotor 600 V4, a middleweight cruiser powered by a 90-degree V4 that shares a few design cues with some of **Honda's** old engines, but not enough to be considered an outright copy.

Using four chain-driven overhead camshafts, it's the centrepiece of a bike that has almost no direct rivals apart from the machine that beat it into production as China's first V4 motorcycle, the Benda Black Flag 500.

Benda's model was launched last

'China's second V4-powered bike'

summer, and is also a cruiser, powered by a homegrown V4.

At the moment, QJMotor hasn't revealed specifications of its V4, but the Benda will be its clear target. With

an extra 20% capacity over the Benda's 496 cc, it should achieve a similar increase in power - the Benda makes 54 hp at 10,000 rpm, so the QJMotor will be somewhere around 65 hp.

The bike's styling has some overtones of Harley's Sportster S, particularly in its lozenge-shaped headlight and the shapes of the tank and rear fender. Like other QJMotor bikes, its suspension comes from **Marzocchi** - QJMotor's patent company, Qianjiang, manufacturers Marzocchi components for both the Chinese and export markets - while the brakes use QJMotor-branded radial calipers.

QJMotor already has a growing export



presence, with many of its bikes type-approved in Europe and the USA, and importers and dealers in both of those markets. As such, the V4 is likely to appear outside China in coming years. The engine is also likely to appear in other models beyond the initial cruiser. Future Chinese V4 engines include another Benda design, this time a much more powerful, 1200 cc unit, and one being developed by **CFMoto**, targeting 1000 cc and more than 200 hp.

Honda jump control system By Ben Purvis

The proliferation of rider assist systems is arguably the defining characteristic that motorcycles have made in the last decade - expanding from simple traction control to a baffling array of adjustable options designed to save us from ourselves. Now Honda is working on perhaps the most ambitious yet in the form of a jump control system for off-road riders.

The basics of the system, which is revealed in a patent application from the company's R&D department, are anchored in now familiar rider assist technology, including ride-by-wire throttles and inertial measurement units (IMUs). To these, Honda intends to add a front-facing camera and a computer that can recognise an approaching jump.

The camera and jump-recognition

software side of the design is arguably its most complex element. It registers when the bike is approaching a slope, estimating the distance to the slope and its angle, as well as the position of its peak - the point at which the bike is likely to leave the ground.

With this information, the system can then adapt the bike's speed, intervening between the rider and the throttle to slow down if necessary, and even applying the brakes, to match a pre-selected jump setting. The patent suggests three settings, in much the same way that existing traction control systems often operate.

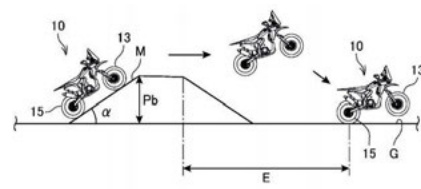
In its most moderate setting, the jump control is intended to prevent jumps entirely, slowing the bike down as it approaches the peak of the slope to make sure both wheels stay firmly on

the ground. In its mid setting, the system allows a moderate jump, controlling speed to ensure the bike doesn't fly too high or too far, and during flight it modulates the throttle and rear brake to control the bike's angle, keeping a slightly nose-up attitude and aiming for a two-wheeled landing.

In its most extreme setting, the system allows a longer jump and can be configured for a rear-wheel landing, keeping the nose higher during flight. As with other rider aids, Honda envisages a further layer of options for the system, allowing the jump distance to be tailored - something that could be particularly useful on a motocross track where a rider is repeating the same jump again and again.

Although the system is designed for

off-road use, the popularity of adventure bikes means it could appear on road-going models in the future. But perhaps the most valuable purpose for the system is hinted at by the patent's illustrations, which show a Dakar rally-style bike. In long-distance rally-raid competitions like the Dakar, when riders spend hours in the saddle, often going over endless sand dunes, jump control could be a useful aid to help ensure a momentary lapse of concentration doesn't result in a potentially race-ending crash.



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YGMotor 400 coming from China

By Ben Purvis



It's like the 1980s all over again as a growing number of companies launch 400 cc four-cylinder sports bikes - but instead of Japan, many of the new protagonists are Chinese.

This is an upcoming bike from YGMotor, the marketing name for **Chongqing Yingang**, which also sells bikes under various other brands around the world, including 'Archive Motorcycles' in France and 'GPX' in Malaysia.

Some of its models have also been sold carrying **WK Bikes** branding, but the company's most notable machine to date has been a miniature, Grom-style machine with Ducati Monster-inspired styling, sold under various names and

'Another Chinese four-cylinder sports bike'

even reaching the U.S. market as the **Razkull 125**. Its new 400 cc four-cylinder is a step change for the company, and a huge leap forward in terms of style and technology.

The engine was shown in late 2022, appearing to borrow some of its design cues from the old **Honda CB400 Super Four** motor, but with the addition of fuel injection and redesigned castings that show it's not simply a Honda clone. It's not a power-crazed screamer, with a relatively modest 11,000 rpm peak and an output of 54 hp - substantially less than the 77 hp and 16,000 rpm claimed for the least-restricted versions of the upcoming **Kawasaki ZX-4RR**, but roughly equivalent to the U.S.-spec **ZX-4RR**, which manages 56 hp at 11,500 rpm. The YGMotor will be heading into direct competition with another Chinese four-cylinder, the impressive-looking **Kove 400RR**. That bike is

heading into mass-production imminently after last-minute redesigns, including a revised front fairing and an upsized engine, increased from 399 cc to 443 cc and pushing power up from 67 hp to 70 hp in the process.

We get a preview of the YGMotor 400's styling thanks to registered design illustrations, showing a conventional but clean-looking sports bike with a steel tube chassis and cast alloy swingarm. The upside-down forks and radial four-pot brakes gripping petal-style discs tick all the right boxes, and as a Chinese-made machine it's sure to be cheaper than we've come to expect in the west.

The bike is part of a growing army of Chinese models using four-cylinder engines, a layout that was, until recently, considered far too advanced for the motorcycle-buying public in China. Only a couple of years ago, **QJMotor** launched China's first four-cylinder sports bike, but already we're seeing a growing band of Chinese companies entering the four-cylinder market, including Benda, Kove and now YGMotor. QJMotor has also revealed its own V4 engine now, joining its existing inline four, and **CFMoto** is developing another V4 of its own.

It's a development that could worry the existing European and Japanese motorcycle industry, which has scaled down combustion engine R&D in recent years in preparation for an expected shift towards electric vehicles. China's industry is going in the other direction: most two-wheelers sold in China are electric scooters and mopeds, and the nation already has a head-start in EVs as a result, but as demand for higher performance bikes increases, manufacturers there are pivoting towards multi-cylinder petrol engines.

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Athena - extreme performance off-road big bore kits



ATHENA

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Honda displacement is increased to 288 cc

Celebrating its 50th anniversary in 2023, Italian based high-performance motorcycle, scooter and moped spare parts specialist Athena has introduced new 85 mm diameter extreme big bore cylinder kits for Honda and Yamaha 250 cc off-road models.

"The Athena R&D Department succeeded in designing and developing a solution that filled a market gap: a cylinder kit with extreme increased bore that allows an unprecedented increase in power, bringing the displacements of Yamaha and Honda bikes up to 304 cc and 288 cc, respectively," says Product Manager Marco Meneguzzo.

The kit can be installed without making any modifications to the motorcycle crankcase. "In fact, the entire kit guarantees maximum performance, better delivery, more torque at low and medium revs, better response and reliability that is at least equal to the original parts it replaces".

Fully designed, developed, prototyped, tested and validated in-house by the Athena R&D team, then tested on the road and track by their riders, "the result is a combination of engine components that ensure maximum synergy between them.

"The winning feature of this revolutionary kit is the cylinder resulting from the union of two different materials - aluminium alloy with a high silicon content, mated to a steel cylinder liner. The cylinder liner is placed directly into the mould through an innovative co-fusion production process. This internally designed and tested method allows efficient mechanical gripping, ensuring perfect union and reliability over time.

"The cylinder liner is finished with a galvanic treatment and a nickel-silicon coating, developed by the Athena R&D department, to obtain maximum smoothness and optimal resistance to wear even under high performance conditions". The forged aluminium alloy piston in the kit is a highly engineered, highly resistant, lightweight, precision CNC-machined performance design with "guaranteed perfect geometries and reduced tolerances".

"The lower structure has a fully open boxed, bridged design to combine greater resistance to fatigue, lightness and a better cooling of the piston crown. The geometry of the piston crown also optimises the compression ratio to guarantee greater driving elasticity and reliability over time".

The piston pin has been specifically designed for this type of extreme application. It is biconical and made in aeronautical steel alloy, with included rings that were made in Japan for these kits.

The gaskets included in the kit have been developed by Athena technicians and include cylinder head and base gaskets specifically designed for the new bi-metal aluminium cylinder and steel liner combination to guarantee maximum seal even under the most extreme stresses.

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Deflector screens for Royal Enfield Scram and Hunter



Maywood, Illinois based screen manufacturer National Cycle has 'Deflector Screen' options for off-road inspired Royal Enfield Scram 411 and the urban-styled Hunter 350.



National Cycle says that its 'Deflector Screen' is the most copied windshield worldwide, but that only its original includes its patented no-tool Rake Adjust hardware. "This simple rake angle adjustment feature has made this small windshield popular among motorcyclists everywhere.

"For the Hunter 350, the 'Deflector Screen' attaches to the handlebars with the patented U-clip and eyebolt system. For the Scram 411, the QuickSet version of the 'Deflector Screen' offers easy on-and-off convenience".

Manufactured from strong, durable, optically correct injection-moulded polycarbonate, National Cycle's exclusive Quantum hardcoating ensures that this tough, scratch-resistant windshield "will last a long, long time. This is a windshield that is solidly built to



go the extra mile - on-road or off-road."

The 'Deflector Screen' for these Royal Enfield models measures 15.50" (39.3 cm) high by 15.00" (38.1 cm) wide. All of National Cycle's polycarbonate windscreens are protected by a three-year warranty against breakage.

NATIONAL CYCLE INC.
Maywood, Illinois, USA
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GPR Tech - V-Strom 650

Italian exhaust specialist GPR Italia has leveraged its manufacturing expertise to start a new line of luggage and related touring accessories called GPR Tech.

Initially the new brand is dedicated to accessories for Adventure models, and seen here is a new model-specific top case kit for the Suzuki V-Strom 650 - "to add a dash of Italian style to the Japanese engineering".



Made of aluminium and equipped with an internal padded lining to protect the contents, including helmets, they are available in black and silver colour in 35, 45 and 55 litre capacity. The kit is equipped with a specific mounting plate, designed especially for the geometry of the V-Strom.

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Gaerne SG.22 MX boot

Legendary Italian boot manufacturer Gaerne says it is "putting new horsepower on the ground" with its new Gaerne SG.22 motocross boot that "represents the natural evolution of the popular SG.12."

"Combining Italian craftsmanship with cutting-edge materials and technical solutions, every component and detail of the SG.22 has been fine-tuned and updated from the SG.12 to produce a boot that is already on the feet of Romain Febvre, the EnduroGP World Champion Andrea Verona, the Sherco Factory Team with the Jr World Champion Zach Pichon and all the riders of Honda Enduro Factory Team".

Advanced features include a new three-dimensional construction main body toe box, which has a single joint element positioned on the outside near the closing lever. This allows the reduction in the height between the sole and the rear derailleur, increasing the speed of shifting.

The aluminium superlight buckle levers can be adjusted in three positions - in addition to the two positions the new frontal shin guard allows. The multiple available configurations optimise the fit and allow easy insertion of knee protectors. There are two air vents near the frontal plate, and internal 3D channels create cavities that help to evacuate humidity and heat.



"The geometry of the movement has also been improved to better mimic the movements of the ankle to improve ergonomics; the newly designed Razorback helps to reduce the overall weight of the boot.

"The Gaerne Dual Stage Pivot System 1.0 protects

the ankle with two limit switches which control the hyperextension, hyperflexion and lateral movements. Internally, the Memory foam 1.0 has also been re-engineered - this injected material takes the shape of the ankle, stabilising the whole foot, allowing it to become one with the boot".

The inner leg features Grip Guard 1.0 rubber elements with a compound developed with professional riders to improve protection and optimise the coefficient of friction for better riding feel. The sole features dual density inserts. Their position has been calculated to guarantee grip and durability without forgetting traction and cushioning during walking. The Microshock heel features a variable density compound to provide protection from micro-impact when cornering.

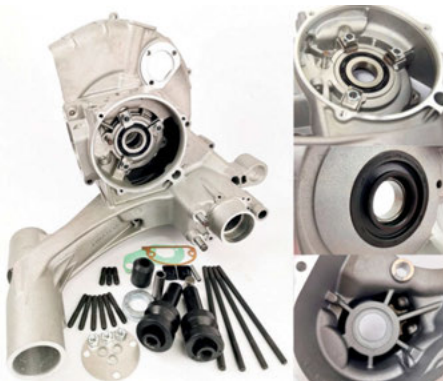
"A new Steel Bumper 1.0 toe between the sole and the upper makes it possible to reduce thickness, maintain the protective capacity and reduce weight. Finally, the unmistakable Goodyear Welted construction that always distinguishes Gaerne boots creates a resoleable and reassuringly solid, durable, stable and resistant structure".

GAERNE SPA
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Largeframe Vespa 125-150 cc engine casing master

Available again from Italian scooter parts specialist Pinasco, these master 2.0 engine casings for Vespa Largeframe 125-150 cc have the "three locks" bearing/oil seals locking system in the crankcases.

All crankshafts available on the market for Vespa 200s can be fitted thanks to the oversized valve intake - the same as Vespa 200 cc engine casing. They have a 100 mm diameter flywheel side crank chamber, a larger "NU" model flywheel side bearing,



reinforcement ribs on the axle wheel and the cluster.

They are ready for fitting the new Pinasco reinforced axle wheel with three bearings (26270959). The components of the "three locks" system are included in the package - bearings not included, but separately available.

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Bonamici for Aprilia Tuareg 660

Italian parts manufacturer Bonamici Racing has added a new selection of FIM accessories (some of them model-specific) for the Aprilia Tuareg 660. Designed specifically for the Tuareg are a left- and right-hand footpeg insert and brake side toepegs, a brake lever and a brake and clutch lever kit. Also available are engine and dashboard protectors, clutch lever, chain adjuster, oil cap, swingarm spools - standard and 'Racing' style.

Bonamici always supplies all the necessary hardware (screws and bolts) and fitting instructions with all its parts and says that spare parts are always available. Luca Migliorati, Bonamici's Sales and Marketing Manager, told International Dealer News: "Each component is designed and developed for professional and competitive use and is therefore of excellent quality. The products we sell to our distributors and dealers are the same as those used in WSBK, MotoGP, EWC, BSB, Moto America and for TT racing on the Isle of Man."

Bonamici race sponsorships and technical partnerships include the likes of Leopard Racing Moto3 team, Snipers Team, HRC, ROKIT BMW WSBK



and BMW's World Endurance teams, Althea Racing and GRT Yamaha and MotoXracing/S97 Racing Yamaha WSBK teams.

"Every single detail of our products is the result of a thorough engineering design process, we develop racing components that weigh not one gramme more than necessary," says Luca. "The accuracy of the material used by professional teams is made available for the daily use of anyone looking for perfection on their own bike."

"We use the best technologies to produce our racing accessories with the maximum care possible. By making constant quality-oriented investments and by using precision CNC machines and the best



titanium, aluminium and steel alloys, we make high technology accessories that allow teams and riders to obtain the best performance during the race competitions. We produce our accessories in-house here at our headquarters in Italy."

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www.bonamicing.it

Off-road springs for custom ride tuning

Andreani Group, Italy, has these new front suspension and rear shock absorber springs

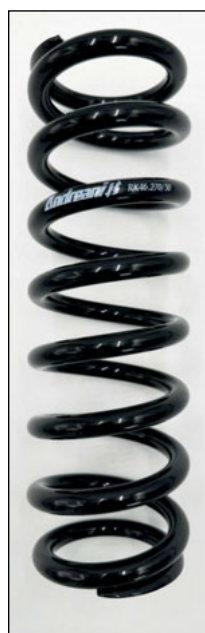
for off-road riders who want to be able to tune their suspension to match the rider and the type of riding they do. Sales Manager Diego Arduini says: "A small person riding motocross wants a different setup than a bigger person riding an enduro. We can offer the perfect match of rear springs and fork springs for each of those riders. And our springs are a perfect match for the OE spring fitment, with no adapter rings and better materials."

"Our founder Giuseppe Andreani is a motocross champion, and our design team in Italy has worked hard to create a product that meets the needs of all types of off-road motorcycle riders," continued Arduini. "Since

every rider is different, we have a wide range of rates and measures, ensuring that each rider gets the perfect fit for their riding style."

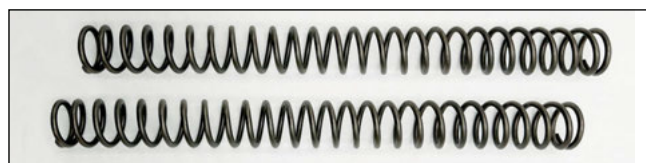
The new springs are a direct replacement for Showa, Kayaba, Sachs, WP and several other brands. "The 'plug and play' capability, superior materials and broad range of fitment makes them an easy choice for an upgrade to a bike's suspension system."

Andreani offers its dealers guidance on how to fit front and rear springs to a specific rider, primarily based on rider weight and type of riding. Andreani springs work in conjunction with the existing hydraulic shocks to ensure the perfect setup of rebound and damping.



Andreani Group International has distribution centres in its hometown of Pesaro, Italy, Barcelona, Spain, and its recently opened Andreani USA in Hendersonville, North Carolina. "Since its beginning in 1987, the company has been focused on products, training and support for technicians and tuners to help riders get the most from their bikes," said Arduini.

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Oxford Products - "Making life on bikes better since 1973"

Celebrating its 50th anniversary in 2023, Oxford Products has already introduced a slew of new products this year, including this versatile 3-in-1 four season Oxford Riderwear 'Rockland' modular jacket and pants. "The Rockland answers the three main challenges that an adventurer will face - rain, cold and heat - and it does this using Oxford's bespoke, removable 'Dry2Dry' waterproof membrane modular construction to create a true all-season jacket with no compromise."

Features include nine direct ventilation panels to manage the heat with the removable 'WarmDry' thermal liner to beat the cold. The underlying mesh can be exposed to directly cool the body by zipping back the large ventilation panels - the rear exhaust panel allows warm air to escape and prevent billowing. Rockland is available in choice of three colourways.

Oxford's Advanced Rider Series 'Bomber' textile jacket features "classic street styling" with D2D-Dry2Dry laminate technology to create a lightweight and highly breathable jacket "packed with protective features".

It has CE AA certification (EN 17092-3:2020), Level 1 CE shoulder and elbow protectors (EN 1621-1:2012), reflective printing and a back protector pocket. The Dry2Dry laminate outer shell is rated 5,000 mm waterproof and 5,000g/m2 24 hours breathable.

It has fully taped waterproof seams, centre front under-placket and YKK Aquaguard water-resistant centre zip. Bar-tack stitching reinforces stress points, and it has hidden structure stitching with elasticated collar rib, cuffs and hem, allowing flex in the body of the jacket when riding.

Also seen here, the 'Spartan WP' is an entry level, waterproof commuter boot with reflective details. This shin-high boot is CE Level 2 approved, "giving a great level of protection without compromising comfort".

'Rockland' modular jacket and pants



'Arizona'



It is CE approved (EN 13634), made to Level 2 abrasion resistance, has impact cut and transverse rigidity, PU reinforced toe and heel counter, PU footbed shank for ride comfort and protection, a waterproof membrane, microfibre upper and rubber motorcycle sole.

Finally, Oxford's new women's 'Arizona' 1.0 air mesh textile jacket and pants are fully ventilated, CE certified (EN 17092-4:2020) and have an approved design featuring a high-density polyester shell and belt attachment loops for warm weather riding.

Features include Level 1 CE shoulder, elbow and knee protectors (EN 1621-1:2012), back and hip protector pockets, 360-degree reflective printing, large, ventilated mesh panels, reinforced structure bar-tack stitching and a HD-Poly high-density polyester outer shell. Available in Arctic (shown here) and black.

OXFORD PRODUCTS
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www.oxfordproducts.com
www.oxfordriderwear.com

'Spartan WP'



'Bomber'



QD - Panigale Streetfighter V4 slip-on

Italian exhaust manufacturer QD (Milan) has introduced a new system for the Ducati Panigale Streetfighter V4 - using the stock manifolds and double 52 mm diameter connection pipes where the two catalytic converters are used.

A 2-in-1 connection pipe merges the flows into a common 60 mm diameter pipe where a valve, controlled by the stock servomotor, lowers the noise level to meet the homologation limits.



The system ends with a double link pipe and two titanium silencers from QD's 'Gunshot Dark Matter' series, in matt black ceramic coated finish, with GP style mesh grids in the carbon fibre end caps hiding the 2 dB killers.

All the pipework is in TIG welded stainless steel with gas injection "to obtain a perfect inner surface, void

all the gas turbulence and maximise the flow.

"The system fits perfectly with the passenger footrests thanks to two small additional brackets supplied in the package that allow their relocation in a wider position". A carbon fibre heatshield is in development and will be released soon.

"The power achieved with this system is impressive, +12 hp at the rear wheel in racing configuration with the race map - the tool to reflash the stock ECU is sold separately as an option".

As with all QD Exhaust products, this system is sold with a SERVICE CARD that allows the owner to extend to a 30-month warranty programme and to download the European certification.

QD EXHAUST

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Polini 12 mm kits for Yamaha Minarelli models

Italian specialist Polini Motori has added to its range of upgrade, service and repair products for Yamaha scooters equipped with Minarelli engines (CY, MY, CW models) with this new 'Polini For Race' 12 mm crankshaft.

Designed, engineered and tested to improve and increase performance and durability, the billet aluminium, precision CNC-machined connecting rod

can be used with 12 mm special pistons as an alternative to the original 10 mm piston pin. They are equipped with the connecting rod to be installed with the new improved piston pins.

"Perfectly balanced to reduce vibrations and power loss, they are thermally treated to increase their resistance. These 'Polini For Race' 12 mm crankshafts are designed for use with the cast iron 40 cc/70 cc cylinder kits in up to 14 hp applications. Available for horizontal and vertical applications".

Polini Motori is also announcing a new range of street and racing cylinder kits for the 12 mm CY, MY, and CW Minarelli engines that include a precision-machined cast iron cylinder with improved, reduced friction cylinder-piston sliding. The exhaust ports have been designed to work in line both with the Polini original and Scooter Team mufflers. The racing version has been designed to achieve racing performance and to work in line both with the Polini original and

Scooter Team mufflers.

The piston is made from a high-grade, high silicon content alloy for maximum heat tolerance. The piston rings are made of strong, high carbon content and improved machining capacity spheroidal cast iron, which is highly resistant to wear, rebored and lapped. The head is made in a special lightweight aluminium alloy with a high coefficient of heat exchange. The combustion chamber has been completely redesigned for a high compression ratio.

Polini cylinder kits for Yamaha Minarelli engines must be installed together with the crankshafts with connecting rods for 12 mm piston pins.

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OptiMate USB-C and USB-A combo for BMW, Triumph and Ducati

Some years ago, the OptiMate USB O-105 popularised a new direction in USB charger design with its ergonomic low profile 'elbow' styling that has a USB-A charging port at 90° to the DIN/ISO 4165 12V connector used on BMW and Triumph motorcycles.

The OptiMate USB O-115 is a popular alternative to the O-105, with its '180°' styling making it more suitable for use on Ducati Multistrada or Triumph Tiger 800/850/900 motorcycles. There is also a Ducati O-115D branded version.

Both these USB chargers feature 2 x USB-A charge ports that share up to 3300mA of power and they include the unique OptiMate USB interactive standby mode that prevents the vehicle's battery from being drained.

Martin Human, CEO/CTO of TecMate, says that these features have made both OptiMate USB O-105 and O-115 some of the most popular aftermarket USB chargers for BMW, Triumph and Ducati motorcycles. "However," says Martin, "enter USB-C as the universal USB standard for Europe, and with many smartphones going towards USB-C, including Apple, TecMate has responded by releasing the OptiMate USB O-114 and the OptiMate USB O-119, identical in design to the O-105 and O-115, except for one charge port that is USB-C."

The USB-C socket delivers up to 3300mA of charge



to a single connected USB-C device, unless the USB-A port is also in use, then power is shared with the second connected device.

"All OptiMate USB chargers have a unique feature that protects the vehicle's battery that it is drawing power from - when the vehicle's engine is turned off, the OptiMate USB charger senses that and will turn off within one hour.

"So, if a rider has stopped somewhere, but needs to charge their phone, or camera or Bluetooth- ready helmet, the OptiMate USB charger remains on for an hour before it goes to standby mode. That prevents even the smallest lithium battery from totally discharging, always leaving sufficient power to start up the vehicle to ride on."

Martin explains: "We're ready to meet the demand for USB-C chargers, yet we recognise that there is a huge population of devices (phones, GPS, etc.) and charge cables out there that still connect to the conventional USB-A socket. A combination USB-A and USB-C allows you to charge the latest smartphone along with your GPS or other devices."

TECMATE

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tecMATE

Vespa-specific bar end mirrors

Conventional handlebar end mirrors were originally designed for motorbikes and are not necessarily suitable for mounting on Vespa handlebars. German scooter specialist SIP Scootershop's new Vespa-specific handlebar end mirrors "are a considerable improvement over universals, even those that have scooter-fit adapters," says Scootershop CEO and co-founder Ralf Jodl.

"With these SIP Series Pordoi handlebar end mirrors, we provide you with mirrors that are perfectly suited for use on the modern Vespa.

"Design advantages of our new E-approved Vespa-specific bar end mirrors include their stability and precise fit, the much lower vibration and the choice of colours".

The individual components - such as the mirror head and mirror arm - are CNC-milled from aluminium and then anodised or chrome-plated. The mirror head is

individually adjustable via the ball joint. The additional screw for fastening the mirror to the handlebar end weight may be a simple addition, but it gives the handlebar end mirror an extremely stable hold - twisting while riding becomes almost impossible.

Due to the solid mirror arm, less vibration from the vehicle is transmitted to the mirror - "a good view to the rear is possible even at higher speeds," said Ralf.

"For legal operation in road traffic, the E-approval mark on the mirror is virtually mandatory. The requirements differ depending on the year of manufacture/vehicle class etc., but to be on the safe side, our handlebar end mirrors have the E-number as standard."



SIP SCOOTERSHOP GMBH

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Airoh 'Specktre' on-road flip-up with ASN

With ECE 2206 and double P/J homologation, 'Specktre' is the new Airoh on-road flip-up designed for those looking for a versatile and innovative modular style helmet.

With a shell in HRT thermoplastic (High Resistant Thermoplastic), the new Airoh model has the ASN (3-D fabric structure Airoh Sliding Net) system that



reduces the forces transmitted to the head in case of impact.

Designed, engineered and tested in Airoh's in-house R&D laboratories at its headquarters facility near Bergamo, features include a larger and extraordinarily wider view, tool-less quick release, scratch and UV resistant visor that can be used in the antifog position with the supplied Pinlock 70 lens and has a practical, integrated sun visor.

'Specktre' is equipped with an advanced ventilation system that includes chin guard vent and rear spoiler, a hypoallergenic, removable and washable inner lining with 2DRY, Microsense and sanitised

treatments and weighs in at 1,680g (+/- 50g).

Additional features include the micrometric retention system, 'Stop Wind' and Bluetooth-ready.

Racing is at the heart of the Airoh DNA from 2005 to date, its riders having delivered a remarkable 126 world titles - and counting!

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AIROH

'Connor'



Added to the Airoh Street helmet line for 2023, 'Connor' with ECE 2206 is a three-shell size wind tunnel modelled full-face with superior aerodynamics and advanced, race-oriented ventilation system "for exceptional air flow and comfort". The shell is in HRT (High Resistant Thermoplastic) and is available in a wide range of sizes from XS to XXL.

Features include an extra-wide vision visor with ATVR (Airoh Tool-Less Visor Removal), antifog setting, locking system with scratch and UV resistant coatings.

The inner linings are completed by the ASN (Airoh Sliding Net) system, and they are made with technical textiles and treatments including 2DRY, MICROSENSE and sanitised, they are removable and washable, hypoallergenic and 'Connor' ships with Airoh 'Stop Wind' in the box.



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Lightech for CB750 Hornet



Internationally recognised Italian parts and accessory manufacturer Lightech has turned its attention to the Honda CB750 Hornet.

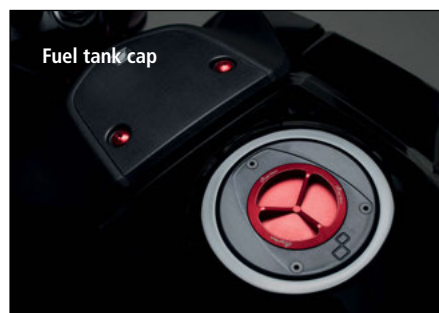
With a complete line of components available, Lightech's Export Manager Sheila Zaccaron told IDN that "the line includes a huge range of model-specific parts designs specifically developed for this bike."

Model-specific design products include adjustable licence plate holders (KTARHO123) that are customisable with a good range of spare parts or accessories such as LED turn signals (most are 100% Lightech patented, like the ones seen here - FRE932NER) or details such as coloured washers and licence plate lights.

The Lightech licence plate support is made of a special, durable, highly resistant composite material (PA12 + carbon fibre), which makes the holder stronger and more resistant to vibrations and high temperatures. It is made with adjustable LED turn signals and reflector supports that make it suitable for licence plates of various sizes.

"Our magnesium and CNC-machined aluminium lever set (KLEV135) is available in three versions - the standard version, the ALIEN version with rubber inserts on the body of the lever for greater grip, and the new, top-of-the-line 'H' version.

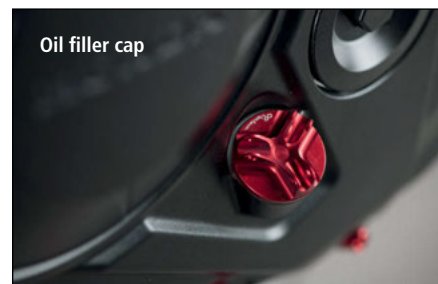
"This is one of our biggest news items for 2023. Available soon, it has a new ergonomic geometry and an increased curvature, which further expands the already considerable Lightech lever range." There



Fuel tank cap



Bolt kit



Oil filler cap



Adjustable licence plate holder and LED turn signals

are new designs of oil filler cap, frame protectors, fuel tank cap and mirrors available.

To add further to the custom options, Lightech also offers model-specific bolt kits. "All these model-specific parts have been developed to have an attractive and exclusive design that perfectly matches the design line of this beautiful new Honda, and all are made exclusively here in Italy."

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Sunstar EPTA Stage 0 race rotors - increased heat dissipation

Sunstar's new EPTA Stage 0 (zero) racing brake rotors are used by many top teams, including the Kawasaki Puccetti World Supersport team (Can Onu and Attack Yamaha Performance in AMA SBK in the United States - Jake Gagne and Cameron Petersen). Standing for "Enhanced Performance Torque Application", the name EPTA is taken from the ancient Greek for seven - representing the durable, reliable, high-strength seven-point mount system between the carrier and the pad track.

The AL 7075 hard anodised aluminium carrier/hub (30 µm) mounts to a 5.8 mm induction hardened stainless steel rotor, with Sunstar's proprietary seven-point EPTA disc flotation mechanism. The rotor is machined with grooves with ventilation holes machined in the pad track, for better cooling, and



optimised lightening holes to avoid vibration onset. Sunstar Sales Manager Gianluca Olivieri told IDN: "The straight 3 mm thick profiles protruding from the wave shape on the outer diameter of the disc form a radiating area that dissipates heat, without being touched by the pads, but with a higher thermal inertia than the rest of the disc. The 'radiators' have been shown to help heat dissipation by up to 36 degrees C less than the maximum temperature measured on Sunstar's standard EPTA rotor for SBK use." puccetti

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centralino@it.sunstar.com
www.braking.com



S510 D-Charge

GIVI's made in Italy S510 D-Charge combines charge and charge maintainer functions and is compatible with traditional 12V lead-acid and lithium batteries. It is compact, robust, safe to use, with automatic cycle management and equipped with everything necessary for connection to the vehicle. This maintenance item is a new addition to GIVI's extensive range of accessories.

The design of the GIVI S510 D-Charge "extends battery life by up to four times and achieves maximum efficiency in terms of energy consumption. Primarily intended for the two-wheel sector, it has features that make it suitable for operation with other vehicles, including cars".

It is compatible with all types of traditional 12V batteries (lead-acid, MF, GEL, AGM) and with the latest generation 12V lithium batteries with either lithium-ion or Li-FePO4 technology from 1.2Ah up to 100Ah.

The charge and maintenance algorithm that manages lithium batteries works on seven cycles in a clever, 100% automatic way. The cycles indicated are initialisation, recovery (starting from a minimum of 1.25V), light charge, main charge, analysis, maintenance and equalisation.



With lead-acid batteries, the charge and maintenance algorithm that handles conventional batteries follows a similar automatism to the one described above, adding an important eighth desulphation cycle. Through a process that uses current pulses, sulphates are removed from the lead plates, restoring the battery to its functionality. Safety features include protection against sparks, reverse polarity, short circuit, overloading and overheating.

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WRS windscreens for Ducati Diavel V4

Italian windscreen specialist WRS has added several new windscreen applications in recent months. Made using high quality DOT626 approved PMMA plexiglass, WRS says its screens are easy to assemble and install using the original fairing mounts and hardware.

Seen here for the Ducati Diavel V4, they are available in dark smoked, matt black or transparent, in Sport

style (28.5 cm high by 24.5 cm) "for the bare minimum of coverage and to give the bike an enhanced sporty look - ideal for city riding or short trips", and Touring style (33.5 cm high by 28 cm) "to eliminate the turbulence on the helmet that is encountered with the stock design and relieve the pressure on the shoulders, making it a great improvement for longer journeys with optimised comfort and an enhanced touring stance". Install kits are included, with all necessary hardware.

Additional recent new applications include the Kawasaki Z 1000 SX (available in 2017-2020 and the 2021-2023 'Ninja' versions), the 2023 Honda XL 750 Transalp and Suzuki 650 XT V-Strom.

"All our windscreens are made following the strictest design standards in terms of safety, materials quality and manufacturing precision to guarantee the maximum possible resistance, transparency, safety and durability".

WRS' credentials as a screen manufacturer are, literally, 'race bred' - it is a Technical Partner for Team BMW Motorrad in WSBK and Pramac Ducati in MotoGP among others.



Touring dark smoked



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Sport matt black

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Touring transparent

Optimised pistons for Husqvarna, GasGas and KTM 450

Available for late model GasGas, Husqvarna and KTM 450 cc four-stroke models, American specialist Wiseco says that these are its "best KTM 350 and 450 four-stroke piston kits yet - a new-age forged piston design for new-age GasGas, Husqvarna and KTM 450 models."

"As one of the front runners in motocross and off-road dirt bikes over recent years, the KTM Group has routinely cranked out technological and performance advancements, optimising power, handling and more. The story is no different for its 2022 and 2023 models, which is why Wiseco has applied its latest piston innovations to develop these new kits through direct testing with KTM 450 cc engines."

"We have created fine-tuned performance and leading durability through revised forging and finished piston design with proven development through advanced engineering analysis and in-house dyno testing as well as optimised longevity and performance in varying track and off-road riding conditions".

Features include an updated piston skirt shape and ovality with ArmorGlide skirt coating to improve operational stability. By reducing frictional loss caused by cylinder wall contact, these pistons are

said to provide consistent ring seal and power, eliminating premature wear conditions.

An updated boxed and strutted design maximises the strength needed for the high-performance nature of KTM and Husqvarna engines without compromising lightweight characteristics. Internal window milling for added weight savings aids in quick revving without sacrificing strength, while lateral gas ports aid in consistent ring seal, compression and power.

An accumulator groove reduces pressure build-up below the compression ring to greatly reduce the risk of 'ring flutter'.

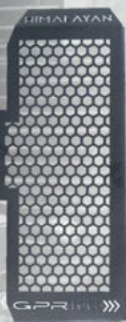


Double-broach pin oilers improve wrist pin and small-end lubrication for improved wear. Each 2023 GasGas, Husqvarna and KTM piston kit comes standard with DLC coated wrist pin, premium rings and circlips. "This modern-age piston design for the 2023 KTM+ models shares many of the beneficial design elements we achieved through the redevelopment process of our KTM four-stroke pistons. Simulated stress testing, engineering analysis, engine dyno time and multiple prototypes went into achieving our most optimised KTM four-stroke piston yet".

Wiseco products are available to dealers in Europe through selected distributors, including Parts Europe, Hoco Parts, Bihr, Duell and InnTeck in Italy.

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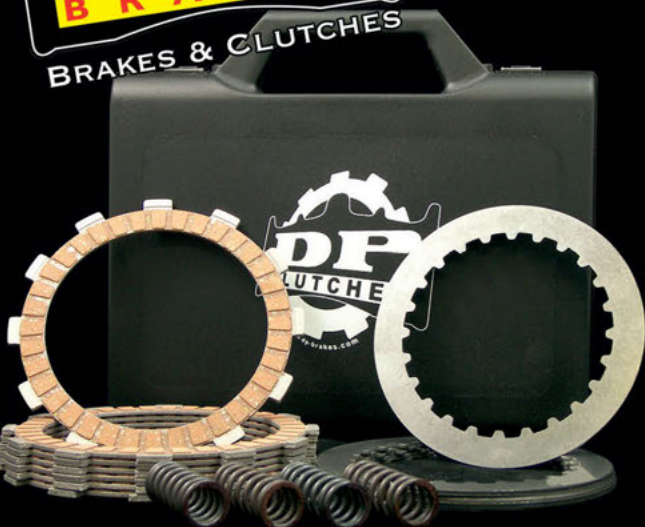


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Motoz Tractionator GPS

The Australian tyre brand that revolutionised off-road performance, looks to have done it again with the new Motoz Tractionator GPS - for a "new level of performance and reliability".

Motoz says that Tractionator GPS is "designed for off-road enthusiasts who demand the best" and that it is "engineered to conquer the toughest terrains and deliver unparalleled traction, control and durability".

"Our best-selling Tractionator GPS tyre is a game-changer for riders who need dependability in all

conditions. Designed and engineered for long mileage, serious grip and smooth transition from pavement to gravel to dirt, it has the unique feature of being reversible to suit the rider's needs - either 50/50 or mostly off-road direction.

"In 50/50 direction, the Motoz Tractionator GPS is a well-behaved street-able tyre with smooth cornering transition from centre to 'cranked all the way over'. In mostly off-road direction, the tread enables more aggressive off-road cornering and mid-corner drive is improved.

"The Motoz Tractionator GPS is the ultimate choice for off-road enthusiasts looking for unparalleled performance. Designed specifically for challenging terrains, this tyre excels in providing optimal grip and traction. Its aggressive tread pattern and deep, self-cleaning knobs ensure superior performance in the 50/50 tyre segment".

The tyre's construction features a unique hybrid compound with silica for both long mileage and excellent grip in varied road conditions.

A stronger carcass construction than seen on other 50/50 adventure tyres, the Motoz Tractionator GPS "provides world class performance with a high resistance to punctures and abrasions, minimising



Front

Rear

the risk of tyre damage and providing peace of mind to riders".



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Complete clutch disc kit for CRF 150R

This complete clutch disc kit for Honda CRF 150R models is the result of Italian specialist Surfex' more than 70 years of in-house clutch component production, development and testing experience and is "designed to make Honda CRF 150R engines more powerful and safer".

"Our gasketed clutch discs (Part No. 2023 S 2647/B) are the synthesis of a long and careful fine-tuning for greater resistance, even when the engine is used at high temperatures - preventing the engine from power loss.

"Surfex clutch disc kits optimise performance, transmitting all the power of the engine to the rear wheel - making the clutch modular without friction material tears or abrupt gearing".

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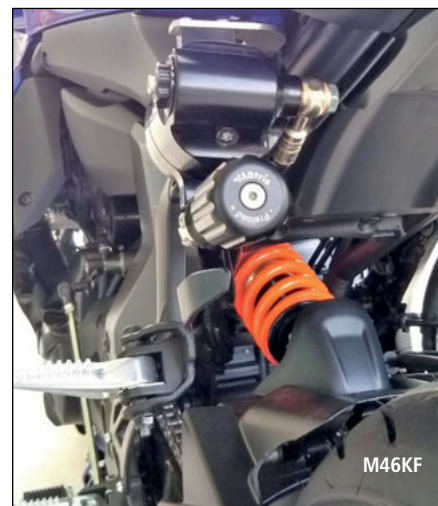
Matris adjustable YZF R7 suspension options

Italian suspension specialist Matris has a complete range of suspension upgrade options available for Yamaha's popular new 700 twin Supersport YZF R7. For the front Matris is offering a choice of three fully

adjustable (compression, rebound, preload) hydraulic cartridge options from its high-end engineered ranges - asymmetric quad-valve, classic or sealed cartridge sets.

All are genuine "plug and play" and totally reversible - they replace all the original internals and are ready to install without any original fork modifications. For the rear, the choice is between its M46KF and M46KD rear shock series. Both are multi-adjustable and equipped with a hydraulic spring preload unit that gives riders an easy and quick setting change as riding conditions, load and preferences require.

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BS Battery lithium technology

French battery and charger manufacturer BS Battery is spending heavily to develop and offer new technologies - especially in the lithium battery sector - and offers distributors and their dealers access to "an exhaustive line of lithium batteries and chargers that have been designed with and for OEM motorcycle manufacturers".

BS Battery Product Manager Romain Menduni told IDN: "Though associated with lightweight, high-performance characteristics of motorcycle racing, in fact pretty much all riders can use lithium batteries - especially those who are looking for the best performance from their motorcycles."

"In fact, we offer lithium batteries for all powersports industry platforms - from road and race bikes to power-hungry, big capacity V-twins and cruisers of all types and even ATV/SSV models, snowmobiles and PWCs."

One concern that riders sometimes express is that lithium batteries are not a year-round solution. When lithium technology first started to make its way into the motorcycle market, there was a widespread myth that they do not achieve optimum performance in extreme operating temperatures.

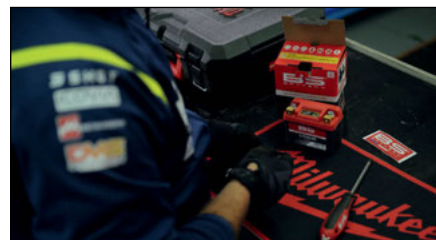
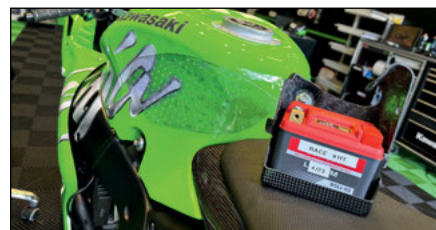
"That is indeed a myth," says Menduni, "and I am

pleased to say that the misunderstanding has pretty much disappeared now - especially since so many new models now feature lithium batteries as standard.

"Our batteries meet or exceed OEM requirements and can resist up to 230°C heat temperatures and are also able to start an engine after a very long period of storage - even in very cold temperature conditions. Our lithium batteries are a superior and genuine year-round solution."

"Another big advantage over lead-acid batteries is the weight saving - up to 70 percent lighter than lead-acid equivalents and with a charging process that is up to twice as fast. Motorcycle designers and customisers also love lithium batteries because they can be installed at an up to 180-degree angle of inclination." Installation is a lot easier with contemporary lithium technology than it was with the first generations. BS Battery recommends checking the regulator and maximum tension of the bike before the installation, but then they are quite easy to install - "all our lithium batteries are 100% ready to use, they are a genuine 'plug & play' technology," says Menduni.

"Because our batteries were initially developed for OEM use and continuously tested for reliability in racing conditions, the reliability and durability of BS Battery lithium technologies really are state-of-the-art. Our BSLI02 is approved by many racing teams all



over the world, and feedback from race and OEM engineers allows us to improve our range constantly. "We also pay attention to small details like the LED indicator on top of the casing, so the state of charge can be seen quickly without the need to disconnect the battery from the bike. Much smaller than acid ones, our batteries are delivered with spacers to limit vibrations for a better riding comfort. We've also designed robust brass terminals to enhance electrical performance. In fact, we don't provide products but solutions. Our France based R&D team is 100 percent focused on making life easier for workshops and riders."

The BS Battery range features 14 different lithium part numbers, but the good news for dealers is that just three of them can cover up to 80 percent of the existing circulating park fitments - making inventory management easy. "We've also created an online tool called BATTERY FINDER, available on our website to help the dealers and riders find the fitment that is best for their motorcycle".

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RMS

Lumen Z LED headlight for neo-retro and Café Racer style naked



Barcelona based parts and accessory specialist Puig has introduced a new universal fit LED headlight - the Lumen Z.

Providing "an attractive neo-retro aesthetic and careful vintage design, while improving illumination, the Lumen Z fits perfectly with the new neo-retro

style naked and Café Racer style motorcycle models on the market".

Measuring 176 mm high by 99 mm wide, the compact sized casing is made in polycarbonate material with a black finish and aluminium outer ring - making it resistant to the effects of bad weather, impacts and splashes.

"It works with a voltage of 12V, and thanks to its advanced LED technology, the Lumen Z headlight provides an optical illumination. The user must take into account the electrical system of the motorcycle to adapt the new headlight perfectly".

It ships with all the necessary hardware for a quick and easy installation. To complement the Lumen Z universal headlight, Puig has three sets of clamp supports available separately in different diameters: 35-37 cm, 38-41 cm and 42-43 cm, which come along with their respective supports to hold the headlight.



Short white daylight



Long yellow daylight

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XRADICAL gasket set options

Founded in 1958, Girona, Spain based gasket and seal specialist Artein is one of the largest motorsports and industrial sector gasket manufacturers in Europe. Supplying OEM customers as well as the aftermarket, Artein is noted for its advanced technology, precision manufacturing and the research and development investments it makes into performance materials.

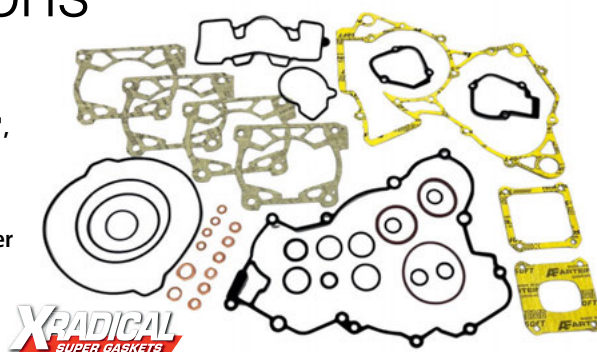
In motorcycle terms, Artein has been a leader in the scooter and competition markets for a long time, and in recent years has started building a high profile in the off-road market with its XRADICAL programme.

Recent new additions are the complete kit for KTM SX 125/150 applications from 2016 to 2022 that is seen here, along with a complete gasket set for the Honda CR 125R from 1990 to 1997.

For the Suzuki RM 85 (2002 and up) and all its other applications, Artein offers

complete gasket sets and top end set for standard configuration, and a "Smart Kit", comprising an extended gasket kit (top end, clutch cover and gasket, and friction disc and cover gasket), along with a water pump cover gasket. Spare gaskets are also available.

The quality of Artein's products has been proven many times - on the street and in competition - and for development of the XRADICAL lines, Artein brought together engine technicians, performance engineers and sealing materials specialists to develop premium application-specific product solutions. The primary gasket materials used in the XRADICAL range include Artein CS6900 Soft, easily recognisable in yellow colour (25% compression capacity, very high 64% recovery and temperature resistance), German made Victor Reinz AFM 34 (an



aramid fibre-based gasket material for low compressibility in a wide range of operating temperatures and pressures), and Foamet - aluminium core with Nitrile soft foam in both sides - one of the best known of contemporary gasket materials.

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LV Race for 2023 CB750 Hornet

LeoVince



The LV Race by Italian exhaust brand LeoVince has been designed to reduce the overall weight of the bike without altering the original balance designed by the manufacturer - "LV Race is the perfect alchemy between look, performance and sound".

"We have designed the LV Race for all motorcycles with the standard exhaust located under the engine to optimise weight distribution, without changing the layout of the bike, allowing the performance to be maximised and the look of the bike to be enhanced with a racing and dark look".

Race-bred and made in AISI 304 stainless steel "for maximum resilience", it is finished with a special, high temperature resistant matt black ceramic-based paint; a stainless steel end cap is fitted with a racing look honeycomb mesh. Described as "making no compromises, the sound

immediately shows the power the LV Race has at low revs due to the perfect resonance produced by the stainless steel chamber, with the honeycomb end cap tuning its 'racing voice' to the deepest and darkest notes".

The centre of gravity and the distribution of the mass is said to be the same as those designed by the manufacturer. "With the weight often reduced by 30% compared to the stock exhaust, the bike will be much lighter, agile and responsive. "TIG welds are handcrafted by our specialised craftsmen to guarantee the exhaust has the maximum performance over time. The bracket is made of laser-cut stainless steel: an amalgam of technology, strength and lightness".

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(range: 38 clicks)



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roller bearings, with reference clicks
(range: 15 mm)

Rebound unit with reference clicks
(range: 38 clicks)



Preload unit assembled on axial
roller bearings, with reference clicks
(range: 15 mm)



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Vertex sprockets



Best known for its multi-title winning two and four-stroke pistons, the Vertex brand is also a 'player' in the sprockets space with factory motocross and enduro team co-developed fitments, updated for the most popular 2023 bikes.

"Rigorously produced in Europe and precision CNC-machined for reliability and durability", Vertex offers a choice of materials.

Its aluminium sprockets are made from strong, high ductile, T6 heat-treated 7075 alloy (zinc and aluminium) and designed with mud drain channels on the external side.

Additionally, and available in a selection of colours,

Vertex C45 (carbon) steel sprockets are available in steel or as Duo versions with a special 16CrNi4 outer ring with induction-hardened steel and T6 heat-treated 7075 alloy carrier.

The Vertex range also includes two CNC-machined rear sprockets in special 16CrNi4 steel - the basic K version - and the lightening hole equipped KC.

VERTEX PISTONS/VP ITALY S.R.L.

Reggio Emilia, ITALY

Tel: +39 0522 918888

info@vertexpistons.com

www.vertexpistons.com

KV37 Evo Sharp Lady jet helmet

The KV37 Evo Sharp Lady has been specifically designed for female riders, "bold and recognisable thanks to its contemporary graphics that play on the tones of black and fuchsia, offering full technical features, including a smoked visor, ventilation system and micrometric chin strap".

The helmet is made of thermoplastic material, equipped with a transparent anti-scratch visor and a smoked sun visor. Features include an upper air vent, the inner lining is removable and washable, and the micrometric strap allows easy and secure fastening. Additionally, "the helmet has a particularly gritty personality, underlined by the 'sharp' and clear-cut shape of the graphic lines that wrap around the shell".

Another noteworthy element is the choice of three colours, black grey and fuchsia, "a combination that is as feminine as it is daring, flanking dark and neutral tones with a vivid hue that almost creates the illusion of a neon insert".



The KV37 Sharp Lady jet helmet is available in sizes from XS to XL and is certified according to ECE 22-06 standard. It weighs 1,150 +/- 50g.



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MG Biketec 'ClubSport' foldable brake and clutch levers

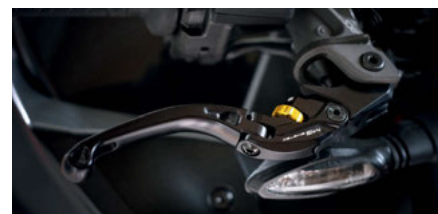


Founded in 2008, Austrian component manufacturer MG Biketec has built a solid reputation as a quality brake and clutch lever specialist. Made by MG Biketec in Austria, they are Austrian TÜV approved and KBA Germany certified - which makes them road legal throughout the EU.

Its brand-new 6082 aluminium CNC-milled 'ClubSport' brake and clutch were designed and tested during 2022 in conjunction with experienced track racers and road riders. A crucial part of the new design was optimising manufacturing costs and improving ergonomics. "As a result, 'ClubSport' levers are 25% lower in price compared to our current foldable lever," said MG Biketec's Vincent Smaal.

The lifetime warranty-backed short and long 'ClubSport' levers have been designed for 2-3 finger or as 2-4 finger operation "with excellent feel, optimal adjustability and maximum control. Both types feature a foldable pivot to reduce the risk of breaking, should the bike go down.

"The new micro-indexing adjuster dial can be used



'on-the-fly' in up to 25 positions and up to 25 mm. The levers and adapters are anodised in UV-resistant stealth black. The adjuster dial can be configured in six different colours and the assembly hardware is made from black coated stainless steel. The motorcycle-specific lever adapters are designed to maximise leverage and ergonomics".

All MG Biketec brake and clutch levers are TÜV Austria audited/KBA Germany certified.

MG BIKETEC GMBH

Graz, AUSTRIA

Tel: +43 (0)316 251513

office@mg-biketec.com

www.mg-biketec.com

RMS "Supreme Care" detailing products range

Italian scooter parts and accessory specialist and distributor RMS has launched its new "Supreme Care" complete range of detailing products "developed to protect and extend the life of your motorcycle".

The range can be divided into three different families, each one dedicated to a specific aspect of the maintenance and care cycle.

Its "Supreme Care" cleaners include a brake cleaner for cleaning and degreasing brake and clutch components - "removing oil, grease, brake fluid and any kind of impurities".

"Our carburetor cleaner is specifically designed for cleaning carburetors and throttle bodies - with the result that engines will start up easily and level quickly to a smooth, consistent idle with less stalling".

The "Supreme Care" rim cleaner is formulated to remove brake dust and dirt from motorcycle rims; its Active Foam is a highly concentrated degreaser for mechanical parts - developed to remove any kind of dirt from most of the surfaces found on motorcycles, and, finally, "never forget a good hand cleaner". The dermatologist-tested "Supreme Care" washing paste has natural microgranules to strengthen and deepen the cleaning action.

The second group in the "Supreme Care" range are the lubricants that every workshop needs - including a chain lube that is specified for advanced penetration and to reduce chain stretch and friction - even in extreme weather conditions; a Multilube that "protects metal from rust and corrosion, penetrates stuck parts, displaces moisture and lubricates almost anything", and a silicon spray that "safely lubricates, resists water, protects and makes metal and non-metal surfaces such as rubber and plastic shine".

Finally, the advanced formula "Supreme Care" radiator coolant options include both red and blue coolant grades in two different packs: single litres for end user sale and 25 litres for workshop use.

RMS S.P.A.
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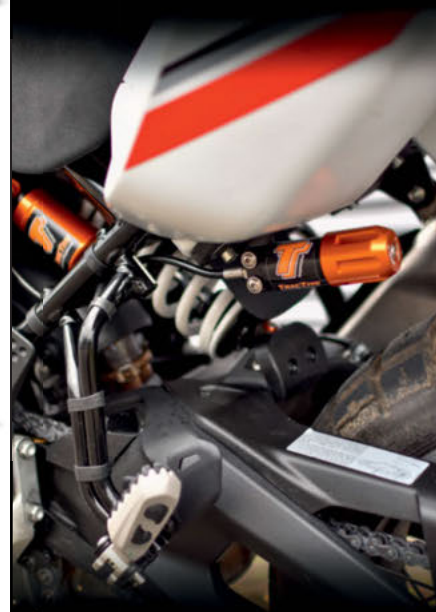
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WRP "O-S America" tapered handlebars

Italian parts specialist WRP continues to develop and grow its internationally popular handlebar programme. Appreciated by professional and international riders globally, and one of the top selling items in the range, are its "O-S America" tapered handlebars.

Made from high-grade, ultra-strong aluminium alloy, "they combine the best features of conventional and oversized handlebars. The 28.6 mm oversized tubing in the clamping area and the tapered design all ensure that this handlebar will withstand the hardest bumps and crashes while offering a perfect relative flex".

The surface of the handlebars is shot-peened and anodised for utmost hardness. The left grip area is

machine-knurled to prevent slipping. Available in black, bronze and orange, they are manufactured with a range of selected bends.

The "O-S America" WRP oversized handlebars come complete with pad, featuring an injected polyurethane foam, covered by a shiny sub-surface printed vinyl clear sheet.



WIND TRADING SRL
Ravenna, ITALY
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windtrading@windtrading.it
www.wrpracing.com

ZX-10R performance clutch kit

This performance clutch kit for the 2006-23 Kawasaki ZX-10R by California based Barnett Clutches & Cables features carbon-based friction plates and a set of heavy-duty clutch springs.

"These carbon friction plates have exceptional heat tolerance and the segmented design increases oil flow through the clutch, resulting in longer life and more consistent performance. The heavy-duty clutch springs are



10% stiffer than stock, shot-peened and heat-treated". Equally well known for its extensive range of brake and clutch cables, Barnett has been manufacturing all its products in-house in the USA since 1948.

BARNETT CLUTCHES & CABLES
Ventura, California, USA
Tel: 805 642 9435
info@barnettcables.com
www.barnettcables.com



'Rocket' classic boot

Part of Stylmartin's "Urban range", the 'Rocket' combat boot represents "an evergreen fashion trend" according to the company.

"Versatile and gritty", Stylmartin has created a boot with a classic look. The boot is made from full grain, greasy leather, and features include a waterproof and breathable lining, malleolus PU protections on both

sides and leather gear protection. Fastening is by zip and adjustable leg strap and laces. The footbed is anatomic, antibacterial and exchangeable, the sole is an anti-slip, antistatic and oil resistant rubber sole. The model is CE certified according to EN 13634:2017 standard and comes in black or brown.



STYLMARTIN
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USB12 2-amp mini USB socket

German electronic accessory specialist BAAS Bike Parts' new USB12 is one of the smallest USB on-board sockets available and is the successor to its successful type USB2, but, importantly, now with 2A USB charging current.

The 1.2 m cable with battery ring cable lugs allows flexible attachment to the handlebar or linkage with the supplied cable ties. The mini design is IP54 waterproof, delivering a full 2 amp of charging power



with 1.2 m long cable for flexible installation and included fuse and holder. BAAS also offers an optional USH screw holder for surface mounting.

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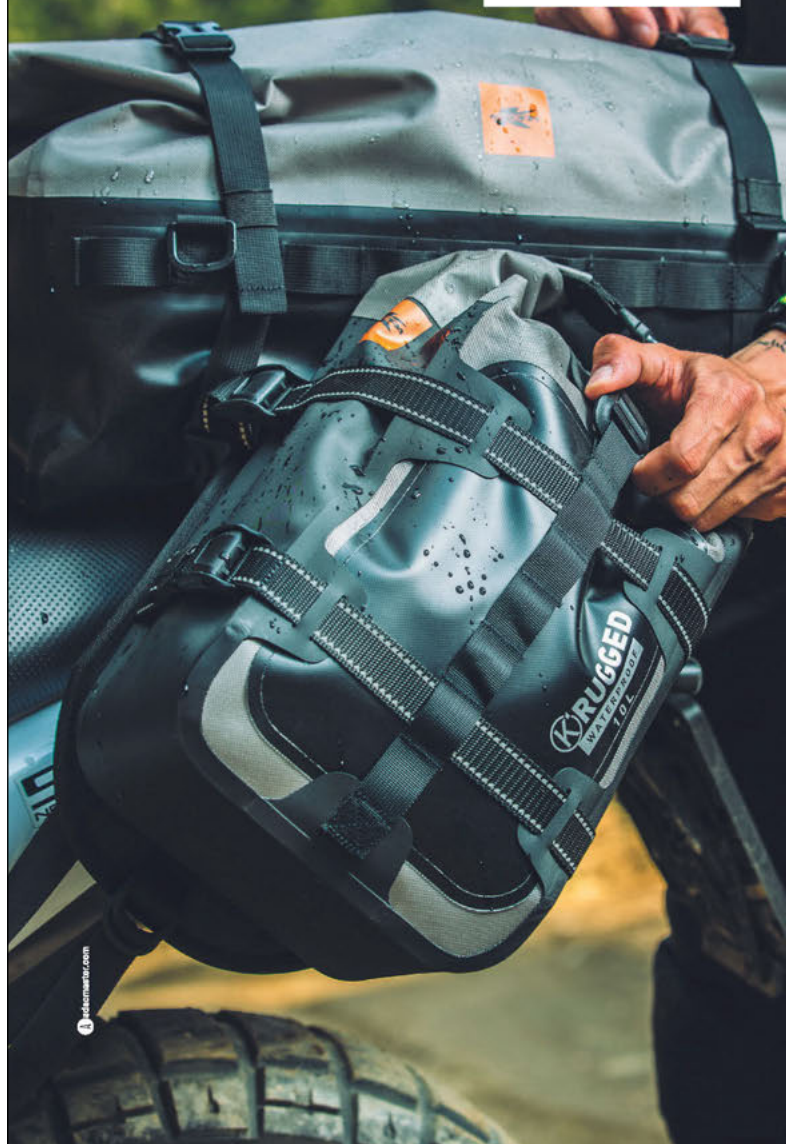


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[RACE]

Cast pistons developed
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NEWS BRIEFS

MotoAmerica, North America's motorcycle road racing series, has said that Aprilia will again be an official partner of the 2023 MotoAmerica Championship, with its RS 660 a major player in the REV'IT! Twins Cup title chase.

At a media event held at the brand's European research and development facility in Offenbach, Germany, Honda has outlined the next steps its European operations will take to provide new energy services products to European consumers. This included the brand's first electric moped - the MY23 swappable battery pack equipped EM1e: as part of its "multi-pathway approach towards Honda's global target of achieving carbon neutrality by 2050".

The FIM World Supercross Championship (WSX) will stage its promised Asian debut in Singapore as Round 3 of the 2023 series on September 30. WSX is promoted by SX Global of Australia and funded by Abu Dhabi based Mubadala Investment Company.

Aprilia and the Piaggio Group are to donate €200,000 to civil protection, in favour of the communities of Emilia-Romagna affected by the floods.

Honda Motor Co., Ltd. and GS Yuasa International Ltd. have announced a 50/50 joint venture agreement to establish a high-capacity, high-output lithium-ion battery development business (mainly for EVs) at Kyoto, Japan.

Japanese 'Big Four' join forces on hydrogen

By Ben Purvis

Despite years of trying, there's still no clear solution to the packaging problems associated with building battery-powered motorcycles - particularly when it comes to high-performance or long-range machines - as even the best battery technology is still several orders of magnitude worse than gasoline when it comes to energy-density. As a result, companies are looking for other routes to the goal of carbon neutrality, and now Japan's 'Big Four' have joined forces to pursue the idea of hydrogen-fuelled motorcycles.

Hydrogen can be used in two ways to power bikes. It can be burnt, like petrol, in an internal combustion engine, or it can be used in a hydrogen fuel cell to replace the batteries of an electric bike. The new Japanese project - dubbed 'HySE' - focuses on the former.

Each company has a specific role to play in the project. Honda is concentrating on 'model-based' development of the hydrogen-powered engines themselves - i.e. computer simulations - while Suzuki is responsible for studying their functionality, performance and reliability. Meanwhile, Yamaha and Kawasaki Motors, which both already have experience of hydrogen combustion engines, are working on 'hands-on' research with real prototypes.

Yamaha is also tackling the difficult subject of developing a hydrogen refuelling system and the hydrogen tanks that would be needed on 'small mobility' vehicles, including motorcycles. The four are being supported by two industry giants, Toyota and Kawasaki Heavy Industries, both with their own hydrogen infrastructure projects. Kawasaki Motors has been the most

outspoken of the Japanese 'Big Four' as an advocate of hydrogen combustion engines and had previously been working on the technology in partnership with Yamaha. Kawasaki has already shown designs for a hydrogen-fuelled, supercharged four-cylinder sports-touring bike, using an engine derived from the 1000 cc four in its H2 model. A prototype for the engine has also been shown already, modified to include direct fuel injection. Both forced-induction and direct injection are essential in small, high-

'working together on hydrogen-powered motorcycle engines'

performance hydrogen-fuelled combustion engines.

The former because, while hydrogen is more energy-dense than petrol, weight-for-weight, it needs much more air in the mixture.

A turbo or supercharger compresses the air to get more into the cylinder. The direct injection is also vital, as it means the hydrogen can be added after the valves are closed without displacing air that's already in the combustion chamber. Yamaha has also been working on hydrogen combustion engines, developing a V8 that's used in a Toyota racing car in Japan.

Huge problems remain when it comes to making hydrogen a viable fuel for motorcycles. While it's carbon-neutral when it burns, with water being the



main component of the exhaust, it's very energy-intensive to get hydrogen from water via electrolysis, and other forms of hydrogen come from processes that create their own pollution.

The storage and transport of hydrogen also poses significant problems, as it needs to be cryogenically stored at incredibly low temperatures to reach liquid form or placed under huge pressure to get a substantial amount into a tank. Even as a liquid, it's far less efficient, volumetrically, than petrol - you'd need a substantially larger fuel tank to get the same range, leading to weight and packaging problems that are not dissimilar to those faced by battery-powered electric bikes.

These are among the challenges facing the HySE project. Its chairman, Kenji Komatsu, who's also Executive Officer of Technical Research and Development at Yamaha Motor, said: "We are extremely pleased to announce the planned formation of the association. There are many challenges in the development of hydrogen-powered engines, but we hope to see the association's activities advance the fundamental research in order to meet those challenges."

"We are committed to this endeavour with a sense of mission to preserve the use of internal combustion engines, which epitomise the long-time efforts that our predecessors have invested."

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