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First half year 2023 motorcycle registrations in Europe's major markets up by +11.3% compared to H1, 2022

ACEM, the Brussels based international motorcycle trade association for Europe, has released its survey of new Powered Two-Wheeler and motorcycle registrations (all L-category vehicles) for the first quarter of 2023.

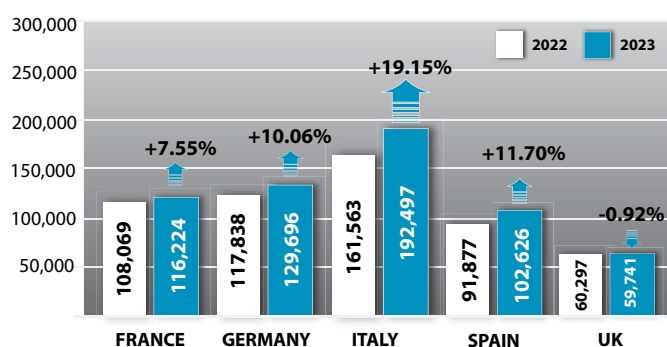
Based on the 'Big Five' largest markets in Europe, that account for some 80% of the new sales in the whole of Europe (Italy, France, Spain, Germany and the United Kingdom), their statistical release "confirms the growing interest for L-category vehicles in Europe during the first half of 2023".

New motorcycle registrations in the 'Big Five' markets reached 600,784 units during the first half of 2023 - an increase of +11.3% compared to the same period in 2022 (539,644 units). Motorcycle registration volumes significantly increased in Italy (192,497 units, +19.15% year-on-year) and Spain (102,626 units, +11.70%); Germany (129,696 units, +10.06%) and France (116,224 units, +7.55%) showed an upward trend. Volumes were slightly down in the UK (59,741 units, -0.92%).

Moped registrations reached a total volume of 99,782 units in the six European moped markets monitored by ACEM for small displacement purposes (Belgium, France, Germany, Italy, the Netherlands and Spain). This registration volume represents an

Secretary General, said: "When it comes to long-term EU market trends, over the last three years, motorcycles have shown outstanding progress nearing +50%.

"In terms of mopeds, there has been an overall reduction of -12%, with a



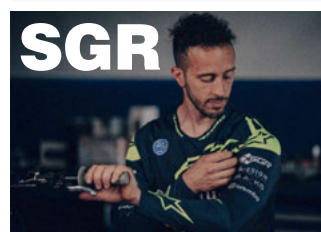
overall reduction of -25.81% in comparison to last year (134,503 units) - a widespread trend in the markets concerned, except for Belgium, that was up over the same period of 2022 (15,864 units, +2.85%).

Commenting on the current situation of the sector, Antonio Perlot, ACEM

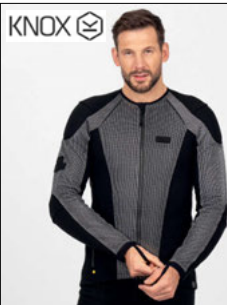
growing share being taken by electric propulsion powered units - although E-sales are fluctuating due to the effect of incentives.

"All in all, the data confirms consumers' growing interest in L-category vehicles for convenient short-range mobility and for leisure."

Anti-tampering



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**PUBLISHER
EDITOR-IN-CHIEF**

ROBIN BRADLEY
robin@dealer-world.com

GENERAL MANAGER

SARA VINEY
sara@dealer-world.com

INTERNATIONAL EDITOR

SONJA WALLACE
sonja@dealer-world.com

**DESIGN & PRODUCTION
DIRECTOR**

BEN OAG
ben@dealer-world.com

CONTRIBUTING EDITOR

BEN PURVIS
ben.purvis@gmail.com

5 Rendlesham Mews,
Rendlesham,
Woodbridge,
Suffolk,
IP12 2SZ
Great Britain

TEL: 0044 (0)1892 511516
FAX: 0044 (0)1892 511517

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COMMENT - 'Clean and quiet is not our enemy'4

In the second part of Robin Bradley's discussion of recent regulatory developments and future-facing strategic industry initiatives, he again praises the market's OEMs and trade associations for taking ownership of, and shaping, the upcoming anti-tampering agenda.



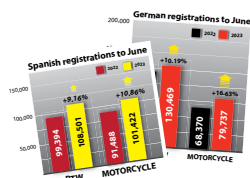
ANTI-TAMPERING: Guidelines on new exhaust regulations18-19

Following our report in the last edition, IDN is now able to publish the new UM Regulation 92 Guidelines for Non-Original Replacement Exhaust Systems (NORESS) in full.



QJ MOTOR: Chinese manufacturer's huge batch of new models 26-27

Has any motorcycle brand expanded as quickly as QJMotor in recent years? Having gone from nothing to 30 bikes in 24-months, the Qianjiang-owned brand is aiming higher still.



StatZONE: Registrations mostly still growing6-7

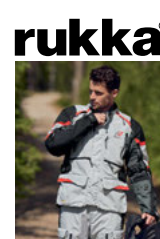
Although the pace of growth appears to have slowed down a little as the market gets to the half-year mark, new motorcycle registrations in most of Europe's 'Big Five' markets are up by double digits YTD.



ITALIAN BIKE WEEK: "Getting Adventurous"11

Slated for September 14-17 on Italy's Adriatic coast, the sister event to May's hugely popular Biker Fest is reaching out to appeal to off-road and ADV fans across Europe with a late summer finale.

PROGUIDE EXTRAS - Galfer, Oxford, Airoh, Rukka, Puig22,34,40,44,54



THE BRADLEY REPORT24-33



Clean and quiet is not our enemy

The tsunami of strategic, regulatory, market and vendor news continues unabated - who said there was never any reason to read the industry magazines in the summer?

Two months ago, I wrote about the new motorcycle exhaust silencer anti-tampering regulations, one of three or four big regulatory or strategic issues that are at various stages of gestation.

The anti-tampering regulations are the most urgent in that they become effective later this year. But pay attention too to what is happening at the Connected Motorcycle Consortium, to the Japanese 'Big Four' manufacturers finding common cause to explore the potential for hydrogen use in motorcycles, at the Swappable Battery Consortium, and, my particular cause celebre, the role that so-called 'synthetic gasoline' ('synth-gas' - also known as eFuel) could have to play in the future of the motorcycle and automotive industries - in fact especially in the larger displacement motorcycle market.

The anti-tampering regulations are primarily intended to prevent manufacturers and their dealers from selling so-called 'de-kat' systems, or more particularly, negating 'dB killers' and other techniques and methods by which riders can operate their machines without adherence to the prevailing laws.

This is an issue where emissions and sound are intertwined, despite the technical differences involved in how to reduce them and enforcing that reduction.

Basically, in-play is a suite of measures that make it as close to impossible as can be achieved for riders to bypass the regulations. To, literally, prevent those exhaust properties and characteristics that exist to reduce noise from being "tampered with".

The automotive industry learned the hard way. After many failed and expensive lobby efforts from the 1950s (laminated windshields) onwards, right up to seat belts, roll cages, crumple zones, airbag production quality and related safety standards - they learned that safety sells. They, and us in the motorcycle market, have now also been learning that clean and green also sells.

On an intellectual level, I have sympathy with the classic liberal interpretation of all laws being bad laws. However, as civil society discovered the first time it passed laws to try and keep you safe from being murdered, some laws actually are 'advisable'. With no disrespect to my former Politics tutors, in my world view, keeping the planet healthy and able to host our species definitely qualifies as "good laws", so "eat it".

The really, really good news though is that after more than 20 years of getting organised and professional about its industry, its products and its customers, the motorcycle market's trade associations and OEMs (in Europe and Japan at least) have managed to create a total volte face in the motorcycle sector's reputation as a 'worthy' transport solution.

They have done this so successfully that when matters such as stricter anti-tampering laws get into the regulatory crosshairs, we have the organisational infrastructure, communications channels, and, importantly, trust to use our influence responsibly. It is our industry itself whose views were sought and whose input has been used to author delivery of the regulatory requirement.

Which means that rather than having ill-conceived, counterproductive rule sets imposed on us, it is our expertise and knowledge that has been leveraged. Hurrah for our side, I say.

Hurrah too, ironically, for the economic and employment lobbying power of the German automotive industry. The triumvirate of behemoths that are BMW, VAG and Mercedes Benz (and others) have ultimately been able to bring a massive dose of practicality and environmentally beneficial infrastructure thinking to the EU's 2035 zero-emissions regulations.

The occupants of The Berlaymont, the national representatives that sit on the Council of the European Union (formerly called the Council of Ministers) and the elected consumer representatives in the European Parliament have been brought into alignment and, where accepting eFuels into the 2035 solution mix is concerned, are now, finally, singing from the same instruction manual.

I already mentioned this last month, but Hallelujah and Praise the Lord - I just cannot help wanting to mention it again. This is a success story for the ages and one that should be sung loud and proud from the highest and cleanest of hilltops.

It is a HUGE concession. An entirely logical one, and one that, actually, if anything, simply demonstrates the extent to which the EU brought its existing and traditional mechanisms of rule writing into disrepute by failing to acknowledge that other solutions are available.

It is a change in the direction of travel that, in and of itself, acts as a massive advocate for bringing consumers and industry together inside the tent. It is a classic advert and case study of both sides - regulators and regulated - working with, rather than against, consumer sentiment in order to achieve best practice outcomes.

In the specific case of the motorcycle anti-tampering regulations, I have already been picking up negativity and pushback about my prior remarks, from those who point to the compromise of rights and freedom of choice they represent, and the (theoretical) potential for negative economic impact it is perceived as having - forcing factory closures and lay-offs as existing retro-fit exhaust technology becomes obsolete.

All of which, as the original 1996 Motorcycle Multi-Directive itself proved, is arrant nonsense, of course. That package of

regulations marked the first serious and coordinated attempt to create a framework within which motorcycle noise, in particular, could be addressed.

In 1996, the year before I started this magazine, I hosted a half day industry meeting at what turned out to be the very last IFMA at Cologne. At this symposium, the rule writers (at what was then known as DG III) addressed some 200 people from the aftermarket and managed to create context for the new norms. The outcome of the 1996 Multi-Directive was that a decade later, the number of exhaust brands being made and sold in Europe had pretty much doubled and the number of aftermarket exhausts being installed had steeped.

In addition to being good for health, good for safety, good for the environment, it turns out that regulations and standards can, after all, also be good for business. Not always, for sure, but as the years have turned into decades, that has increasingly become the case more often than not - safety does sell, but so too does clean air, a healthy planet and peace and quiet.

“**'hurrah for our side'**”

Robin Bradley
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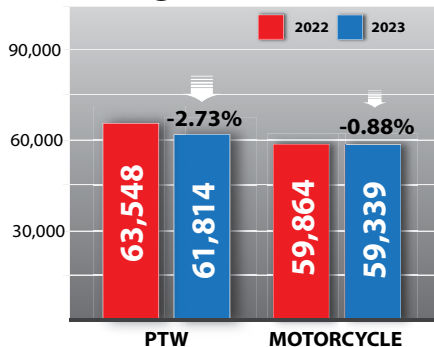


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UK - motorcycles -0.88% to June

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 in 2023 having recovered somewhat to be essentially flat for the YTD at -0.88% (59,339 units). January had been reported at -7.07% (5,380 units)

UK registrations to June



and February at -4.31% (4,503), with March at +6.99% (16,804 units - due to a lower-than-expected spike in new registrations due to the plate code change in the UK - the first of two such idiosyncrasies in the UK each year) and -11.96% for April.

Given the economic circumstances in the UK, these are probably as good a set of results as could be expected - even so it was still the fourth best first half market performance in the UK since before 2009.

The small (and rapidly shrinking) UK moped market was -32.82% (just 2,475 units YTD). Total new PTW registrations in the UK were -2.73% for the YTD in the UK at 61,814 units so far, but still the third best first half in the UK since before 2009.

Within that number, 1,924 new electric powertrain units were registered in the UK in the first six months of 2023 (-46.4% down from the 3,590 electric units registered in the first six months of 2022). The UK scooter market was -14.6% YTD (2,826 units).

Total scooter sales in UK YTD were 14,319 units (-17.3% YTD) - the best seller in June 2023 was the Yamaha Tricity 300. 12,078 ADV models were registered YTD (-1.5%), with the BMW R 1250 GS the best seller in June. Naked-style motorcycles are the largest and fastest growing single sector - worth 14,145 units YTD in the UK and up by +11.2%. Brand share leader in June 2023 in the UK was Honda (2,382 units), followed by Yamaha, Triumph, BMW and Suzuki.

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 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.

Italy - motorcycle registrations to June +13.10%

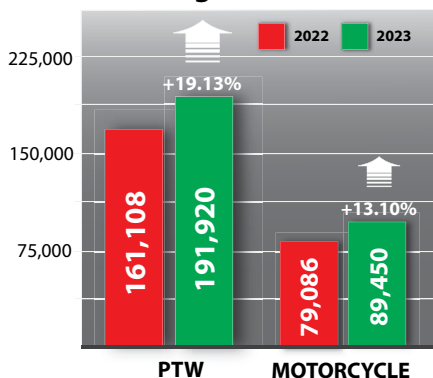
Although it marks a slowdown in the rate of market growth so far this year, the latest available data from ANCMA - the motorcycle industry trade association in Italy - show new motorcycle registrations of 13.10% (89,450 units) year-to-date having been +11.39% (18,189 units) and +5.18% (16,940 units) in May and July respectively. Italian market growth had been running at +16.44% for the January to April period (54,311 units YTD). January and March had seen strong growth of 22.36% and 25.85% respectively.

In total new PTW registration terms, the first six months were +19.13% (191,920 total units), having been +11.88% in May (40,586 units) and +8.82% in June (40,538 units). Within that total PTW number for the first half of the year, scooters were 102,470

units (+24.93% YTD).

The Honda Africa Twin was the best-selling motorcycle in 2023 so far (2,669 units YTD),

Italian registrations to June



followed by the BMW R 1250 GS (2,365 units YTD). Honda dominates the scooter market in Italy with four of the top five best-sellers (SH350, 125, 150 with the ADV 350 in fifth, ADV 750 in seventh and Forza 350 in ninth), with the KYMCO Agility 125 R16 in fourth spot. The Piaggio Liberty 125 ABS is in sixth, the Beverley 300 ABS in eighth and 400 in tenth.

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

Japanese made motorcycle exports to Europe +39.00% to June 2023

The latest available data from JAMA (the automotive trade association in Japan, which includes representation of motorcycle manufacturers among its membership) is showing exports of Japanese made motorcycles to Europe (over 250 cc) up by +38.05% in April (21,669 units), by +75.38% in May (17,464 units) and by +65.57% in June (16,993 units).

Continuing the positive trend seen in the second half of 2022 for a first half year of +39.00% (120,395 units) - the best first half year market performance in Japanese made motorcycle import terms in Europe since 2010.

In total PTW terms, exports to Europe from Japan by the 'Big Four' were +34.44% for the first six months of 2023 at 129,943 units - the best since 2017.

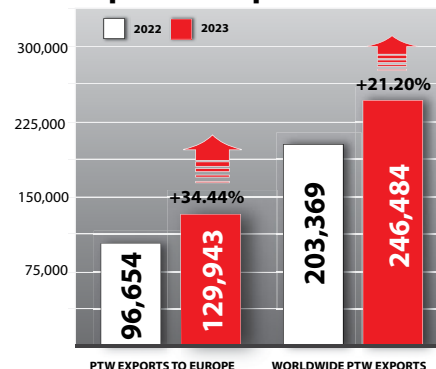
Japanese made motorcycle exports to the USA also

picked up in the second half of 2022, but were -7.45% YTD at 31,495 units so far in 2023 - the third lowest since 1999.

Total global Japanese made motorcycle exports were +28.05% at 196,003 units YTD, the highest since 2017; total global Japanese made PTW exports were +21.20% YTD at 246,484 units.

For the record: annual worldwide Japanese made motorcycle and moped exports (all PTWs) fell off a cliff in 2009 to 583,879 from over 1 million in 2008, having peaked at 1,641 million units in 2000. They have continued to decline most years since then. Most recently they were 463,123 units in 2017; 456,758 in 2018; 396,379 in 2019; 311,998 in 2020, but significantly up in 2021 (for the first time since 2017) at 437,042 units (+40.08%) and again in 2022 at 486,813 units (+11.39%). European

Japanese exports to June



PTW imports from Japanese factories were +37.14% for the full year 2021 at 197,651 units - ahead of 2019 (191,144) and 2020 (144,127) - and +20.21% for 2022 (237,597 units). They were +2.48% to USA in 2022 at 117,474 units - the highest since 2014.

Spain - June YTD new motorcycle registrations +10.86%

The latest available data from ANESDOR - the motorcycle industry trade association in Spain - show that although the rate of growth in new motorcycle registrations in Spain in the first six months of 2023 has slowed a little, they were up by +10.86% at 101,422 units YTD.

Registrations were +15.61% (13,171 units) in January, +0.10% (12,436 units) in February, +21.78% (17,917 units) in March, +12.35% (15,587 units) in April 2023, +10.30% (21,160 units) in May and +8.32% (21,150 units) in June.

This is by far the strongest first six-month market performance for new motorcycle registrations in Spain since before 2009. Moped registrations remain soft in Spain, at -10.46% down YTD (7,079 units). Total new PTW registrations YTD in Spain were +9.16% at 108,501 units.

The top-selling motorcycle and scooter brand in Spain YTD was Honda (24,399 units for a 24.1% market share), followed by

Yamaha (12,052 units, 11.9% share) and KYMCO third (7,427 units, 7.3% share), with Sym up to fourth (6,626 units, 6.5% share) and BMW down to fifth (6,610 units, 6.5% share). They are followed by Piaggio, Kawasaki, Zontes, KTM and Peugeot.

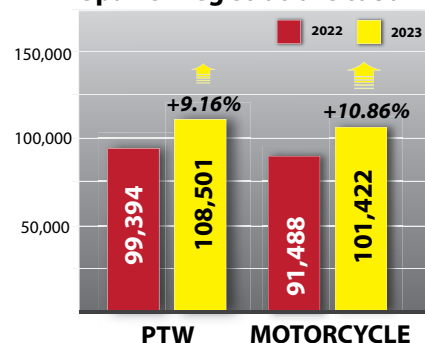
The top-selling model in Spain in the first half year Q1 was Honda's PCX 125 (4,660 units for a 4.6% market share), followed by KYMCO's Agility City 125 (4,200 units YTD for a 4.1% share), the Honda SH125i (2,972 units, 2.9% share), the Sym Symphony 125 and Honda's Forza 125.

The top-selling models over 125 cc were Honda's ADV 350 (1,192 units), the Kawasaki Z 900 (1,445 units), Honda's XL 750 TransAlp (549 units), Yamaha's X-Max 300, the Honda Forza 350, Yamaha T-Max 500, Yamaha MT 07, BMW F750 GS, Yamaha XTZ 700 Ténéré and BMW R 1250 GS.

Electric motorcycle registrations were -23.9% compared to the year-ago period; with electric mopeds down -12.7%.

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

Spanish registrations to June



Germany - motorcycles +16.63 to June

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 June 2023.

The most recent available data from the IVM (the motorcycle trade association in Germany) show January up by +31.26% (4,598 units), February +22.29% (10,677 units), March +11.76% (20,939 units), April +10.42% (14,495 units), May +9.52% (14,320 units) and June +31.34 (14,708 units) - for the YTD a total of 79,737 units (+16.63%).

Though the rate of growth in the German market for the first half of 2023 has slowed a little, despite the continuing wider economic

uncertainties the first six months of 2023 still represents the best first half year market performance in Germany since before we started keeping records in 2008.

Germany fell into technical recession last 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 and is "still failing to grow", according to AP. German economic output stagnated in the April-June quarter, and the IMF is forecasting that Germany will be the only one of the world's major economies to shrink this year.

However, reflecting continued benefit from licencing changes, in total PTW (Powered Two-Wheeler) terms, the German market was +10.19% after

the first six months (130,469 units YTD) - also the best start to the year since before 2008.

With no fewer than seven models in the top 25 best-sellers, it is no surprise that BMW has maintained its commanding dominance in its home market with 16,590 units sold so far for a 20.81% market share. Honda is second (13,428/16.84% share), with Kawasaki third (8,147 units sold for a 10.22% share), followed by KTM, Yamaha, H-D, Ducati, Triumph, Suzuki and Husqvarna in 10th spot.

The BMW R 1250 GS has continued into 2023 as the best-selling model so far this year (5,051 units sold for a 6.33% share), Kawasaki's Z 900 is second, with its Z650 in fourth - showing Kawasaki's market resurgence of recent years as continuing with 2,447 units sold for a 3.07% share and 1,524 units sold for a 1.91% share, respectively. Honda's new-for-2023 CB 750 Hornet is the third best-seller YTD in Germany (2,240 units sold for a 2.81% share), with the company's CB 650 R Neo Sports Café in fifth spot (1,347 units sold YTD for a 1.69% share).

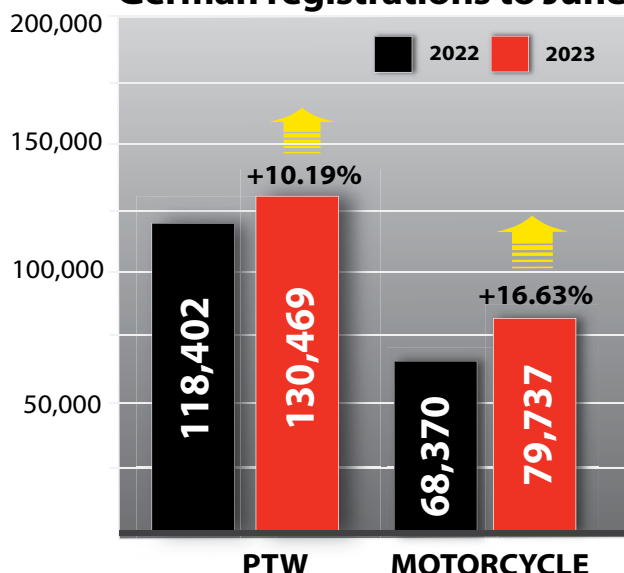
The next best-sellers YTD on the German market are the Yamaha MT 07, Honda's CMX 500 Rebel and CBR 650 R, showing that the rise of the middleweights continues, followed by the BMW F 900 R and the Yamaha Ténéré 700, one spot higher than its MT-09. Honda's also-new-for-2023 XL 750 Transalp is in 12th spot (935 sold). In electric (light) motorcycle terms, Zero was the top-selling brand YTD, but on low volumes still with 197 units

sold for a 23.7% share of the German electric (light) motorcycles market. Vmoto was the second placed manufacturer (112 units/13.11% share), followed by KTM (40 units sold, 4.68% share), Italy's Energica (26 units, 3.04% share) and Tinbot (20 units sold for a 2.34% market share). Though road-going electric motorcycles are only part of the EPTW story, they are a bellwether, and with the top-five brands only recording 541 units registered between them so far this year, out of a total of 854 units, 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 ambitions 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.

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 in 2022 at +0.69% (201,433 units).

German registrations to June



SGR in collaboration with Andrea Dovizioso and 04 Park - Monte Coralli

Società Generale Ricambi (Europa) S.p.A. (SGR) President Andrea Saporetti said: "In over the 70 years of history of our company, we have developed many partnerships - with racers and many of the most important race teams in the most important international motorsport competitions. "We are happy to announce another such collaboration - one that will excite two-wheel enthusiasts - a collaboration with Andrea Dovizioso and the ambitious, newly renovated, multifunctional track and facility at Monte Coralli di Faenza, southeast of Bologna."

Featuring a FMI Technical Centre dedicated to off-road, RPM, the management company being headed up by 'Dovi', has won the tender for a twenty-year management contract for the 04 Park.

Chosen for backing by the FMI, the project will see the park completely reimagined thanks to a funds allocation provision by the PNRR "Sport and Inclusion - Cluster3". The

new project shows an increase in sports facilities and related hospitality services, as well as a new track with high-quality standards for riders of all levels.

The project by Andrea Dovizioso and the Municipality of Faenza is to create a multifunctional area to offer services to the community, not only connected to sports, taking advantage of its strategic location in the heart of the Motor Valley.

Saporetti went on to say: "This is a partnership between offroad experts. 'Dovi' has never hidden his love of motocross and after a highly satisfying career in MotoGP, he was determined to continue to fully experience the world of motorcycle racing by moving in a different direction.

"DOVI 04 participates in the Prestige Italian Motocross Championship, and we at SGR are at its side as sponsors together with some of the brands that we distribute exclusively for Italy such as MIW, Supersprox and UP Design.

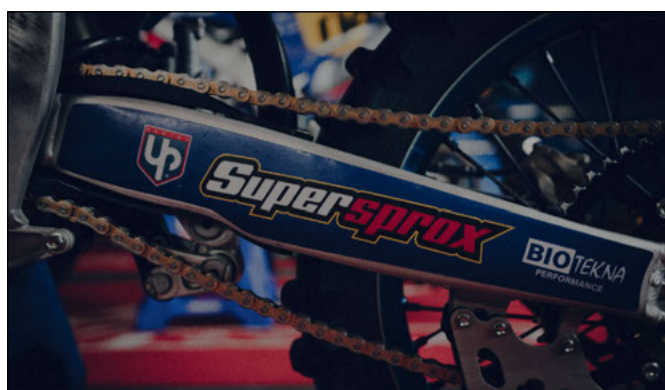
"At the same time, we have become



part of the ambitious project that Dovizioso is carrying out for the redevelopment of the Campo Cross Monte Coralli in Faenza. 04 Park - Monte Coralli will give the iconic Faenza motocross track a new lease of life in the name of prestigious competitions and events that will attract the interest of many enthusiasts and beyond.

"As the exclusive distributor of many high-quality off-road brands, we immediately saw a synergy between SGR and the new path that Dovizioso is following, both as a rider and as an entrepreneur. We look forward to developing this collaboration further and seeing the results that we can help him achieve."

www.sgr-it.com



Connected Motorcycle Consortium: first demo event

The Connected Motorcycle Consortium (CMC) will organise an event in September 2023 to demonstrate several interactions

between a car and a motorcycle - interactions where C-ITS applications or Advanced Driver Assistant Systems will help to mitigate the chance of a collision.

As a collective effort between manufacturers, suppliers, researchers and associations, the CMC has been working towards integrating Powered Two-Wheelers into the future landscape of connected mobility.

The CMC journey began with the launch of the 'Basic Specification' in 2020. Since then, the CMC has progressed further and will show results of its research in a demo event



at the Dekra Technology Centre at the Lausitzring racetrack in northeastern Germany in September 2023.

"Alongside world-leading motorcycle manufacturers such as BMW, Honda, Ducati, Harley-Davidson, KTM, Suzuki and Yamaha, prominent carmakers including BMW, Honda, Lamborghini and VW will also be participating in the event. The invited guests will have the opportunity to experience the systems

live by taking a first-row seat as passengers in one of the cars".

The event will also provide a platform for presenting key findings from the Consortium's accident research, insights into rider behaviour and detailed information about safety applications. ACEM is an associate member of CMC.

www.acem.eu

www.cmc-info.net





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NEWS BRIEFS

Yamaha Motor has announced its eventual withdrawal from the snowmobile market, with sales in Japan to end with remaining 2022 model year inventory, in Europe in 2024, and in North America in 2025. Having sold its first snowmobiles in 1968, Yamaha was an early adopter of environmentally friendly four-stroke models. However, it has concluded that it will be difficult to continue a sustainable business in the snowmobile market. Going forward, Yamaha will concentrate management resources on current business activities and new growth markets.

BMW Motorrad has marked production of its 1,000,000th GS model with a boxer engine at its Berlin-Spandau factory - a BMW R 1250 GS. BMW motorcycles have been manufactured in Berlin since 1969 and the BMW Motorrad GS models with boxer engines since 1980.

Replacing the cancelled Argentina season finale, the Circuito de Jerez - Angel Nieto will host a rearranged 12th and final round of the 2023 WorldSBK season on October 27th-29th. The Spanish venue has hosted 21 WorldSBK races in its history, with the latest held in September 2021. The WorldSBK and WorldSSP seasons will conclude at Jerez at the end of October; the WorldSSP300 season will finish as planned with the Pirelli Portuguese Round at Portimao from the 29th September to 1st October.

Reuters reports that car sales in Russia rose 151.8% year-on-year in June 2023, despite 'western' sanctions. This continues a rebound seen there from a dramatic -59% car industry slump in 2022. Russia's auto industry had been heavily reliant on investment, equipment and parts from overseas and in response to the February 2022 invasion of Ukraine, many foreign automakers withdrew from the Russian market entirely.

The Goodwood Festival of Speed, a summer spectacular set in the grounds of the famous Goodwood House in West Sussex in the UK, this year hosted its largest ever celebration of MotoGP - in recognition of the recent 100th FIM Grand Prix, and before 2024 sees the 75th anniversary since the very first World Championship in 1949.

DGR 2023 sets fundraising record

On Sunday 21st May 2023, riders from across the globe "dressed dapper" to take part in the 2023 Distinguished Gentleman's Ride (DGR).

The 2023 edition saw 104,000 riders in 893 cities unite to ride their classic and vintage-style motorcycles, focused on a common cause for good. 2023 marked the 10th year of Triumph Motorcycles' partnership with the DGR "with the aim to make the 2023 event the biggest and most successful to date".

When fundraising closed on June 5th, it marked another record-breaking year for the Distinguished Gentleman's Ride. In total, US\$7.4m had been raised to support men's health. This total is an increase of 24% compared to 2022 - "an incredible achievement by the DGR community despite the current economic climate".

USA results included 165 rides made up of 13,850 riders, totalling over US\$2.6m raised. In Canada, 29 rides from 1,998 riders brought in US\$541,897 for the DGR.

Since the first edition in 2012, more than 500,000 riders have gathered in 121 countries to raise more than US\$44m for men's health. Triumph became the official motorcycle partner of the DGR from 2014, providing financial support and resources to help raise the profile of the DGR globally.

"To mark the huge milestone of the 10th year of Triumph Motorcycles' partnership with the DGR, Triumph created 250 exclusive Bonneville T120 Black Distinguished Gentleman's Ride Limited Edition motorcycles, with number 001 reserved to reward the highest fundraiser of the 2023 event". In addition, to further celebrate the 10th year of the partnership, Triumph revealed an all-new limited-edition range of lifestyle clothing designed in collaboration with the DGR to raise additional funds for men's health.

"The entire Triumph community, from



our network of dealers and fans across the world to our staff, designers and engineers are committed to continuing to grow the reach and impact of the DGR. The record year in 2023 represents the hard work and commitment of the Triumph and DGR community in support of this incredible cause for good".

Mark Hawwa, founder and director of The Distinguished Gentleman's Ride, said: "When I first started The Distinguished Gentleman's Ride in

2012, it was a unique way to challenge the stereotypes associated with motorcyclists.

"It was an opportunity to transform the classic motorcycle community into a force for good, raising funds and awareness for causes that desperately needed our attention. Today, this event signifies our global commitment to a community where mental health is prioritised, social connections are strengthened, and where no one feels alone in their struggle.

"This is a community of generous, compassionate and determined riders that after 12 years has achieved our strongest year yet, raising US\$7.4m for men's health. Together with Triumph Motorcycles, the DGR has become a symbol of unity, resilience and passion. We are extremely proud of what we have achieved together."

Paul Stroud, Chief Commercial Officer at Triumph, said: "2023 marks Triumph Motorcycles' 10th year supporting the Distinguished Gentleman's Ride, and it's incredible to see the 2023 DGR event has broken all previous years' records, with more riders, more cities hosting a DGR, and even more funds raised.

"To celebrate Triumph's 10th year of the DGR, we released the Bonneville T120 Black DGR Limited Edition and the limited-edition range of lifestyle clothing to raise funds for men's health. It's such an honour to contribute towards the incredible fundraising results of the DGR, and the entire Triumph community worldwide is enormously proud of our partnership."



Italian Bike Week getting adventurous

After huge international success for the first edition last year, the Italian Bike Week - a classic late summer bike fest - returns to the shores of northeastern Italy again from the September 14-17 2023.

Organised by the owners of Biker Fest International (BFI), the AMD Approved Custom Show for Italy and the publishers of leading Italian custom motorcycle lifestyle magazine Bikers Life, this year Micke Persello and his team are placing a special focus on the fast-growing on the adventure bike and off-road scenes.

The venue will again be Lignano Sabbiadoro (UD), north of Venice, on Italy's Adriatic coast, where BFI is staged in May each year, and just a two hour back-roads ride from Lake Faak in Austria where Harley's European Bike Week is being staged during the week before the Italian Bike Week.

Last year, the event's debut attracted nearly 40,000 attendees (the 37th Biker Fest in May this year drew a record crowd of 120,000 people), so the venue and the organisers clearly "have the chops" where being able to draw a crowd is concerned.

The model that the Persello father and son team are replicating for Europe is that of the 'Daytona Bike Week' in Florida in March, which is paired with



'Biketoberfest'

at the end of the season in October each year.

The plans for 2023 include a 155,000 sq m (1,670,000 sq ft) off-road arena as the center of the action, with trails dedicated to motocross and enduro - the longest one (7 km/4 miles) running along the track of the legendary 12 Hours of Enduro's special stage.

The demo ride area, which saw more than 4,000 test rides at May's BFI, will also get a dirt bike make-over for the event, with the whole event being geared to attract off-road and ADV

enthusiasts as well as the BFI's custom crowd.

The Notturna Tassellata, a nighttime experience on 350 km of unpaved roads to Slovenia and back, and the Adventure Rides, the 70 km exploratory tours organised by MV Adventure, will also take place on on/off trails during the four days of the event.

The Custom motorcycle scene roots that BFI brings to Italian Bike Week will again see the Luna Park Area, with its stalls, ethnic and street food stands, live music and exhibitors, open its doors to all types of bikers, embracing the passion for two and four wheels in all its forms.

On the evening of Saturday, the Luna Park's parking will turn in the 'starting grid' for a spectacular Saturday Light Parade - an impressive event-in-the-event that will flood the streets of Lignano with thousands of motorcycles. The day after, the same area will be the meeting point of the U.S. Car On The Beach 2023, the second edition of the huge American Car scene's late-summer gathering, where the sound of V8s will mix with the V-twins.

www.italianbikeweek.net



Kawasaki



Husqvarna



NEWS BRIEFS

Yamaha has announced that 2021 Superbike World Champion Toprak Razgatlıoğlu will leave the Pata Yamaha Prometeon WorldSBK Team at the end of the 2023 season as he and Yamaha amicably end their successful four-year relationship together, with the Turkish rider seeking a new challenge for 2024.

Varese, Italy based MV Agusta has said that the first six months of its partnership with KTM owner PIERER Mobility AG has already resulted in the addition of 100 dealers that are new to the brand, en route to an end of 2023 target of 180 new outlets. "MV Agusta dealerships are being appointed worldwide among the best already existing MV dealerships, the best selected PIERER Mobility AG retailers and business partners coming from the premium automotive industry". The company has also added enhanced customer care with a 4-year warranty on all model year 2023 bikes in Italy, Germany, Switzerland, Austria, France, Spain and UK (more countries to follow), with service activated lifetime 24/7 roadside assistance included in the purchase of any MV Agusta motorcycle. The company has also launched a new exclusive limited edition for its North American market - the Dragster RR SCS America edition marking the 50th anniversary of the launch of the 750 S.

Yamaha Motor Europe has announced that it has agreed terms for 26-year old Italian Andrea Locatelli, who will remain with them until the end of the 2025.

May this year saw the second edition of Ducati's #WeRideAsOne promotion bringing 15,000 enthusiasts from all over the world to their local Ducati dealerships. "Paris, New York, Cologne, Puebla, Mumbai, Brussels, Ningbo and many other cities of the five continents were the setting for the parade which represented a symbolic moment for all those present."

Chinese auto brands are on track to account for just over 50% of the cars sold in their home market for the first time in 2023, thanks to a growing dominance in electric vehicles.

SBS enters 2nd 'Better Brakes' programme transition phase



Following the launch of the company's improved performance brake pad series late last year - 'Better Brakes' - SBS has announced that it has started the expected second transition phase that will include rear brake pad compounds LS, H.LS, RQ, ATS and CT - plus the H.CT front wheel compound. "Our customers and riders in general expect top brake performance and that is exactly what they with SBS 'Better Brakes'. In addition to improved stopping power and durability, our 'Better Brakes' program also delivers a product that is produced in a non-fossil production setup and without heavy metals such as copper and nickel," says Marketing and Product Manager at SBS, Thomas Midtgaard-Jørgensen.

"Our customers have welcomed the introduction of SBS 'Better Brakes' in full and we look forward to starting to be able to supply riders worldwide



with the second wave as well. The second phase is presently being initiated and the first products in the transition will be available for orders by SBS distributors as soon as Q3 2023.

"In addition to the improved braking power and brake feel from first stop, a higher heat resistance increases reliability and durability. All brake pad products will be equipped with integrated NRS Technology which locks the compound material to the backing plate. All compounds for public roads will be ECE R90 approved."

www.sbsbrakes.com



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NEWS BRIEFS

Yamaha has announced a year-long celebration to mark the 50th anniversary of the World Championship winning YZ. The Yamaha YZ250 initially entered production in 1974, but Hakan Andersson raced a prototype version of the bike, the YZM250, complete with monoshock suspension, from the third round onwards in the 1973 FIM 250 cc Motocross World Championship. Andersson went on to win the championship that year, securing Yamaha its first world title in motocross.

Arun Gopal, Head of EMEA Business Markets for Royal Enfield, announced a new Riders Club of Europe - "a community-focused, one-stop-shop for all current and future Royal Enfield riders. One that embodies all aspects of Royal Enfield's 'Pure Motorcycling' ethos." In other news, Royal Enfield has taken its UK distribution in-house, while an electric Royal Enfield - with a girder fork front suspension no less - has been pictured in an Indian automotive magazine. The chassis is believed to be similar to that being used in the Meteor.

As preparations for Triumph's debut in the 2024 MXGP/MX2 and SuperMotocross World Championships intensify, Triumph Racing has signed two riders to lead its race development testing. Clément Desalle joins as test rider for the Triumph Racing MXGP/MX2 Team, run by Thierry Chizat-Suzzoni, and Ivan Tedesco comes onboard as full-time test rider for the Triumph Racing US SuperMotocross World Championship Team, led by Bobby Hewitt.

Piaggio has expanded its network of Motoplex flagship showrooms with a new facility in Idaho Falls, Idaho. The new facility will feature Aprilia, Moto Guzzi, Piaggio and Vespa motorcycles and scooters. "We believe that a premium retail experience is critical to serving our passionate Aprilia, Moto Guzzi, Piaggio and Vespa customers, allowing them to connect at a deeper level that resonates with a modern enthusiast that allows them to engage with our products and connect with our brands in a whole new way," says Marco d'Acunzo, President and CEO of Piaggio Group Americas.

Reload.Land - "Because emotions don't need emissions"

The second annual 'Reload.Land' - Europe's first electric motorcycle festival - returned to Berlin in June 2023 with more than 1,200 visitors over two days and more than 70 riders participating in the "Silent Parade" through central Berlin.

Described as the first dedicated festival for the electric motorcycle community - "100 percent electric and curated" - the event seeks to "showcase the best of the world of electric motorcycles, e-scooters, e-bikes and custom rides for a sustainable transport sector". "Reload.Land is the platform for the fast-growing electric motorcycle industry, and anyone interested in electric mobility. Emerging and established brands showcase their latest rides alongside a curated selection of custom electric motorcycles and exclusive concept cars from around the world".

Maximilian Funk, co-founder of Reload.Land, says: "There was simply no dedicated lifestyle-focused electric motorcycle



show, so we decided to take on that challenge to create the coolest EV focused event in Europe!"

Once again, the festival took place at the craftwerk.berlin venue - Europe's largest motorcycle community garage with over 3,000 sq m of indoor and outdoor space right in the centre of Berlin.

Exhibitors included BMW Motorrad, Energica, Zero Motorcycles, Hookie, E-Legend, Black Tea, Motorbike, RGNT, Naon, Stilride, LiveWire,



SecondRide, LM Creations and PholBock.

Custom and concept machines included examples from several of these exhibitors and other designers, engineers and customisers such as JVB Moto, Bizarro Corp., E-Racing, Poulson Company and Loose Screw.

www.reload.land

Vertex vintage off-road catalogue

Aimed at riders, enthusiasts, racers and dealers, Italian specialist Vertex Pistons has expanded its offering of off-road motorcycle products for vintage models built up to the year 2000 with a new, dedicated Vintage Catalogue.



Inside you will find not just the complete range of Vertex pistons made for vintage cross and enduro motorcycles, but also Hot Rods brand engine rebuild kits and All Balls Racing products for a complete guide to everything needed for engine and frame overhauls.

For immediate access, the 262-page Vintage catalogue can be downloaded in pdf format from the Vertex website. www.vertexpistons.com

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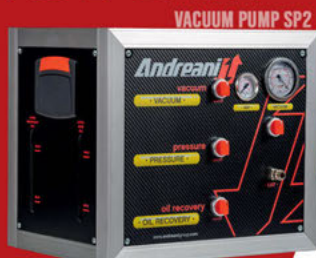
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NEWS BRIEFS

Russian motorcycle brand Ural has unveiled new engine and powertrain updates for 2023, including a new engine case, can, roller tappets, a new rubber rocker cover gasket to replace the old, time-honoured cork design in 2019 and up engines, and a new CV sidecar driveshaft to replace the old U-joint shaft. Excepting for the new gasket, the upgrades are all reverse compatible with all 750 cc air-cooled horizontally opposed flat-twin Ural engines. Founded in 1941 to provide transport for Russian troops in WWII, the war between Russia and Ukraine forced Ural to relocate assembly from its spiritual home at Irbit in Russia to Petropavlovsk in Kazakhstan. Urals are sold through an international dealer network in over 40 countries across five continents. The company is led by a small team in Redmond, WA, that coordinates worldwide distribution and works directly with the factory "to develop and refine the best adventure-ready sidecar motorcycles".

Bike and Business (Germany) reports that with a total of 195,006 newly issued two-wheeler driving licenses, 2022 has achieved the best result since the introduction of the new regulation in 2013 (IVM data). The AM driver's licence, which has been on the rise since AM was introduced nationwide at the age of 15, is particularly popular. Since the start of the pilot project to lower the minimum age for the AM driving licence from 16 to 15 years, in 2013, the number of new permits has been growing almost every year. Since the nationwide lowering of the minimum age in July 2021, the number of new permits has increased by almost +43 percent from 22,105 new permits (2021) to 31,580 new permits last year. Compared to 2012 - the year before the start of the model test - there has been an increase of over +180 percent.

Harley's new megastore for the Cologne-Bonn region in Germany has opened, plugging the gap created by Harley Europe's controversial termination of the dealer contract for K&K Holding (Georg Kierdorf) at the end of 2021. Being operated by Managing Director Max Sedacek and Workshop Manager Peter Blittersdorf, it is the fourth location in the successful group owned by Andreas Reibchen, Stephan Kaminski and Peter Eul, the Managing Directors of H-D Bielefeld, Düsseldorf and Osnabrück.

SIP Scootershop Open Day

Bavaria based SIP Scootershop held its annual Open Day at its architect designed headquarters at Landsberg am Lech near Munich in May this year. Despite it being a busy weekend for area events, more than 2,500 visitors came to enjoy the hospitality - friends, guests, suppliers, club members, racers, Sunday drivers, hobbyists and scooter fans.

Vespa fans came from the north, south, west and east of Germany and from Switzerland, Croatia, Austria, Holland, Belgium, France, Bosnia, Belarus and even Israel. They came by car, bicycle, camper van, train, plane as well as Vespa, Lambretta and other two-wheelers.

At the SIP flagship store, the queue at the checkout was almost as long as at the grill and pizza oven. The large selection of motorbike helmets in particular generated a lot of interest. Dozens of horsepower freaks waited patiently with their scooters for the performance test on the test stand, or



they pestered the experts at PINASCO, EGIG PERFORMANCE and NISA with their questions.

Cold and hot drinks were provided, as well as ice cream, and DJ Leo Ernst played in 60s style with real old vinyl records. The very brave ventured onto the Matscho Karatscho cross-country course and went for a spin on their Vespa. Still others basked in the sun



and engaged in lively petrol talk.

"We would like to thank the entire SIP Scootershop and SIPERIA team for their great organisation and tireless efforts. We hope that all exhibitors, clubs, manufacturers and dealers will come back next year. And, of course, we would like to thank all our visitors".

www.sip-scootershop.com



KTM first ever SuperTwins win

Two-time Grand National Champion Briar Bauman (No. 3 Parts Plus/Jacob Companies KTM 790 Duke) took an emotional and historic victory in the Lima Half Mile presented by Indian Motorcycle and Drag Specialties at the Allen County Fairgrounds in Lima, Ohio (June 24).

Following a first half-season spent developing an all-new racebike for an all-new team, Briar Bauman kicked off the second half of 2023 by claiming the first premier-class (Mission SuperTwins presented by S&S Cycle) victory for a **KTM twin** in the history of Progressive American Flat Track.

Bauman, who earned the crown in 2019 and 2020, took the inaugural KTM SuperTwins win in a final that had seen him embroiled in a non-stop dogfight with the rider who currently

has the inside track on this year's title - Dallas Daniels (No. 32 Estenson Racing Yamaha MT-07 DT).

It was a four-manufacturer top-10 with four Indian FTR750s, three Yamaha MT-07s, two KTM 790 Dukes and a Royal Enfield 650 taking the top-10 spots.

KTM made it a two-win double in round 10 of the 2023 AFT season, with reigning Parts Unlimited AFT Singles presented by KICKER champ Kody Kopp (No. 1 Red Bull KTM Factory Racing 450 SX-F) notching up a timely victory in the Parts Unlimited AFT Singles class too.

The Yamaha YZ50F was second and fifth, Husqvarna FC450 (basically a badged KTM) third, and another KTM 450 SX-F in fourth.

www.americanflattrack.com



Christophe Piron leaves Bihr - replaced by Peter Hakanson

Bill Canady, the recently appointed CEO of Bihr distribution parent company Arrowhead Engineered Products (AEP - Blaine, Minnesota) has announced the appointment of Peter Hakanson to the position of Managing Director for Power Sports EU - a newly created role that appears to have been engineered to distance management of Arrowhead's European powersports industry subsidiaries from its other acquisitions in Europe, including its "Farm and Garden" businesses. Hakanson has effectively replaced former Bihr CEO Christophe Piron. Canady is quoted as stating that "Peter will provide leadership and strategic direction for Bihr distribution. This new

Wisconsin based Parts Europe owner LeMans Corporation. With warehouses in France and Spain, and corporate offices at Kontich near Antwerp, Bihr itself had been an active buyer of other powersports businesses here in Europe in the two years before being sold to AEP by Kontich based prior owner Alcopa. Those acquisitions had included Moto Direct/RST apparel and RaceFX in the UK, iPstore.be, and Paaschburg & Wunderlich/LSL in Hamburg. Canady stated: "Christophe Piron will work closely with Peter to ensure a seamless transition. We are thankful for Christophe's leadership and contributions to the organisation. He



Christophe Piron is leaving Arrowhead subsidiary Bihr. His is being replaced as the head of the Bihr distribution operation by Peter Hakanson as Managing Director of new management entity Power Sports EU.

group includes the Bihr business that was founded in 1975 at Bartenheim, France, by Cyrille Bihr; leading off-road performance specialist Vertex Pistons (VP Italia) in Italy and Hi-Level distribution in the UK. Canady, an insider at AEP's private equity owner Genstar Capital himself, only recently replaced the former AEP CEO John Mosunic, who oversaw the acquisition of Bihr here in Europe for an undisclosed sum thought to be in the region of €500m, and major seven-warehouse national PG&A distributor Western Power Sports (WPS) of Boise, Idaho - for a reputed \$1.5bn - in the space of around eight months in 2022. WPS was started in the early 1960s and is the owner of the FLY Racing MX apparel and accessory brand, among others. WPS had sales estimated in the region of \$650m annually at the time of its sale to AEP. It is currently ranked the second largest powersports product distributor in the USA - after Janesville,

has set up Bihr for a bright future. We wish him all the best in his new opportunity outside Arrowhead." In the United States, AEP also owns other powersports industry brands such as All Balls Racing, Hot Cams, Pivot Works and Cylinder Works. *The process of ownership consolidation that has characterised the parts, accessory and apparel industry in Europe in the past three years has shaken up the existing overcrowded distribution channels here. An already hugely competitive sector has become ever more so as market uncertainty during Covid, logistics issues, inflationary and recessionary pressures (to say nothing of the war in Ukraine) have made it very difficult for highly leveraged investments to show the required return. Highly paid but under pressure CEOs of private equity investment holding companies and their subsidiaries are generally the first casualties under such circumstances.*



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Guidelines on anti-tampering rules for motorcycle exhaust silencers

As reported in the last edition of IDN, in a press release dated May 31, 2023, the European Association of Motorcycle Manufacturers (ACEM) said that it "shares the concerns of citizens, politicians and regulators regarding the impact of noise in daily life" and that "sound emissions of motorcycles have been regulated in the EU, with maximum permitted levels defined since the 1990s, through European type approval requirements."

The release stated that "as part of the solution to address these concerns, ACEM has recently developed a set of guidelines in cooperation with key aftermarket exhaust industry players" and that "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."

At the time Antonio Perlot, ACEM Secretary General, was quoted as saying that "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."

"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."

For sound level and anti-tampering rules of motorcycle exhaust silencers, the EU type approval framework Regulation 168/2013 mandates the application of United Nations Economic Commission for Europe (UNECE) 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



"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".

Manufacturers' Association (IMMA) introduced the guidelines in February 2023 at GRBP, the world forum on sound level of vehicles. A final 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 a selection of motorcycle exhaust manufacturers - Akrapovic, Arrow, Giannelli, Lafranconi, LeoVince, MIVV and SC-Project.

The guidelines clarify the technical requirements "to ensure robustness of fixing solutions for silencing baffles and dB-killers, to prevent their easy removal", and IDN is now able to present a light-touch edit of those guidelines.

www.acem.eu



The stated intention is to give guidance on the interpretation of the guidelines with a view to "provide NORESS manufacturers with regulatory certainty, to ensure the implementation of a high level of anti-tampering measures, and to provide national authorities with a set of harmonised best practices for

IMMA
INTERNATIONAL MOTORCYCLE
MANUFACTURERS' ASSOCIATION



Guidelines

These are the key elements and recommendations contained in the IMMA Informal document (GRBP-77-20) submitted to the UNECE Working Party on Noise and Tyres (GRBP).

They form the proposed industry guidelines on the anti-tampering

provisions for **Non-Original Replacement Exhaust Systems (NORESS)** - namely, aftermarket exhausts - in UN Regulation No. 92. The aim of the guidelines is to support "manufacturers, national Type-Approval authorities and enforcement authorities in their understanding of the requirements under section 6.3.1 of UN Regulation No. 92."



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these requirements."

The two key **definitions** in the guidelines concern:

- Baffle: the component or sub-assembly that contributes to the noise attenuation performance of a silencer, e.g. 'dB killer'.
- Tamper-proof: an exhaust is considered tamper-proof when grinding, cutting or drilling is required to remove an exit-cone, a fastener or a baffle from a silencer.
- Permanent and irrecoverable damages - "removal causing permanent/irrecoverable damage to the assembly" is understood as a being the result of using other mechanical means than traditional, low cost, easily available tools such as hammer, screwdrivers, or pliers.
- "Permanent/irrecoverable damage" includes damages to the aesthetics of the product or damages which would prevent the reintroduction of the removed part(s)."

To avoid any uncertainty, the document is very specific in terms of the **interpretation of anti-tampering**:

- "The NORESS or its components shall be **constructed in a way that does not permit removal of baffles, exit-cones and other parts whose primary function is as part of the silencing/expansion chambers**.
- "Where incorporation of such a part is unavoidable, its method of attachment shall be such that **removal is not facilitated** (e.g. with conventional threaded fixings) and shall also be attached such that removal causes permanent/irrecoverable damage to the assembly.
- "Baffles and exit-cones should not be removable by construction/design. Exhaust manufacturers [must] therefore take the necessary means so that the NORESS integrity would not be

easily compromised by users/owners.

- "Exit-cones should be **tamper-proof**. In detail, this means that conventional threaded fixing or similar methods used to fasten exit-cones to the rest of the assembly are not considered as tamper-proof.
- "Should manufacturers use conventional threaded fixing or similar, exit-cones should be also fastened to the exhaust casing by **another method** such as gluing or welding. Rivets (stainless steel, not aluminum) or break-head bolts may be used to secure exit-cones to the exhaust casing. Should manufacturers use non-stainless steel rivets, exit-cones should be also

LeoVince

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'Photo: ACEM'

fastened to the exhaust casing by another method such as gluing or welding. Alternatively, exit-cone fasteners should be filled with epoxy or similar substance;

- "The baffles should be fixed to the exhaust casing or to the exit-cone so as to ensure that **removal of the exit-cones should not facilitate the removal of the baffle**. The baffle should be tamper-proof: examples of its fixing methods include sufficient welding or use of threaded fixings covered by epoxy or similar substances.
- "Cosmetic end caps (exit-cones) may be attached with conventional fasteners if removal of the end cap does not facilitate removal of baffles or attenuation devices, and is not a part whose function is as part of the silencing/expansion chambers.
- "Baffles and other parts should be **welded** to the exhaust (exit-cone or exhaust casing) as a primary method of attachment. It is the manufacturer's choice and responsibility to make sure that such welding covers a sufficient perimeter of the outer rim of the baffle to **avoid easy removals**.

- "Screws and other threaded fixings can be used as a **secondary way to secure the baffle** to the exhaust, or as an alternative to welding if welding is not technically possible due to different materials being used for the exit-cone and the exhaust casing, for example. In such cases, these fixings should be secured by welding, or filled with epoxy or similar substances.
- "Baffles should never be **attached to the rest of the assembly by use of circlips** or similar method of assembly as this would not be considered a tamper-proof method of attachment.
- "The NORESS or its components shall be constructed in a way that does not permit removal of baffles, exit-cones and other parts whose primary function is as part of the silencing/expansion chambers.
- "Where incorporation of such a part is unavoidable, its method of attachment shall be such that removal is not facilitated (e.g. with conventional threaded fixings) and shall also be attached such that removal causes permanent/irrecoverable damage to the assembly."

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NEWS BRIEFS

Founded in 1973 by Don Emler Sr., Southern California based aftermarket exhaust manufacturer FMF Racing (Flying Machine Factory) has marked the start of its 50th anniversary year by returning as the "Official Exhaust" of American motocross. "It's no coincidence that the beginnings of FMF Racing coincide with the infancy of the Pro Motocross Championship, as both now boast a half century of showcasing the absolute best of what American motocross has to offer," said Davey Coombs, President, MX Sports Pro Racing. "The sport blossomed out of the booming Southern California racing scene, fostering motocross' first domestic superstars and one of its most influential brands in FMF. Our roots are in support of Pro Motocross, which has made the brand synonymous with this prestigious championship."

The world's oldest surviving national newspaper has printed its final edition. Austria's Wiener Zeitung has published its final print edition almost 320 years after the first. A law change in Austria ended a legal requirement in that country for companies to publish public announcements in the print edition of the newspaper, terminating Wiener Zeitung's role as an official gazette. The change resulted in an immediate loss of an estimated €18m of annual income and has forced the paper to cut 63 jobs, reduce the editorial staff from 55 to 20 and close its print edition. The paper is owned by the Austrian government, but is editorially independent and outlasted 12 presidents, ten kaiser and two republics. The oldest surviving print newspaper is now thought to be Germany's Hildesheimer Allgemeine Zeitung, which started in 1705.

Italian electric motorcycle manufacturer Energica rider Stefano Mesa (Columbia) and Tytlers Cycle Racing continue to impress in the Super Hooligans championship series, becoming "the first EV ever in the world to lead a race against ICE machinery", as Roland Sands pointed out in commentary breaking the e-motorcycle lap record (1:31.272 seconds) at Laguna Seca during Round 6 of the 2023 series, finishing in fifth place on the Energica Eva Ribelle RS.

R 18 custom competition

Using R 18 models as a starting point, a BMW Motorrad dealer customising competition started in April this year and continues to 29 September 2023, with 150 dealers from 18 countries having already confirmed participation.

Four models of the conversion-friendly R 18 architecture can be used by customisers - the R 18, R 18 Classic, R 18 B and R 18 Transcontinental.

A Grand World Finale will be staged at the opening of BMW Motorrad Welt in Berlin on 29 September 2023. The two best custom motorcycles from each participating country will have been selected at national contests having being staged between 15 May-16 July 2023. These bikes will be eligible to participate in an international semi-final (31 July-14 August 2023), in which six motorcycles will be selected by a jury of experts and one by means



of a public vote for the grand world final.

BMW Motorrad dealers from the following countries are confirmed - Australia, Austria, Canada, China, Czech Republic, France, Germany, Italy, Japan, Mexico, Poland, Portugal,

South Africa, Spain, Switzerland, Ukraine, the United Kingdom and the USA.

The panel of six expert judges will include renowned customisers who are highly regarded within the custom motorcycle community such as Thor Drake (founder of See See Motorcycles, Portland, Oregon); Michael Lichter (world leading custom motorcycle photographer and event curator, Boulder, Colorado); Roland Sands (motorcycle racer and designer, Long Beach, California); J. Shia (internationally recognised award-winning motorcycle builder and designer, Madhouse Motors, Boston, Massachusetts); Giuseppe Roncen (founder and editor of Lowride magazine in Italy) and Yuichi Yoshizawa (custom builder and co-owner of Custom Works Zon, Japan).

www.bmw-motorrad.com



BIHR Adventure and travel catalogue

For 2023, Bihr has added a catalogue concept for Adventure bikes and travel. At 212 pages, it brings together all the part numbers offered by the European leader in parts and accessories for Adventure bikes. Split into two parts, the catalogue first lists fourteen models, each one with a selection of dedicated accessories, including selections for top-sellers such as Ducati's Desert-X, the H-D Pan-America, Husqvarna 901 Norden and Royal Enfield Himalayan. The second part of the Adventure catalogue brings together twenty-one brands with lighting, luggage, tyres, protections, and many other product families.

New brands for 2023 include Italian exhaust manufacturer HP Corse and Australian Quadlock smartphone holders. These are alongside established products from established best sellers such as Barkbusters handguards (Australia), Oxford Products apparel and accessories (UK), Haan Wheels and Twin Air Filters (Netherlands), DID Chain (Japan/Italy), Koso Instruments (Germany/Japan), Shad luggage (Spain), AXP Racing off-road accessories (France),



Continental tyres and MRA windscreens (Germany), Rekluse clutches (Idaho, USA) and Denali electronics (Rhode Island, USA).

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"Power, precision and lightness" - Galfer braking solutions for ADV models



Celebrating its 70th anniversary last year, Spanish brake system components manufacturer Galfer offers a comprehensive suite of product for the burgeoning ADV sector.

"Galfer is the benchmark brand in the international market for braking systems for all types of road and off-road motorbikes. For the Adventure motorbike sector, Galfer offers a wide range of "Disc Wave" brake discs, CUBIQ floating-front and fixed-rear discs, and sintered metal pads that are designed to significantly improve the braking performance of the most popular Adventure motorbikes currently available".

This includes models such as the Husqvarna Norden, the Yamaha Ténéré, the Honda Africa Twin, the BMW R 1250 GS or the KTM Adventure, among other models. "Adventure bikes are undoubtedly becoming more and more popular on the international scene thanks to their versatility, which allows users to comfortably cover long distances on- and off-road. For some years now, they have also been attracting the attention of Enduro and Trial riders, such as Galfer riders Toni Bou and Kirian Mirabet".

Galfer Wave discs are laser-cut from high-carbon stainless steel and "treated with specific quality treatments for unrivalled performance and design". The multiple terrain and on/off highway use of versatile large displacement ADV models makes a unique combination of demands on braking systems - especially in extreme conditions where stress resistance is crucial.

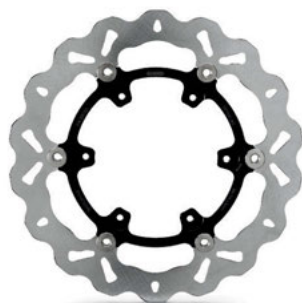
"To better respond to these demands, Galfer brake products for Adventure motorbikes have been developed to provide improved performance in all conditions, guaranteeing greater braking power, lower weight, better handling, high heat dissipation and adjustable constant braking control in all conditions".

The reduced weight of the braking components is a key factor that helps improve the handling of Adventure bikes, especially during changes of direction, when gyroscopic effects cause the weight of the disc to increase exponentially.

The Wave profile, conceived, developed and patented by Galfer in the 90s, offers a significant weight

reduction compared to the original product, making the "Disc Wave" an attractive and competitive option for users who are looking to improve braking performance and riding comfort. "Most of our Wave discs are approved by the German Technical Inspection Association TÜV (KBA no. 61147/61148)".

Floating Disc Wave (FLW-CW)



Available in original size with a steel core (FLW) or an aluminium core (CW) for the front end and, in some specific cases, the rear end. These discs are lighter than the originals while having improved behaviour and greater durability. The floating system allows the disc to adapt axially to the torsion between the fork and the wheel, ensuring that it is always positioned at the perfect braking angle, completely parallel to the brake pads.

Floating CUBIQ disc (FLQ)

As an alternative to the "Disc Wave" for some Adventure bike models, the Galfer range includes the CUBIQ disc. This disc is only manufactured with a steel core, but its optimised design means its weight is just as low as the Wave CW model.



Fixed Disc Wave (W)



This is the original-size rear disc. The W version has the Wave design with holes that help to cool the brake system.

Standard sintered compound brake pads (G1370-71)



A highly versatile compound, with high durability and excellent control that lies in the middle of the range in terms of braking power. This compound does not need a high working temperature to offer its full potential, nor is it overly abrasive to the brake disc. Although its performance is slightly inferior compared to the G1375 compound, it offers good performance in wet and muddy conditions. Reference G1370 is for the front brake, G1371 for the rear brake. It is a very quiet compound with very high fade resistance.

Sport sintered compound brake pads (G1375)



This compound has been developed for users who ride competitively, when brakes are used more intensively. It has high braking power capacity and excellent cooling, thanks to the ceramic support that acts as a thermal barrier between the brake pads and the caliper pistons. Excellent performance in wet and muddy conditions. It is a very quiet compound with very high fade resistance.

Sport R sintered compound brake pads (G1375R)



This compound is the evolution of the Sport G1375 pads, intended for racing and competitive use. It provides maximum braking power and maximum resistance to the high temperatures that can be achieved with Adventure bikes. It also features a ceramic backing that acts as a heat shield and grooves on the braking surface that help to cool the pad. The G1375R compound lets Adventure riders push their bikes to the limit without having to worry about braking. It is a very quiet compound with very high fade resistance.

www.galferonline.es





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NEWS BRIEFS

Graham Sykes, a 59-year-old self-professed "nutty inventor" and precision engineer from Yorkshire, England, has broken another track record - this time the World Land Speed record for a steam-powered motorcycle at 163 mph in 3.87 seconds over 1/8 mile - set at the UK/ITA World Records Speed Week. Called 'Force of Nature', the thrust-driven bike reached speeds of 169 mph using a self-designed steam powered rocket motor. The bike uses the latent energy of superheated, pressurised water that is then released through nozzles. The bike then turns this water to steam, which thrusts it forwards. The prior record was 80.509 mph set in 2014 by American inventor Bill Barnes with a wheel-driven bike. The invention is eco-friendly and uses nature, science and innovation to reach incredible speeds - "it's just a big bomb really, and it all started in my shed. I've taken the principles of chemistry and married them with precision engineering to create something I'm passionate about - fast bikes. I wanted to do this in a way that is sustainable for the planet (I've got nine grandkids after all), and that demonstrates that you don't have to compromise on speed, you just have to get creative." Graham had previously shattered the British national record for the fastest three-wheeled vehicle in 2015 with his self-built V8 three-wheeler "SYKO," reaching a peak speed of 180.3 mph (171.4 mph average over the flying 1/4 mile). Next up, Sykes plans to break his own record and become the fastest steam-powered vehicle ever, aiming to take the Steam Rocket Bike over the 200-mph mark in the standing 1/8 mile.

Pirelli is to be the official, exclusive tyre supplier to the lightweight and intermediate classes of Grand Prix racing - the Moto2 and Moto3 classes - from 2024 to 2026 inclusive. This new three-year agreement will see the Italian tyre marque become an integral part of the MotoGP Paddock, having had a long legacy as the sole supplier for all classes of the MOTUL FIM Superbike World Championship. The deal also extends across the 'Road to MotoGP' programme as Pirelli become the official and sole tyre supplier for all classes of the Finetwork FIM JuniorGP World Championship, the Idemitsu Asia Talent Cup, the Northern Talent Cup and the Red Bull MotoGP Rookies Cup, in addition to their established commitment to the FIM MiniGP World Series.

Peugeot takes majority ownership of DAB Motors

French motorcycle manufacturers DAB Motors and Peugeot Motorcycles have announced an industrial strategic partnership that will create a "unique offering in the electric motorcycle market".

As part of this collaboration, Peugeot Motorcycles has made a substantial new investment in DAB Motors, and now owns the majority stake in the company, to launch the serial production of the highly anticipated Concept-E. Last year, Indian conglomerate Mahindra and Mahindra sold its controlling stake in Peugeot to German private equity investor Mutares SE & Co. KGaA.

Peugeot and DAB have joined forces to leverage their respective strengths, with DAB Motors bringing an "innovative vision in EV design and Peugeot Motorcycles contributing its industry expertise and global distribution network. This partnership

marks a new chapter in the evolution of the French electric motorcycle industry and promises to deliver Made-in-France cutting-edge technology and innovative solutions to consumers".

Simon Dabadie, CEO and founder of Bayonne, France based DAB Motors, said: "I am thrilled to be partnering with a historical manufacturer such as Peugeot Motorcycles. This strategic collaboration will take DAB Motors to the next level. With the support of Peugeot Motorcycles, DAB Motors will soon be mass-producing its electric motorcycles and delivering worldwide."

The plan is for Peugeot Motorcycles to enable DAB to scale up launch of its "innovative electric motorcycle" on a large scale, with production based at Peugeot's historical factory in Mandeure (south of Mulhouse, near the Swiss border). The expectation is



that this will increase production, improve efficiency and lower costs. Sebastien Mas, President of Peugeot Motorcycles, is quoted as saying: "The primary driving force behind our collaboration lies in the DAB brand promise. We have recognised the necessity of venturing into the electric realm, building upon our legacy of launching motorcycles 125 years ago. Additionally, the essence of both brands is rooted in production in France. We take great pride in manufacturing our premium ranges locally, preserving our strong expertise, and contributing to the growth of the French industry."

CFMoto 700MT launched

By Ben Purvis

CFMoto is rapidly forging a reputation as a market leader among Chinese brands and its affordable 650MT adventure bike has been a key element to its progress - and now it's getting a substantial upgrade as it transforms into the 700MT for 2024.

The company has had a larger, 793 cc version of its long-lived parallel twin engine for several years, initially using it in the 700CL-X retro bike, and now it's made the rational decision to slide the same motor into the MT adventure model.

The capacity increase might be just 44 cc over the previous 649 cc, but the performance boost is larger, giving 18% more power from just 7% more capacity. The 700MT puts out 49 kW (66 hp) at 9,000 rpm, up from 41 kW (55 hp) for the old 650MT - enough to put it into rivalry with a whole new class of machines. Torque is also increased, from 54 Nm to 60 Nm at 7,250 rpm.

The rest of the mechanical makeup is largely the same as the old 650MT, with no change to the frame or to the 218 kg curb weight including fuel. The 43 mm USD forks, adjustable for rebound damping only, are carried over, as is the rear shock, adjustable for rebound and preload. The same applies



to the J.Juan brake calipers (these days owned by Brembo), although they now clamp onto 300 mm circular discs instead of the petal-style ones of the 650MT.

Visually, the bodywork is updated but still retains many of the shapes from the previous Kiska-designed 650MT, with a new look to the nose and the side panels.

On board, the 700MT gets a new 5-inch TFT dash borrowed from the recently launched 450SR sports bike,

with phone connectivity for media and navigation, plus updated USB sockets to include a Type-C port as well as a Type-A one.

Although the 700MT's prices rise compared to the 650MT, the margin isn't a large one and in most markets the bike substantially undercuts rivals like Kawasaki's Versys 650, Yamaha's Tracer 7 and Suzuki's V-Strom 650, while now offering a similar level of performance - something that the old 650MT couldn't achieve.

BMW adds CE 02 to its electric range

By Ben Purvis

Back in 2021, BMW teased its next electric offering in the form of the Concept CE 02 - and the production version is all but identical now it's been added to the company's 2024 range. Although it has minibike-style proportions, suggesting it's aimed at the likes of the **Honda Grom** (that's gained a strong following among young riders), the CE 02 is actually rather larger than it first appears, with 14-inch wheels, where the Grom has 12 inches. Overall, its length and wheelbase are roughly similar to a mid-sized, 125 cc - 300 cc scooter. BMW's marketing material clearly



'new learner-legal model aimed at well-heeled teens'

suggests the CE 02 is aimed at teen riders, suggesting they'll be graduating from skateboards rather than other motorcycles, and as such it's offered in two forms, both learner-legal. The main version is an 11 kW (15 hp) model that's equivalent to a 125 cc motorcycle or scooter, eligible to be used by learners in countries signed up to the EU's **Third Driving Licence Directive**. The second variant is restricted to 4 kW (5 hp) and a 45 km/h top speed to suit moped regulations, opening the door to even younger riders in some countries. They'll need

to be wealthy teens, though, as the BMW costs around twice as much as a Honda Grom.

Both versions use the same air-cooled motor, with 55 Nm of torque from 0 rpm to 1,000 rpm. On the full power bike, the 11 kW arrives at 5,000 rpm. At 132 kg it's relatively heavy for a 125 cc-equivalent, although the restricted version is 13 kg lighter. That's because the standard model has two 198 kWh, 48 volt battery packs, while the moped-spec model has just one. They are purpose-made, lithium-ion batteries (far superior to the off-the-shelf lead-acid batteries used to make the 2021 concept version work), and provide a **range of 90 km** between charges, with a **top speed of 95 km/h**. The single battery, 4 kW version manages 45 km/h and 45 km of range. Although the batteries are removable

for maintenance, they're intended to be left in the bike during charging, which takes 312 minutes for a full charge via a household socket. An **optional fast-charger** can reduce that time to 210 minutes, and a 20% to 80% charge - more representative in the real world - takes half that long. There are two riding modes - 'Flow' and 'Surf' - and an optional 'Highline' package adds a third 'Flash' setting with a sportier throttle map as well as the fast-charger. It also brings heated grips and a different graphics package. As well as the 'CE' range of electric scooters (the larger CE 04 is already in production), BMW is working on a range of electric motorcycles which will carry the **'DC' name**, followed by numbers to reflect their size and performance level. The first of these is likely to be unveiled within a year.

Yamaha Ténéré 700 World Rally

By Ben Purvis

If ever there's a hint that Yamaha's Ténéré 700 is a success for the company, it's the fact that in just a handful of years since its introduction it's become a whole range of bikes, with as many as six versions available in some European markets. The new Ténéré 700 World Rally is another. Taking inspiration from

Stephane Peterhansel's 1993 Dakar-winning machine, the Ténéré 700 World Rally is based on the Ténéré 700 World Raid model, with wider, larger-capacity, 23 litre, side-mounted fuel tanks than the base version and a motocross-style riding position, as well as improved, longer-travel suspension.

To create the World Rally, Yamaha takes the World Raid model and adds an Akrapovic titanium silencer and a new paint scheme that apes the 1993 Dakar-winning model.

The rest of the spec is from the World Raid, including the same Öhlins steering damper, 43 mm KYB forks, piggyback rear shock and 5-inch TFT dash with phone connectivity.

It brings the Ténéré 700 range to four models in most European markets - the base version, the Ténéré 700 Rally Edition, Ténéré 700 World Raid and now the Ténéré 700 World Rally - while in some, like Italy and France, there are also the 'Extreme Edition' and 'Explore Edition' versions of the bike, giving customers a choice of six variants.



NEWS BRIEFS

In 1945, the 'Meccanica Verghera Agusta', a helicopter and aeroplane manufacturer, started building its first motorcycles. Headed by Count Domenico Agusta, the company soon started competing in the road racing world championship. MV Agusta's first win at Assen came in 1952 in the 125 cc class, courtesy of the Brit Cecil Sandford. At the 1958 and 1960 Dutch TT all solo classes were won on MV Agusta. From 1968, MV Agusta's star rider Giacomo Agostini took all 350 cc and 500 cc victories at Assen for five years in a row. The 1976 350 cc Dutch TT marked both MV Agusta's and Agostini's final victory on Dutch soil, bringing the total number of Dutch TT-victories for MV Agusta to 35. This year, MV Agusta has announced that it will join the TABAC Classic GP Assen in an event partnership which marks the return of the brand to the 'Cathedral of Speed' - September 8 to 10.

Bombardier Recreational Products (BRP) has marked its recent 10th anniversary as a publicly traded company by reporting record first quarter revenues of CAN\$2,429m (+34%), EBITDA of \$377m (+39%) and +3% North American Powersports retail sales growth. EPS of \$2.38 marked an increase of \$0.72 per share or +43%. The owner of Rotax in Austria, BRP recently commissioned its new European R&D campus on the Cote d'Azur and announced the return of the Can-Am brand to the motorcycle market with a range of electric models planned for showrooms in 2015.

Marc McAllister, President and CEO Tucker Powersports, has confirmed that Tucker will again support AIMExpo at Las Vegas, February 6-8, 2024. "Tucker recognises the importance of coming together as an industry and is proud to have a major presence at AIMExpo," said McAllister. "To share ideas, to connect with our dealers, to create inspiration, to showcase new products, and to strengthen our partnerships - it's important for us and the entire industry to be there"; www.aimexpousa.com

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

NEWS BRIEFS

In the USA, Polaris donated more than \$135,000 to off-road and snow organisations through its spring T.R.A.I.L.S. Grants. In total, Polaris has donated more than \$3.1m to ATV, off-road and snowmobiling organisations across the U.S. and Canada through its ongoing twice annual T.R.A.I.L.S. Grant Programme. "Polaris is committed to promoting responsible riding practices and advancing stewardship initiatives that help protect and care for the outdoors".

BRP is marking the 50th anniversary of Can-Am with a special collaboration with The Shoe Surgeon "that pushes again the limits of what's possible to celebrate inclusivity, its heritage and the thrill of the ride" with three custom Can-Am Ryker 3-wheel vehicles and three styles of Can-Am-inspired riding shoes. This will be followed by "revolutionary new Can-Am product updates and models, staying true to its trailblazer nature". Retail sales of Can-Am products are said to have more than doubled in the last four years, and building on its motorcycle legacy, "Can-Am is also changing the power dynamic with two new electric motorcycles".

Electric motorcycle manufacturer Verge Motorcycles (Finland) recently opened a flagship store in central Monaco. The company plans to open more stores in major European cities throughout 2023.

Harald Schlarb, former Planning Lead of the Tesla Giga-Factory Berlin-Brandenburg, has joined eRocket AG, the Brandenburg-based e-mobility company, as an advisory board member for infrastructure and production.

ACEM Secretary General Antonio Perlot has been announced as the keynote speaker for 'Riding Future Technologies 8.0' Ricardo Motorcycle Conference in Milan on Monday November 6, 2023. Key topics and discussion points throughout the conference will cover hydrogen small engines and mobility; the benefits and challenges of electrified motorcycles; a new simulation model for motorcycle motion; advanced rider assistance systems; software and its future role in the motorcycle industry; industrial design and its future role in leveraging sustainable materials; future emissions legislation for motorcycles and motorcycle racing - the MotoE experience.

Huge batch of new QJMotor models coming this year

By Ben Purvis

Has any motorcycle brand expanded as fast as QJMotor in recent years? Having gone from nothing to a model range of more than 30 bikes in just a couple of years, the Qianjiang-owned brand is aiming higher still with an array of upcoming sports bikes including an **MV-based** superbike that's due before the end of 2023.

The company's next batch of upcoming models have been leaked in advance of their official release thanks to Chinese type-approvals, which are published on government websites including photographs of the approved bikes. They include no fewer than four fully-faired sports models, plus one naked machine and one Benelli-branded variant.

QJMotor SRK1000RR

One bike is likely to make more headlines than any other for QJMotor when it gets its official launch, and that's the planned SRK1000RR superbike. Although photographs of a

'sports bikes
from 550 cc to
1000 cc planned
for production'

styling model for the bike leaked earlier this year, the new approval includes the first specifications for the machine as well as a photo of a finished example.

You might be thinking something looks familiar here. It's the **MV Agusta Brutale 1000's** frame and swingarm, wrapped in svelte, full-fairing bodywork that does a good impression of what a future MV F4 could look like, if such a bike were built. The tie-in between MV Agusta and QJMotor's Qianjiang parent company dates back to 2020, when the Italian company's four-cylinder engine was announced as the power source for a future Benelli superbike. Since then, Qianjiang made the MV Agusta Lucky Explorer 5.5 that was shown as a prototype in 2021, although that project appears to have since been dropped, with MV focusing on the larger, all-Italian Lucky Explorer 9.5 model.

Despite sharing its chassis with the Brutale 1000 and being referred to as the 1000RR by QJMotor, the new bike actually uses a new version of MV's four-cylinder engine, clocking in at 921



cc. This engine is already due for production next year in MV's own 921S and 921GT retro models, and its roots can be traced back to 2010 and the short-lived Brutale 921 that shared the same capacity. The engine itself is derived from the original 750 cc four that debuted in the original F4 superbike rather than the 1,000 cc design used in the current Brutale and makes substantially less power.

How much? According to the Chinese type-approval, the 1000RR is good for 95 kW, or 127 hp. Still a respectable figure, but far from the 200 hp-plus of the latest MV Agusta 1,000 cc engines. The top speed of 239 km/h will still make it among the fastest bikes ever to wear the logo of a Chinese brand.

The MV-based chassis isn't the lightest of its type, giving the QJMotor an all-in weight, including fuel, of 215 kg. Again, enough to make it extremely fast, but more akin to Japanese superbikes of two decades ago than the latest, fire-breathing MotoGP replicas.

There's a combination of **Marzocchi** suspension - already manufactured in

China by Qianjiang on behalf of the Italian brand - and **Brembo** brakes, plus strong styling, including the inevitable winglets and lashings of carbon fibre (or faux carbon fibre).

A leaked product planning schedule from QJMotor suggests the 1000RR is due to be officially launched towards the end of 2023, although there are some question marks over the future of the bike. Since the project started, **KTM's** parent company has taken a large stake in MV Agusta and assumed control of its parts sourcing and distribution, leaving questions over whether the pre-established relationship with Qianjiang (a rival to KTM's Chinese partner, CFMoto) will remain in force.

QJMotor SRK800RR and SRK650RR

You might think that one four-cylinder sports bike project would be enough, but QJMotor has another two on the go at the same time.

The SRK800RR and SRK650RR are nearly identical apart from their engine capacities, both using a newly-designed four-cylinder engine that has distinct similarities - including an



identical 67 mm bore - to **Honda's** CBR650R motor.

The frame that both the SRK800RR and SRK650RR share also bears a similarity to the Honda CBR650R's design, made of steel and contributing to the bikes' weights - 207 kg and 206 kg respectively, including fuel - which are respectable, but not at the cutting-edge of sports bike expectations. The 1,450 mm wheelbase, also identical to the CBR650R, is shared by both QJMotor models.

Like other QJMotor machines, the suspension is **Marzocchi** and the brakes are **Brembo**, with radial-mount calipers. Both models share the same bodywork, with a frowning front end hooding two LED headlights and flanked by broad, MotoGP-style winglets.

In terms of performance, the smaller-engined 650RR, with a 649 cc version of the four-cylinder, is good for 69 kW (93 hp), enough to push it to 200 km/h. The larger version, with the same 67 mm bore but a longer stroke for a total capacity of 778 cc, makes 75 kW (101 hp) and manages a top speed of 220 km/h according to its type-approval information.

Neither bike has been officially shown or confirmed by QJMotor yet, but it's likely that the new engine will spell the end for the current SRK600RR, which uses a completely different DOHC four-cylinder engine descended from a **Benelli** design.

As with other QJMotor machines, there's a good chance that the SRK800RR and SRK650RR will be sold globally - **the company already has distributors in Europe and the USA** - and differently styled, Benelli-branded versions are also a distinct possibility.

QJMotor SRK550R, SRK550 and Benelli Tornado 550

There's still more to come from

QJMotor, with further type-approval documents revealing the SRK550R and SRK550 twin-cylinder machines as well as a mechanically identical **Benelli** model called the Tornado 550.

The SRK550R and Tornado 550 are both fully-faired sports models, while the SRK550 is a streetfighter-style machine with no fairing and taller, wider bars. All three share the same 45 kW (60 hp), 549 cc parallel twin engine and an identical steel tube frame. With their fairings, the SRK550R and Tornado 550 both weigh in at 186 kg wet, while the naked SRK550 is lighter at 180 kg, and all three bikes are rated for the same top speed of 192 km/h.

Once again, **Marzocchi** suspension and **Brembo** brakes are the order of the day, all three models sharing the same components. They also appear to share identical rear bodywork and seats, although the naked SRK550 has much lower footpegs to suit its upright riding position.

Where the three differ is in their frontal styling. The SRK550 tucks its headlight into a small, fork-mounted cowl, while the two fully-faired sports bikes take quite different approaches to their frontal design. The QJMotor SRK550R shares a family appearance with other sports bikes in the QJMotor range with heavily hooded twin headlights and distinct winglets on either side of the bodywork.

Meanwhile, the Benelli Tornado 550 adopts a more distinctive appearance, with two rectangular LED lights, stacked vertically and bracketed by a pair of large, swooping LED running lights that also form the inner surfaces of two side-mounted air intakes. Not conventionally pretty, but certainly a distinctive look.

All these bikes are expected to be officially unveiled during the latter part of 2023, with production in 2024.

Benelli Tornado 550



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400 cc Triumph singles mark new era for British brand

By Ben Purvis

Since John Bloor took control of Triumph back in 1983, the company has manufactured bikes with two, three and four-cylinder engines, but these new 400 cc machines are the first single-cylinder models to reach production in the 40 years since he saved the brand.

The new Speed 400 and Scrambler 400 X are the fruit of Triumph's collaboration with India's Bajaj (also KTM's partner), and the hope will be to take on the likes of Royal Enfield for a substantial slice of the domestic Indian motorcycle market.

They're not simply Triumph-badged

"Speed 400 and Scrambler 400 X are the first results of Triumph-Bajaj venture"

Bajaj machines, but clean-sheet designs that will be made in all Triumph's mass-production factories - three in **Thailand**, one in **Brazil** - as well as Bajaj's Indian plant, will be sold in all Triumph's global markets - presumably, including the United States.

Both models are built around the same platform, centred on a completely new single-cylinder engine. Despite the fins, the 398 cc single is water-cooled, with double overhead camshafts and

four valves operated by finger-followers. There's a reverse-rotating balance shaft to keep it smooth and DLC internal coatings to reduce friction. The result is 29.4 kW (40 PS) at 8,000 rpm and 37.5 Nm of torque at 6,500 rpm.

Despite only a slight capacity advantage, the Triumph single makes around twice as much horsepower as **Royal Enfield's** 350 cc engine. The power goes through a slipper clutch to a six-speed transmission, and reaches the ground tamed by a switchable traction control.

The engine is mounted in a 'hybrid' frame that's part perimeter, part spine design, made of steel tubes and featuring a bolt-on subframe that will allow more varieties of bikes to be made from the same central building blocks - a classic modular approach.

At the bottom of the new single-cylinder range there's the Speed 400, which is designed to align with the Speed Twin 900 and 1200 models in Triumph's 'Modern Classics' line.

Although the seat and tank are retro in shape, as is the simple, round headlight, the 43 mm USD forks and rear monoshock suspension are up-to-date, promising strong handling and putting the bike into the mix against more modern-looking rivals like **KTM's** 390 Duke (also built by Bajaj) and **BMW's** G310R, which is made in India by **TVS**.

There's a 1,380 mm wheelbase and 24.6-degree rake, plus 17-inch cast alloy wheels and **Metzeler** Sportec M9RR tyres, all aligning to promise fun



Scrambler 400



Speed 400

handling, while a low 790 mm seat means the Speed 400 is low enough for most riders to get their feet flat on the floor. Even with the 13-litre fuel tank filled, the bike weighs only 170 kg, so the single front brake, by **Brembo's** 'ByBre' sub-brand, should be enough to be effective.

On board, you get a combined analogue and digital readout for all the main functions, plus a USB-C charging port.

The Scrambler 400 X takes the same main components and remixes them

to fit in with Triumph's Scrambler range. The wheels are still alloys, but the front grows to 19 inches in diameter, and the frame is reworked with a 20 mm longer front section at the steering head and a revised, 23.2-degree rake. The suspension is similar to the Speed 400 but with longer travel, raising the seat to 835 mm. The same 'ByBre' front caliper grabs a 320 mm disc - up from 300 mm on the Speed 400 - to cope with the Scrambler 400 X's slightly increased 179 kg wet weight.

A close-up, frontal view of a motorcycle's front fairing and headlight area. The image is dark, with the headlights glowing blue. A white rectangular box is superimposed over the center of the image, containing the text 'FRONTAL SPOILERS GP' and 'For latest Supersport Bikes'. The Puig logo is visible in the bottom right corner.

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Yamaha XSR900 DB40 prototype points to future sports bike

By Ben Purvis

Yamaha's desire to make a high-performance middleweight sports bike based on its 'CP3' three-cylinder platform has been apparent for a while, and now the company has wheeled out a prototype that gives the best hint yet as to what's in store.

The XSR900 DB40 prototype, which debuted at the **Goodwood Festival of Speed** in the UK, is ostensibly a one-off to mark the 40th anniversary of the Deltabox beam frame. But that excuse for the bike's existence stumbles at the first hurdle because, as Yamaha's own press release points out, the Deltabox initially appeared 41 years ago on the 1982 YZR500 OW61 GP bike and didn't reach a showroom model until the 1985 TZR250. So, it's either running late or shown up two years early for the anniversary it's intended to mark.

No, the reality is that Yamaha is planning at least one and possibly two faired sports bikes based around the aluminium Deltabox frame and 889 cc three-cylinder engine used in the current XSR900 and MT-09 roadsters. We know this because the company has filed trademark applications for two potential names - YZF-R9 and XSR GP - that could apply to the bikes.

The YZF-R9 is the more definite project. Yamaha has applied for trademarks on 'YZF-R9' and simply 'R9' as well as copyrighting the 'YZF-R9' logo in its normal signature font, as used on the rest of the 'R' sports bike range. However, the XSR DB40 prototype is perhaps closer in appearance to the 'XSR GP' model that's also been subject



to trademarks. Could both be coming? There's a good chance of it - Yamaha already sees space for the MT-09 and XSR900 in its range, despite similar stances and shared mechanical parts, because the modern look of the MT contrasts with the retro style of the XSR. The XSR900 DB40 prototype itself takes the standard Deltabox frame from the MT-09 and XSR900, along with its CP3 engine, and adds dropped bars, raised pegs and bodywork inspired by 1980s sports bikes. The tail is similar to the single-seat XSR900 Racer bodywork kit, but instead of being a pure single-seater, it appears that it's actually a cover over a two-seat rear end. The tank is from the XSR900, but the rider's seat is shifted forward, moving the weight distribution towards the front and giving the impression that the footpegs are further back. The pegs themselves are mounted higher than either the XSR900 or MT-09, on suspiciously production-looking castings. Up front,

the fairing is clearly designed to look like those 1980s TZRs, with separate, screwed on extensions on either side to deflect air past your hands. That central air intake on the nose doesn't appear to actually go anywhere, but it's in just the right spot for a headlight. ...

As well as clip-on bars mounted below the top yoke to add a race-rep riding position, the DB40 prototype uses the adjustable forks from the MT-09 SP. By using existing parts where possible, the bike's R&D costs are clearly minimal - an important consideration given the relatively small market for faired sports bikes at the moment.

On balance, it looks like the XSR900 DB40 prototype is likely to reach production looking much like it does here, probably carrying the 'XSR GP' name. The YZF-R9 is also looking near-certain for production, probably sharing most, if not all, its mechanical bits with this bike, but wrapping the package in more modern R1-style bodywork.

NEWS BRIEFS

London based Zapp has been granted twin European patents for its "sector-transforming" i300 Electric Urban Motorcycle ahead of customer deliveries that are slated to start later this year. The patents are for Zapp's unique Z-shaped exoskeleton and removable front fenders.

"Exoskeleton endows i300 with a unique combination of step-through scooter convenience and motorcycle performance and handling, whilst enhancing sustainability and manufacturability. Removable fenders unlock near-unlimited colourway personalisation options".

The Bologna based FIVE Group (Fabbrica Italiana Veicoli Elettrici) has announced Italian market comeback distribution of the Chinese Tromox brand of electric motorcycles - including the brand's flagship UKKO S (and UKKO S lite) with a nominal 4 kw mounted motor, which reaches a peak of 8 kw, the UKKO S reaches a maximum speed of 90 km/h and has a range of up to 130 km. FIVE Group is a network of some 60 retailers in the motorcycle and scooter market segment.

Ducati has announced a Web3 digital collectible programme in partnership with Web3Pro and the XRP Ledger - "a new opportunity to extend the experience of Ducatisti around the world and reach new fans, the programme includes the release of a sequence of digital collectibles dedicated to telling the history of Ducati and the company's present, while keeping an eye on the future".

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



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NEWS BRIEFS

Energica has announced 'MyWays' as a new dealer in Luxembourg. The government in Luxembourg is funding the construction of 672 additional charging points for electric cars, 44 of which are fast chargers, with more than €4.5m. In Latvia, Energica has signed Rock Distribution (Sigulda) as its new importer. Latvia's power network distributor and other state institutions have plans to develop more than 2,000 public electric vehicle recharge points nationwide. In Austria, Energica has signed Projekt31 2Rad GmbH (Strasshof) as a new dealer. Revenue in the Electric Vehicles market in Austria is projected to reach €4.50bn in 2023 and is expected to show an annual growth rate (2023-2027) of 23.57%, resulting in a projected market volume of €10.49bn by 2027. In France, Energica has signed Stand41 (located in Blois, Centre-Val de Loire) as a new dealer. Centre-Val de Loire is developing a strong emission reduction strategy, with over 6,000 public charging points planned by 2025.

Seven Automakers are uniting to create a leading high-powered charging network across North America. BMW, GM, Honda, Hyundai, Kia, Mercedes-Benz and Stellantis will create an "unprecedented new charging network joint venture that will significantly expand access to high-powered charging in North America". The stated target is to install at least 30,000 high-powered charge points in urban and highway locations using renewable energy "to ensure customers can charge whenever and wherever they need. With a focus on delivering an elevated customer experience, the network will provide reliability, high-powered charging capability, digital integration, appealing locations, various amenities while charging". The network will be accessible to all EV customers, offering both Combined Charging System (CCS) and North American Charging Standard (NACS) connectors. The first stations are scheduled to open in the summer of 2024. According to the U.S. Department of Energy, as of July 2023, there are 32,000 publicly available DC fast chargers in the United States for use by 2.3 million electric vehicles, a ratio of 72 vehicles per charger. The NREL (National Renewable Energy Laboratory) estimates that 182,000 DC fast chargers will be needed to support 30-42 million plug-in vehicles expected on the road by 2030. U.S. electric vehicle sales are expected to exceed 50% of total U.S. sales by 2030.

Norton V4CR in production

By Ben Purvis

Only a year after rescuing the remains of Norton from bankruptcy in 2020, its new Indian owners - **TVS** - bankrolled a naked Café Racer concept based on the company's 1200 cc V4 superbike. Now that machine is in production with 200 examples set to reach customers over the coming months. Called the V4CR, the Café Racer might borrow its engine and chassis from the V4SV superbike, making it a relatively straightforward creation, but TVS discovered that the superbike itself required a huge amount of reengineering to be sure of reliability, so it's taken until now to get into production.

That reengineering dropped the V4 engine's power from 200 hp to 185 hp, a figure that's carried over from the V4SV to the V4CR, but it still hasn't resulted in Euro 5 emissions certification. The low volume nature of the bike's production, at least for now, means it's easier for Norton to use **Single Vehicle Approval** rules in the UK, allowing bikes to be individually approved for use, instead of applying for full type-approval. The emissions limits are much more relaxed under this regime, avoiding the need to comply with Euro 5.

That means the majority of the 200 examples of the V4CR are expected to



find buyers in the UK, but since Norton is still in a 'ramping-up' stage, this might be beneficial at the moment. Future versions of the V4 are likely to need Euro 5 certification to allow access to wider markets.

As far as specifications go, the V4CR's 185 horses arrive at 12,000 rpm, with 125 Nm of torque at 9,000 rpm, pushing a machine that weighs in at 204 kg, including a full 15-litre tank of fuel. The engine sits in an aluminium frame, TIG-welded by hand and equipped with Öhlins suspension - NIX30 forks and TTXXGP shock - and Brembo monobloc brakes. Electronics include lean-sensitive traction control, an up/down quickshifter with auto-blipper, and three riding modes.

There's also keyless ignition and a six-inch TFT dash, plus full LED lighting. Buyers spending £41,999 (roughly €49,000/\$55,000) on the V4CR will have to choose between two versions. The Manx Platinum option includes silver paint and forged alloy OZ Racing Piega wheels, while the Carbon model has bare carbon fibre bodywork and BST Rapidtek rims made of the same material.

Yes, you could get more performance for far less money - just buy a Ducati Streetfighter V4 or an Aprilia Tuono V4 for a similar recipe at a lower price - but recent successes of high-priced, low-volume bikes suggest Norton won't have too much trouble finding 200 customers for the V4CR.

Kawasaki Eliminator returns

By Ben Purvis

Kawasaki hasn't sold a bike under the 'Eliminator' name in years, but for 2024 it's back with a brand-new 451 cc parallel twin that takes the fight directly to **Honda's Rebel 500**.

The Eliminator was unveiled earlier this year in Japan as a 400 cc model, sharing its engine with the Z400 and Ninja 400, but for the rest of the world there's a more substantial change as its engine grows to 451 cc, making it a closer match to the 471 cc Rebel.

For Europe, the new bike importantly slides straight into the **'A2' licence category**, limited to 35 kW/47 hp, with an output of 33.4 kW (44.8 hp). That's actually a fraction less than the Z400 and **Ninja 400** manage, but it's due to a lower compression ratio and a tune that focuses on mid-range torque rather than outright power. The Eliminator's styling is very clearly aimed at the Rebel, with an ultra-low seat that's just 735 mm off the ground to make it appealing to shorter riders. It's surprisingly light, too, at only 176



kg for the base model or 178 kg for the higher-spec SE version.

The proportions are arguably better than the Rebel's, with a smoother transition from seat to fuel tank and a more conventional 18-inch front wheel and 16-inch rear, where the Honda has 16-inch rims at both ends. The forks are simple 41 mm units, raked at 30 degrees, and there are twin rear shocks - simple stuff, but all that's really needed on a bike like this. On board, you get a dash with smartphone

connectivity, and all the lights are LEDs, but there's not much else in terms of luxury. The SE model adds a small headlight cowl, a bar-mounted USB-C socket, two-tone paint, fork gaiters and a different seat design, but it doesn't feature the front and rear ride-recording cameras that are fitted to the Japanese market Eliminator SE.

The advent of the 451 cc parallel twin is likely to be a clue to the changes we can expect on future generations of Z400 and Ninja 400, too.



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BMW Motorrad Welt

BMW Motorrad delivered a total of 64,936 motorcycles to customers (+8.0%) between April and June in this, its 2023 centenary year.

Building on the previous all-time high it posted for the first three months of the year, strong customer demand for BMW says that "demand for our motorcycles and scooters continued in the second quarter".

The highlight of a slew of news to emerge from BMW Motorrad in recent weeks are details of the grand opening of BMW Motorrad Welt at the Spandau production site in Berlin on 8th September.

Designed as a brand showcase "to give visitors an incomparable brand experience", features will include rider training, travel and events opportunities, displays and, of course, motorcycles - 100 years of BMW motorcycle history in fact.

"With BMW Motorrad Welt we are creating our own world of experience around everything to do with the brand

also open up "for visitors who want to immerse themselves in the fascinating way BMW motorcycles are manufactured. More than 2,200 employees produce about 900 vehicles of the Sport, Tour, Roadster, Heritage, Adventure and Urban Mobility segments every day on an area of nearly 220,000 square metres. A finished vehicle comes off the assembly line about every 60 seconds".

The weekend will also see the grand finale of the BMW Motorrad Customising Championship based on the BMW R 18 models.

In other news, BMW Motorrad Motorsport is "positioning itself more broadly with a new and expanded structure, as it sets course for the future. Under the overall direction of BMW Motorrad Motorsport Director Marc Bongers, new roles of Technical Director and Head of Customer Racing have been created.

The Development and Test departments in Munich and Berlin are being



Motorsport and the production development of the BMW M 1000 RR are to be taken full advantage of".

"With this new structure, we are optimising the way we are set up for development and test work, for our works projects and customer racing," said Markus Schramm. "This allows us to increase our capacities in Munich and our engine plant in Berlin, and thus to strengthen the development and test work for the FIM Superbike World Championship and the FIM Endurance World Championship, as well as for our Customer Racing programme. The connection to production development, under the leadership of Christoph Lischka, has been intensified.

In other events news, some 32,000 visitors are said to have celebrated with BMW Motorrad in Berlin (7 to 9 July) at the 21st BMW Motorrad Days, with an additional 5,000 visitors attending the simultaneous Pure&Crafted Festival. It was held in the German capital on 7 and 8 July, with almost 5,000 visitors. This year's BMW Motorrad Days was dedicated entirely to the 100th anniversary of BMW Motorrad.

In addition to offering enduro training courses and guided off-road tours through the Brandenburg countryside, the grounds of MCC Schenkenhorst were transformed into the place to be for the international BMW GS community. This was also the venue for the international qualifying round of the 2024 BMW Motorrad International GS Trophy to be held in Namibia.

In product news, BMW Motorrad has unveiled ConnectedRide Smartglasses - "innovative motorcycle goggles with head-up display technology.

"They can be easily connected to your smartphone via Bluetooth and app. The projection can be positioned, and the settings can be selected, before the ride and also while riding via the

multicontroller on the motorcycle handlebars".

BMW Motorrad supplies two sets of certified UVA/UVB lenses with the frame. One set of lenses is 85% transparent and can be used especially for helmets with integrated sun visors. The other set has tinted lenses turning the smartglasses into a perfect pair of sunglasses.

For people who wear glasses, there is an RX adapter (+/- 4.5 diopters). This can be ordered online directly from the provider. The corresponding QR code can be found in the user manual of the ConnectedRide Smartglasses.



Motorrad Welt opening and R 1300 GS unveil to be livestreamed

June this year saw the 1,000,000th GS equipped with a boxer engine roll off BMW's Berlin-Spandau production line - R 1250 GS - where GS models with boxer engines have been made since 1980.

The BMW Motorrad Welt and new R 1300 GS unveil will be livestreamed on BMW social media channels on 28 September 2023.

Dr. Markus Schramm, Head of BMW Motorrad said: "With its unique combination of on-road and off-road capability, BMW Motorrad created a new genre of touring enduro motorcycles with the R 80 G/S in 1980.

"That first iteration delivered 50 hp from its 798 cc capacity, and more than four decades later it has developed into the high-tech touring enduro we know today. We believe the development of the R 1300 GS will mark another important chapter in the ever-evolving GS story."



and its motorcycles - for the first time in our 100-year history. The location was not chosen at random, but is set right in the heart of BMW Motorrad production, on the grounds of the Berlin-Spandau plant - precisely where BMW motorcycles have been built since 1969.

"Behind a historic brick facade at the Julius Tower in Spandau lies the birthplace of BMW motorcycles. BMW Motorrad Welt will move into an equally historic listed building built between 1914 and 1917 when it opens on 28 September 2023".

Dr. Markus Schramm, Head of BMW Motorrad, is quoted as saying that "experiences will range from the interactive presentation of current BMW Motorrad products, exciting plant tours and unique gastronomy to events, as well as external and internal booking options. BMW Motorrad Welt will offer a unique and fascinating platform for an emotional get-together on everything BMW Motorrad."

From Monday to Friday, the plant gates

expanded and Customer Racing will also be strengthened further.

The new Technical Director at BMW Motorrad Motorsport is Christian Gonschor. Uwe Geyer is taking on the role of Head of Customer Racing, alongside his position as Head of Marketing. Both report directly to Bongers.

"Additional specialised teams, including an independent test team, have also been formed within BMW Motorrad Motorsport. The Development and Test departments in Munich and Berlin are being expanded and synergies between BMW Motorrad

R 18 'The Crown' custom bike by Dirk Oehlerking to mark 100 years of BMW Motorrad.



Piaggio Group - first half of 2023

Roberto Colaninno, Chairman and CEO of the Piaggio Group, announced: "The Piaggio Group closed the seventh consecutive quarter of growth - recording the best results ever.

"As at 30th June, turnover increased by over 11%, exceeding €1bn, Ebitda stood at 191.2m, with an incidence on revenues of 16.3%, and net profit reached the highest result ever in the six months, reaching €64.8m.

"For the remaining part of the year, we will apply the management productivity system in all plants, which has allowed us to achieve higher margins without a substantial increase in prices. We will continue to carry out the investments envisaged in our strategic plans on electric mobility and ESG issues."

The Piaggio Group had sold a total of 324,600 vehicles worldwide (320,600 in the first half of 2022), up 1.2%, recording consolidated revenues of €1,172m (€1,053.1m at 30th June 2022). Growth in volumes in the EMEA & Americas areas more than compensated for a slight decline in the Asian markets.

In Two-Wheel sector terms, the Group had sold 267,400 two-wheeler vehicles worldwide (-1.5% compared to the 271,600 vehicles sold in the first



half of 2022), but the different product mix made it possible to achieve net revenues up by +9.2%, settling at €956.1m (compared to €875.8m as at 30th June 2022).

"The turnover generated by two-wheelers in the first half of 2023 was particularly strong in the EMEA & Americas area (+15.1%), with particular evidence of the very positive performance of the Italian market (+30%), followed by the American (+9.2%).

"In Europe, the Piaggio Group increased its share of the scooter



segment, equal to 23.3% of the total market (22.6% in the first half of 2022), while on the North American scooter market it stood at a share of

29.3%. In North America, the Group is also committed to consolidating its presence in the motorcycle segment, through the Aprilia and Moto Guzzi brands.

"The scooter sector saw a global increase in turnover of 12.2%, driven in particular by the Piaggio Beverly, Medley and Liberty high-wheel scooters and the Piaggio MP3 three-wheeler, which recorded an overall increase in revenues of almost 50% and by the Vespa brand, which recorded an increase of over 10%.

"In the motorcycle sector, we note the strong performance of Moto Guzzi, which recorded revenues up by around 30%, driven also by the new Moto Guzzi V100 Mandello, while at Aprilia, sales in the first half-year were sustained in particular by the supersports bike RSV4, of the Aprilia RS 660, Tuono 660 and 1100, and of the Tuareg 600, which also achieved important results in competitions dedicated to the rally world".

In terms of the Piaggio Group's Commercial Vehicles operations, the first half of 2023 saw the Piaggio

Group sell 57,100 units, up by 16.6% (49,000 in 2022), achieving net revenues of €215.9m, up by 21.8% (€177.3m in 2022).

"Geographically, the Indian market regained strength, recording sales of commercial vehicles up by 34.7% and volumes up by 20%. The EMEA and Americas areas as a whole recorded a turnover growth of +2%".

Piaggio Fast Forward (PFF), the Piaggio Group company based in Boston focused on robotics and future mobility, continues sales of the gita land drone and the new gitamini robot. They are produced in the Piaggio Fast Forward plant located in the Charlestown district of Boston.

"The marketing of robots foresees a first phase dedicated to the U.S. market, where the circulation of robots on city streets is already regulated.

"PFF has designed and developed sensors with an innovative technology that made their debut on the new Piaggio MP3 three-wheeled scooter, capable of offering unparalleled safety. Indeed, thanks to the integration of advanced driver assistance systems (ARAS), the new radars play a fundamental role in the prevention of accidents and in the protection of motorcyclists".

PIERER Mobility and CFMoto deepen ties

PIERER Mobility, the parent company to KTM, Husqvarna and GasGas, has announced it is "strengthening its cooperation in the areas of product strategy, development and industrialisation".

In January 2023, KTM took over the distribution of CFMoto motorcycles in Germany, Austria, Switzerland, Spain and Great Britain. "The group is leveraging its excellent sales organisation in these markets - production capacity is to be increased from currently 50,000 to 100,000 units".

PIERER Mobility and CFMoto have been partners for nearly 10 years - CFMoto is the production and sales partner for KTM motorcycles in China. "In recent years, it has expanded its capacities and supply chain to meet

the needs of our relationship," says Hubert Trunkenpolz, member of the Executive Board of PIERER Mobility.

"We work well together. We have known the Lai family as the majority shareholder of CFMoto for more than ten years. The intensification of the joint venture and the cooperation, including in sales, is a further development of our consistent cooperation. It is a further step to be able to serve the increasing market demand in China and the Asian region, as well as worldwide."

As a sign of the "deepening of the cooperation", CFMoto has increased its stake in PIERER Mobility AG stock to 2.0%. Founded in 1989, ZHEJIANG CFMOTO POWER CO., LTD. sells through more than 3,000 dealers worldwide.



Ducati registers record H1 sales figures

Ducati has announced a record of 34,976 motorcycles were delivered globally in the first half of 2023, +5% more than in the same period of 2022. The top three markets for Ducati have grown compared to last year: Italy +10%, United States +11% and Germany +13%.

At the end of the second quarter of 2023, Italy remains Ducati's largest market with 6,639 motorcycles delivered. The United States represents the second largest market for the company with 4,505 bikes delivered, a +11% growth over 2022. Germany is in third position, gaining +13% growth with 4,217 motorcycles delivered.

The Multistrada V4 is the top-seller of the Ducati range with 6,382 motorcycles delivered so far in 2023. Ducati's naked sports, the Monster, is in second position with 4,299 delivered motorcycles globally in the first half, with the Scrambler Ducati 800 family (3,581 bikes) in third. For 2024, Ducati has already unveiled five new colour schemes for its motorcycles.



Ducati VP Global Sales and After Sales Francesco Milicia said: "This first half-year was Ducati's best ever in terms of deliveries. The supply bottlenecks experienced last year are now over, but the global competition in the market is more intense in the post Covid-era because of better product availability."



Ducati has announced additional new paint scheme options for 2024, with the Hypermotard 950 RVE receiving a new street art inspired Graffiti Livery Evo treatment.

Feature-rich Mondial 2.0 suit



Oxford Products' best-selling Mondial Dry2Dry laminate jacket has returned with improvements (including CE Level 2 protectors), increased adjustability and more wearer-friendly ease of use across the garment.

Available in men's and women's sizes, Oxford's laminate textiles fuse the Dry2Dry membrane to the outer shell, creating an extremely lightweight, durable and waterproof garment. The upgraded CE Level 2 protectors in the shoulders and elbows (EN 1621-1:2012) are formed from a soft, flexible polymer that conforms to the wearer's individual body shape; these protectors harden upon impact with high shock-absorbing properties.

When temperatures rise, the WarmDry thermal liner can be removed, allowing the ventilation system to channel cool air directly to the body and allowing warm air to exit out of the rear exhaust vent.

Large chest vents are now easily opened and fastened with one hand, without even needing to look at them. In addition to the water-resistant zippers, clever fabric techniques create rain channels that further prevent rain ingress. Semi-autolock zippers ensure the flap remains closed when not in use. Additional features include CE A Certification (EN 17092-



4:2020), a back protector pocket, 360° reflective printing for night-time visibility and YKK long and short connecting zips that allow pant attachment for a secure protective fastening. Climate control features include the Dry2Dry laminate construction with a 5,000 mm waterproof rating, 5,000 g/m²/24 hrs breathability rating, the WarmDry removable thermal liner, large foldback chest direct vent with hook and loop fastening (easily used with one hand), direct ventilation at the upper arm and upper back, water-resistant zippers on all exposed openings and under and over centre opening plackets for increased water resistance.

The construction is in durable, high-tenacity polyester for the outer shell for exceptional strength-to-weight ratio, bar tack stitching to reinforce stress points and a neoprene rolled neck for next-to-skin comfort. Accordion stretch panels above the elbow increase the freedom of movement. There is a drawcord adjustable hem, slim profile tri-glide webbing adjustment at the upper arm and waist for increased ease of use, five-point press stud collar adjustment, elasticated loop and TPU hook at the collar for collar foldback and dropped rear hemline.

The matching Mondial 2.0 MS pant also includes CE A Certification (EN 17092-4:2020) and level 2 CE knee protectors (EN 1621-1:2012), with a hip protector pocket, reflective printing and the same YKK long and short

connecting zips.

The range of features use similar fabrics to the jacket - Dry2Dry laminate construction and WarmDry removable thermal liner - with direct ventilation at the upper leg and water-resistant zippers on all exposed openings. The durable high-tenacity polyester outer shell offers exceptional strength-to-weight ratio.

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New ECE 22R06 approval for the two crown jewels of the GIVI road collection. Designed for absolute travel comfort, they are equipped with an efficient ventilation system, removable and washable internal lining, and a micrometric closure for a perfect fit. Each model is available in two graphics styles and a total of 30 colour combinations!

givimoto.com



Tucano Urbano meets the new ECE 22.06 challenge

Tucano Urbano says it is meeting the challenge of the updated helmet regulations with two new jet models aimed at urban riders.

With these two new helmets - EL'MAX and EL'CITY - Tucano Urbano says it has launched them "right on time for the deadline imposed by the European ECE 22.06 Standard, which came into effect in January 2022.

"From the first of July, all newly manufactured helmets must now start complying with the directives laid out in the new regulation and, although stocks

on the entire surface of the shell, of deceleration during impact, both at high and low speed, of removal from the front as well as from the back and, finally, of production flow monitoring to avoid counterfeits".

"All this," explained Mirko Tambascia, product manager of the Milan-based Mandelli Group brand, "translates into a helmet that is without doubt more protective, but also larger and heavier. This could have been detrimental to our helmets, but we at Tucano Urbano like to be resourceful, we like a challenge and in order to fully comply with the regulations, we decided to focus on fit and proportions."

EL'MAX is the new polycarbonate jet helmet which, right down to its name, is intended to be "the ultimate helmet for those who travel long to medium distances on a daily basis, even beyond the city limits".

"In addition to maximum safety, EL'MAX offers excellent comfort thanks to the breathable and hypoallergenic microfibre interior with Aero 3D mesh inserts, the generous space in the ear area and,



EL'CITY



EL'MAX



of helmets approved under the previous ECE 22.05 can still be sold, with ECE 22.06, the safety bar has been raised on several fronts.

"This gave rise to our challenge - to remain true to the strictly urban design of our helmet line and at the same time comply with the new parameters relating to the accessories integrated in the helmet - such as lights, Bluetooth and video cameras - in order to pass the new tests of rotational impact, of impact points

thanks to the Clima System, ventilation with two ventilation holes.

"The EL'MAX also features superb visibility. The double visor - one transparent outside and the other dark sunshade inside - makes it the perfect helmet for both winter and summer. It comes in matt black and in two glossy colours, white and fluorescent yellow".

Also made in polycarbonate, EL'CITY is all about 'downtown' with the double visor and the Clima System with three ventilation holes - "designed specifically for those who navigate the urban jungle

on a daily basis". It comes in three thoroughly metropolitan colours: airborne green, moondust grey and the ever-popular black.

TUCANO URBANO
Peschiera Borromeo (MI), ITALY
Tel. +39 0255 305203
tucanourbano@tucanourbano.it
www.tucanourbano.com

BAAS - tank bag cable

German electronics accessory specialist Dirk Baas (BAAS Bike Parts, near Heilbronn) has this USB17 tank bag cable available.

Equipped at vehicle side with a compact DIN right-angle connector, and at tank bag side with a USB double charger connection option (USB-A and USB-C, 3.6A) it is "ideal for plugging into the serial board sockets of BMW, Triumph and Ducati or SD14/22 board sockets."



It allows easy placing in the tank bag for use with USB devices such as mobile phones, cameras or other power consumers. It has a 1.5 m cable, and is not a parasitic drain when the vehicle is switched off as it only consumes power when the plug is connected to a device.

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Barnett cables for metric cruisers

Barnett Clutches and Cables offers a full line of stock and custom length cables for popular metric cruiser models.

Barnett throttle cables feature a stainless-steel inner



wire and an HDPE inner casing liner for smooth cable action. All metric Cruiser clutch cables come standard with "High Efficiency" inner wire. They are nylon coated, and additionally coated with a silicone lube to provide "super smooth cable action and reduced lever effort".

The clutch cable housing is made with a longitudinally wound high carbon wire to eliminate flex. All cable assemblies, fittings and hardware are made in-house at Barnett's California HQ factory for strict quality control. All hardware is chrome plated where applicable.

Barnett cables are available in traditional black vinyl casing, stainless steel braid with clear coat, or Platinum Series casing, which features a bright silver-

plated braid with clear coat. Barnett braided cables with clear coat are guaranteed not to discolor from sunlight exposure.

Equally well known for its clutches, Barnett was founded in 1948 and still founder family owned. Barnett is one of America's oldest and longest continuously established motorcycle aftermarket parts and accessories businesses, and is celebrating its 75th anniversary in 2023.

BARNETT CLUTCHES & CABLES

Ventura, California, USA

Tel: 805 642 9435

info@barnettcables.com

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Evolution of the Andreani 'Rally' off-road cartridge

First launched in 2021, as a companion range to its Misano brand road/track application suspension cartridge kits, the Andreani Group's 'Rally' range of front suspension cartridges has been developed specifically to meet the rigorous demands of the off-road sector.

Since then, and, as a result of its ongoing investment into the R&D capabilities that comes from major race team collaborations, the Andreani 'Rally' cartridge has evolved into an increasingly sophisticated and sought-after product.

In recent months, new applications have been developed, allowing riders to invest in a new generation of products that leverage Giuseppe Andreani's off-road racing career experience. In the past year, those applications have included the Ducati Desert X, the Husqvarna 701 Enduro and the KTM 690 Enduro.

Additionally, an enhanced version has been released for the Yamaha Ténéré 700 WorldRide - completing a significant range of cartridge options available for this model from the Andreani Group.

The latest additions to the Andreani 'Rally' range are applications for the Honda XL750 Transalp and the Triumph Tiger 900.

The 'Rally' cartridge is said to deliver maximised stability and optimised comfort, safety and performance on any terrain. "This cartridge excels in absorbing shocks - allowing riders to fully enjoy a responsive riding experience with confidence," says Giuseppe.

Features of the updated Andreani 'Rally' cartridge range include double piston in compression, 20 mm diameter piston, hydraulic end-of stroke, a new anodised top cap, increased excursion and full adjustment.

These updated cartridges are extremely easy to install as they do not require disassembly of the fork



bottom during installation. They come complete with springs matched for the application, rider weight and riding style.

The Andreani Group's in-house R&D department has also developed the 'Rally' cartridge for installation in the new heavyweight entrant to the ADV market - the Harley-Davidson Pan America - which speaks to just how strong, durable and reliable the 'Rally' cartridge design really is.

ANDREANI GROUP INTERNATIONAL

Pesaro (PU), ITALY

Tel: +39 0721 20921

info@andreanigroup.com

www.andreanigroup.com



GPR Tech - Africa Twin

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 Honda Africa Twin - "to add a dash of Italian style to the Japanese engineering".

Made of aluminum 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 CRF 100L.

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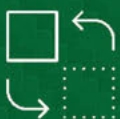
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Airoh 'Matryx' premium street helmet

One of Airoh's most awaited innovations in the road motorcycling segment, its new Matryx is an ECE 2206 homologated full-face helmet, equipped with an innovative ventilation system and exclusive inner linings "that guarantee maximum comfort".

"With an attractive design, it is aimed at all those looking for innovation and safety. Designed inside the Airoh wind tunnel, Matryx is Airoh's new top of the range helmet for the road motorcycling segment - aimed not only at expert motorcyclists, but at all enthusiasts looking for a travel companion

that is ready to face any challenge, even the most demanding ones".

Designed and developed in the company's in-house R&D laboratories and inside its futuristic wind tunnel, it has a striking design, "characterised by decisive and aggressive lines, as required by the racing world. The DD ring retention system allows it to be used on the track and the street".

The outer shell is available in two different sizes and made of full carbon 6K or HPC (High Performance Composite). It includes the ASN (Airoh Sliding Net) system, a proprietary 3D fabric structure that facilitates the passage of air for a better user experience while reducing the forces transmitted to the head in case of impact.

"The helmet also has the AEFR system (Airoh Emergency Fast Release), which allows quick removal of the cheek pads in the case of emergency".

In addition to its design and aerodynamics, Matryx has also been tested inside the wind tunnel in order to perfect acoustics and thermoregulation - "for the most efficient combination of design and high performance, for unrivalled comfort and riding pleasure in every situation and condition".

"The ventilation system is innovative and functional and includes air intakes positioned on the chin guard and on the upper part of the helmet. The rear spoilers with extractors optimise the air flow inside and through the helmet. The ventilation is controllable (glove-friendly) in order to better manage internal thermoregulation as the climatic and riding circumstances change".

Matryx can be used in any season, so is equipped with a practical Stop Wind, available in two lengths - a short one that protects against annoying air infiltrations and a longer one that can also guarantee protection from the winter cold. In addition, there is a removable nose cover.

"Maximum attention has also been paid to the hypoallergenic, removable and washable inner linings, which are made with high quality fabrics, such as innovative Coolmax - they also boast exclusive treatments that guarantee maximum breathability and a pleasant feel".

Matryx has an extraordinarily wide UV resistant visor with ATVR technology (Airoh Tool-less Visor Removal) prepared for the Pinlock 120XLT lens (available inside the box). "It also features Airoh's innovative A3S system (Airoh Automatic AntiFog System), combined with the central locking system to have maximum control over every detail without ever giving up on safety. The helmet is also completed with a practical integrated sun visor".

It weighs from 1,450 g \pm 50 g (for the full carbon 6K version) and from 1,500 g \pm 50 g (for the HPC version) and is set up for intercom thanks to the Bluetooth-ready system - with the possibility to place the battery inside the helmet in the dedicated space.

LOCATELLI S.P.A.

Almenno San Bartolomeo (BG), ITALY

Tel: +39 035 553101

info@airoh.com

www.airoh.com

AIROH

Airoh Matryx - Feature Specs

Category: ECE 2206 full-face

Material: HPC (High Performance Composite) and full carbon 6K

Weight: from 1,450 g \pm 50 g (full carbon 6K) to 1,500 g \pm 50 g (HPC version)

Shells and sizes: two (XS-S-M & L-XL-XXL)

Retention system: DD ring

Ventilation: Chin guard vent - top vents - rear extractors - rear spoiler

Visor features: extra wide vision, ATVR, A3S, lock system, scratch and UV resistant, integrated sun visor

Inner linings features and treatments: Coolmax, superior performance technical textiles, 2DRY, Microsense and sanitized, removable and washable, hypoallergenic

Technologies: ASN, AEFR

Other: Stop Wind, nose covers, Pinlock 120XLT included, Bluetooth-ready



MIVV - Yamaha R7

Italian exhaust specialist MIVV offers several full system replacement options for Yamaha's popular, naked-style MT-07 derived, "entry level" race replica 689 cc twin-cylinder "R" - from complete systems approved for the road to those developed specifically for the track.

Starting with its race-derived, Euro 5 compliant high-position SR-1 complete exhaust with stainless steel collectors and configuration-specific muffler. Available with a black titanium body or with a natural finish, the SR-1 line is lighter than the stock system it replaces and is mainly dedicated to superbikes and hyper-naked.

This version of the silencer features a hexagonal-shaped titanium body with a black finish and carbon end cap with a twill weave capable of withstanding the high temperature stresses typical of the racing world. MIVV quotes +5.90 hp on maximum power, at 9,000 rpm; +3.50 Nm on maximum torque, at 6,500 rpm; -0.50 kg on weight. The graph taken on the bench shows a continuous increase in performance starting from 3,000 rpm. To "confirm" Euro 5 homologation, the MIVVACC.077.A1 catalyst must also be purchased.

A second complete Euro 5 approved exhaust, the GP PRO features semi hand-crafted TIG welding, a compact and essential design and an aggressive sound. The exhaust outlet pipe is equipped with a removable protective grill that hides the dB killer. The central body is in carbon with a glossy finish.

MIVV quotes +2.40 hp on maximum power at 8,600 rpm; +0.20 Nm on maximum torque, at 6,400 rpm; -1.60 kg of weight reduction. The graph shows a significant increase in torque from 3,500 to 4,500 rpm and again from 5,000 to 6,400 rpm. The power flows side by side up to 7,000 rpm and then increases. MIVV catalyst also needed to meet Euro 5.

MIVV has two non-homologated race-only complete systems for the R7. A complete "Ready-to-Race" high position system with pipes made entirely of stainless steel, (steel version), which is essentially an additional new version of its SR-1, previously only available with a titanium body. MIVV quotes +5.20 hp on maximum power, at 9,100 rpm; +5.50 Nm on maximum torque, at 6,300 rpm; -2.30 kg saved with the complete system. The dyno chart analysis highlights how much this pairing favours the "pull", which rises steadily up to its maximum peak from below 4,000 rpm.

Finally, a non-homologated MK3 version which is described as offering "the perfect R7 track solution with a very good setting in terms of torque and power delivery. The stainless steel manifolds are made for the standard (low) positioning, allowed by the compact dimensions of the MK3 muffler. Its design comes from the exhausts made for the MotoGP world championship and it is also recognised for the captivating sound it manages to unleash. The MK3 version used here has a central body in glossy carbon which, together with the protective grill on the outlet end cap, gives the product a particularly high-tech look.

The outstanding performance advantages are +7.00 hp on maximum power at 8,600 rpm; +5.00 Nm on the maximum torque, at 6,300 rpm and a good -3.80 kg of weight savings. The performance confirmed by the dyno (always measured at the wheel) is really important - the increase in torque and power is continuous from 3,000 rpm.



SR-1 complete exhaust



GP PRO



MK3

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Akrapovic - YZ450F

Akrapovic's latest product for the off-road world is a race-inspired Evolution Line (titanium) exhaust for the 2023 Yamaha YZ450F.

"Designed by the Akrapovic engineers working in close collaboration with the Monster Energy Yamaha Factory MXGP Team has resulted in an exhaust almost identical to the specifications for the one the Monster Energy Yamaha Factory MXGP Team will be

grade titanium alloys - for a weight saving of 20.4% (0.9 kg) over the standard exhaust - "this system combines performance and durability for the extremes of off-road racing. It features different thicknesses in the sections to ensure perfect thickness protection and to reduce overall weight, allowing the added strength created by the design to provide enhanced resilience in the most demanding

A newly profiled surface enables the sound to meet the FIM noise limits for competition, adding strength and durability to the muffler while delivering a deep, full sound that embraces the balanced pulse of the single-cylinder engine. An integrated resonance chamber optimises performance. This product does not meet emission compliance requirements for street or on-highway use.



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racing with in the 2023 Motocross World Championship season.

"The tailor-made design has been sculpted to fit within the limited space on the motorcycle, but it still follows the principle of being the largest that the space will permit, allowing increased sound silencing and reduced restrictions for improved exhaust gas flow".

Constructed completely from lightweight, high-

conditions.

"It offers a heightened response through the entire rev range and an optimum feeling when the throttle is opened, giving the rider appreciation of control. The power and torque levels have been increased by an extra 1.8 kW (2.4 hp) at 10,600 rpm on the in-house dyno and 1.5 Nm at 10,500 rpm in back-to-back tests as recorded against a standard stock exhaust system".

"No Jacket Required"

Designed to be worn on its own with "No Jacket Required", the Urbane Pro Mk3 by Knox "is the ultimate impact and abrasion-resistant motorcycle armoured shirt - a Class AA CE-approved protective garment, for all riders, no matter what motorcycle or terrain they ride.

"Worn close to the body, the armour won't move around, so it's always where it is needed, when it is needed. No question, this is a most versatile, lightweight, breathable and comfortable armoured shirt for riding in the heat - that is the way we designed it. When the weather turns cold or wet, simply add Knox Seasonless Layers, so you can continue to use it all year round".

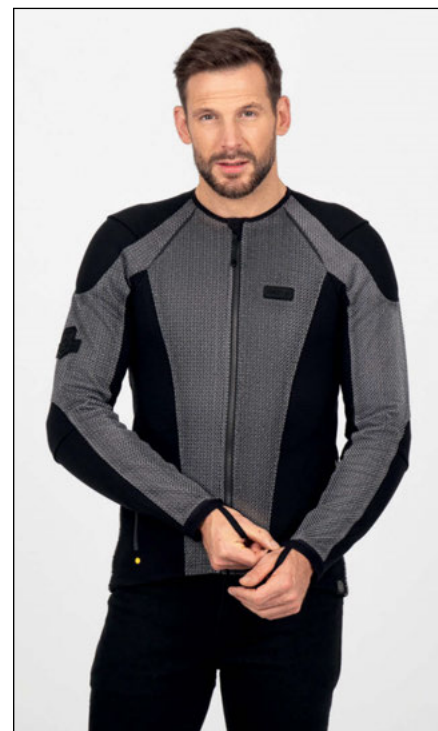
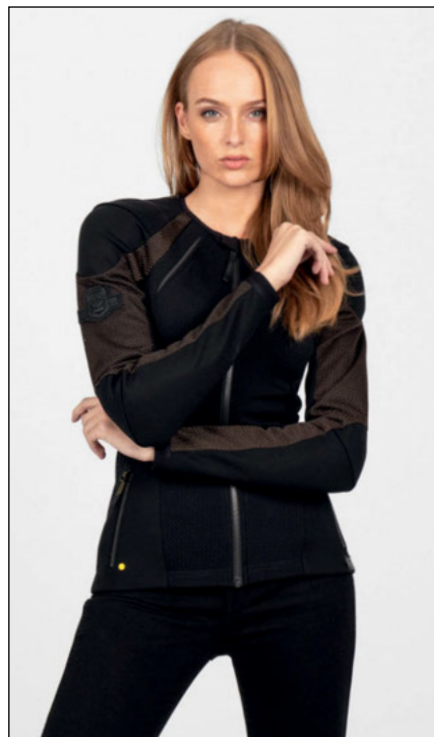
The Mk3 has even more performance than the prior versions and is packed with extra features and pockets. It is fitted with thinner, lighter and more flexible Level 2 Micro-Lock Compact in the back, shoulders and elbows. It is CE-approved as a standalone "Class AA" garment with approved abrasion resistance built in, meaning an outer shell is no longer necessary unless you want to wear one. The Mk3 design aesthetic has been refined, but the abrasion resistance, superior stretch comfort, light weight and breathability remain as good, if not better. The pocket layout has practical zipped pockets on the front with a visor wipe and an internal chest phone pocket, with an additional pocket for storing ear plugs and improved internal pocket options.

The neck and cuffs have a new, soft, comfortable binding. There is a front placket with embossed branding for an extra feel of luxury and comfort on the neck and new, innovative reflective piping and security belt loops.

"In changing weather conditions just add warm or

waterproof layers, knowing that the Urbane Pro Mk3 is still the core abrasion and armour layer beneath. It has been designed to work seamlessly with all styles in the Knox Seasonless Collection and is also available as the Urbane Pro Utility Mk3. For those adventurous riders who go further and want more storage - the Mk3 Utility is the correct choice with its five exterior utility-style pockets and two inner pockets".

Available in men's and women's styles, the Urbane Pro Mk3 is part of the Knox Seasonless Collection - "a collection that can be used at any time of year,





with riders able to add more or less layers as they need or mix them however they want - start with core protection and add or subtract layers to adapt and overcome all conditions. The range is designed to work perfectly together as one or separately for year-round comfort and protection".

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Rukka - 2023 Additions

The new Madagasca-R suit has a waterproof membrane that has been separated into its own three-layer shell suit that can be worn when needed, either on top or underneath the main suit. Together with tear and abrasion-resistant Cordura 500D outer material and abrasion-resistant Cordura 1500D reinforcements at the shoulders, elbows, hips and knees, the GORE-TEX shell garments make a convincing package.

"A total of 14 vents ensure optimal ventilation of the jacket. Rukka D30 Air XTR Level 2 protectors on the shoulders, elbows, hips and knees/shins, as well as a Rukka D30 Air XTR Level 1 All Back protector (Level 2 upgradable) offer first-rate protection. In addition, the jacket can be fitted with a D30 CP1 divided chest protector.

Additional features include elasticised inserts, front and back thigh vents on the adjustable Madagasca-R pants, the Rukka AirCushion System, heat and abrasion-resistant leather patches on the inner sides



Airgobi and Airgobina

For safety, it is equipped with the Rukka D30 Air XTR Level 2 protectors on the shoulders, elbows, hip and knees/shins (CE standard EN 1621-1 2012), the Rukka D30 Air XTR All Back protector, Level 2, (EN 1621-2:2014) and the D30 CP1 Level 1 divided chest protector (EN 1621-3:2018). The suit has been CE-certified as Class AA according to the EN 17092-3:2020 standard.

Rukka's new Airgobi and Airgobina (his and hers) summer touring suits combine "safety and protection with breathability and a comfortable fit. The body-hugging fit is the result of the elastic inserts on the sleeve, in the cuffs of the sleeve, in the back and in the sides of the jacket, as well as in the sides, above and behind the knees, above the seat area and on the ends of the trousers' legs. The bootcut trousers can be worn inside as well as over the motorcycle boot".

The outer shell is made of extremely air-permeable knitwear, containing mostly Cordura AFT. Further comfort in the heat is provided in the armpit, shoulder and trouser leg areas with the even wider meshed AFT+. Despite its breeziness, this outer material is highly abrasion-resistant, with extra Cordura AFT reinforcements on the elbows, shoulders, hips and knees further increasing protection.

In the AIRGOBI men's jacket, the shoulder and the elbow, and in the trousers the hip and the knee, are fitted with D30 Air XTR (CE Norm EN 1621-1 2012) Level 2 limb protectors. The women's AIRGOBINA jacket includes D30 LP1 (CE Norm EN 1621-1 2012) Level 1 limb protectors in the same places.

Both jackets include pockets for back and chest protectors, enabling an update with the additional Rukka D30 Air XTR All Back protector as well as the divided D30 CP1 chest protector. The suit has been CE-certified as Class A according to the EN 17092-4:2020 standard.

Built for versatile three-season use, the new Rukka Armagate suit "sets new standards among functional riding suits for the most demanding motorcyclists. Made of 100% wind- and waterproof, breathable GORE-TEX Pro three-layer, laminated to abrasion and tear-resistant Cordura shell fabric, it has reinforcements in abrasion-resistant Cordura 1500D on the elbows, shoulders, hips and knees.

Additional features include air vents with zips on the



Ecuado-R



Armagate

back, shoulders and sides of the jacket as well as on the thighs of the trousers which admit a cool breeze into the suit whenever desired. With no inner jacket included, riders can use their favourite Rukka midlayer.

Annoying slippage is prevented by grippy Keprotec Antiglide on the outside of the pants' seat, and the Rukka AirCushion System acts as a climate buffer against the motorcycle seat on the inside, wicking away moisture.

The suit has been CE-certified as Class AA according to the EN 17092-3:2020 standard and benefits from the Rukka D30 Air XTR Level 2 protectors on the shoulders, elbows, hips and knees and is also fitted with the Rukka D30 Air XTR All Back protector Level 2.

RUKKA
Lahti, FINLAND
Tel: +358 (0)3 822111
rukka@luhta.fi
www.rukka.com



Madagasca-R

of the knees and on the seat, and stretch panels at the crotch, inner thigh, around the knees and at the back. The suit has been CE-certified as Class AA according to the EN 17092-3:2020 standard.

A "highly versatile suit", the new Rukka ECUADO-R for men is a new product in Rukka's Adventure line, featuring a top-quality Goretex Pro three-layer laminate that is extremely abrasion and tear-resistant, with Cordura 1500D reinforcements on the elbows and shoulders. The Ecuado-R combination is 100% wind and waterproof and highly breathable. With no inner jacket included, motorcyclists can wear it with a Rukka midlayer of their own choice to adapt to cool weather conditions. On hotter days, 12 vents on the jacket ensure plenty of cooling. The pants have four vents and two waterproof pockets on the thighs and large leather patches on the inside and seating area.

HP Corse - 100 years of the Boxer

Italian exhaust specialist HP Corse is marking the 100th anniversary of the BMW Boxer engine with availability of its GP07 exhaust and a brand-new Hydroform RS for 2021 and up BMW R nineT models. The Hydroform RS is a brand-new platform that



Hydroform RS satin high 1-into-2



GP07 black high 1-into-2



Hydroform RS black low 1-into-2



Hydroform RS black high 1-into-2

leverages the brand's deep experience in using hydroforming technology to achieve smooth bore, weld-free bends and shapes for improved gas flow and reliability.

For this R nineT configuration, the main features of the Hydroform RS are a hydroformed conical jacket in low-thickness stainless steel with two side ribs - one external and one internal - on the wheel side. The stainless steel pipe is circular and stamped, with the inlet having a smaller diameter than the outlet. An optically enhanced flange in anthracite anodised aluminium is CNC-machined from solid. The flange and the hydroformed jacket are satin finished by hand. The rivets guarantee maximum grip without aesthetically compromising or weighing down the exhaust. The logos are laser-engraved and it is homologated in all Euro 5 variants.



Hydroform RS black low 1-into-1

Those five variants are the 300 mm, manual TIG-welded single high fitting Hydroform RS 300 satin 1-into-2-into-1 and Hydroform RS 300 single high

fitting exhaust in heat resistant black ceramic finish. Then there is the Hydroform RS 300 1-into-1 single in satin or black ceramic finish; the Hydroform RS 300 low 1-into-1 in satin or black ceramic finish; the high RS 300 1-into-2 double exhaust in satin or black ceramic and, finally, the double low 1-into-2 in satin or black ceramic.

Also seen here, the HP Corse GP07 has long been one of its most popular exhausts and is said to be ideal for the R nineT being short and compact for an aggressive stance that is perfect for the 'Naked' Boxer. The high-pass version has two beautiful heat shields in hand-stamped and satin stainless steel. Options for this 220 mm mandrel bent 1-into-2 exhaust include choices of satin and black ceramic finish and high or low double silencers and features the same precision hand TIG-welding CNC connections and Euro 5 homologation.

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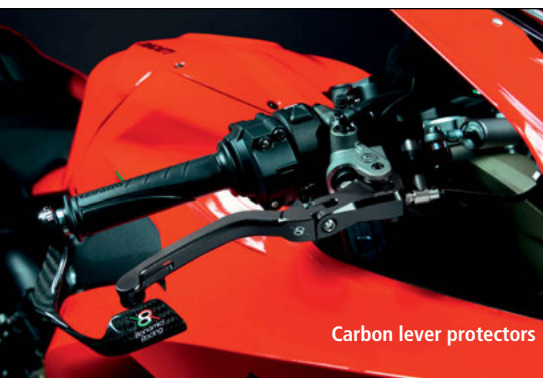
Bonamici for 2023 Ducati Panigale V4



Tank cap



Rearset



Carbon lever protectors



Bonamici Racing has been following the evolution of the Ducati Panigale V4 and chosen the 2023 iteration as the right time to offer a new and updated range of components.

First is a rear set kit (DV4), with a renewed, enlarged and improved heel plate. Second is a front brake lever available, as always with Bonamici, in three different designs - standard, straight and racing. Half levers for Brembo are also available.

The rear set kit and the brake and clutch levers are available in a selection of colours - standard black, red, blue, green, orange, gold, silver and the company's new bronze. The material can also be personalized with laser engravings such as logos, numbers or names.

Also available are engine protectors, handlebars with steering damper bracket, a top triple clamp, dashboard protector, brake lever with remote adjuster or with a racing remote adjuster, a clutch lever, complete lever kit, carbon lever protectors, tank cap, 8 ml rear oil tank, oil filler cap and mirror blocks.

BONAMICI RACING
Magliano Sabina (RI), ITALY
Tel: +39 0744 719132
info@bonamici racing.it
www.bonamici racing.it

'Mahala Pro' 3-in-1 explorer jacket

Described as "providing ultimate levels of versatility, the 'Mahala Pro' offers a 3-in-1 layering system to cope with all weather conditions. The multi-layer system can be removed or re-attached as needed, and for a true summer jacket, all liners can be



stripped out and the large chest vents pinned back for cool airflow when it's needed most".

Constructed from a Merlin-exclusive Cordura cotton with a 12 oz water-repellent finish, 'Mahala Pro' is pre-fitted D30 shoulder, elbow, back and chest protectors and the overall jacket is CE certified to EN17092 Level 'AA'.



Additional features include biceps, forearm, cuff, waist and hem adjustment points and large mesh panels for breathability.

MERLIN MOTORCYCLE CLOTHING
Burntwood, Staffordshire, UK
Tel: +44 (0)1543 270299
info@merlinbikegear.com
www.merlinbikegear.com

Engine casing slave Mega 8x for Vespa

Italian scooter parts specialist Pinasco's 200 cc engine casing with complete 34 mm reed valve is offered in anodised gold with a CNC-machined Mega 8X reed valve pack for largeframe 200 cc Vespa models. It fits PWK 34 mm carburettors and the surface of the reed valve pack is tripled compared to the classic RD350 reed valve. The kit guarantees a power increase of around 4-5 cv compared to the standard reed valve engine casing.

Pinasco says that this Slave Mega 8X reed valve engine casing "is the top of its category and it has been developed for the most demanding customers - those who need a high-performance and reliable product with an attractive appearance".



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WRS windscreens - Husqvarna Norden 901

In the last edition of IDN we featured the new Ducati Diavel V4 windscreens manufactured in Italy by Tavullia (PU) specialist WRS. Since then, its prolific new application programme has moved on to the torquey 889 cc parallel twin Husqvarna Norden 901 adventure touring models (2022-2023).

Built around the platform of a lightweight steel trellis frame, it has forged a reputation as a versatile and capable long-distance travel machine, but with that versatility comes a requirement for a very well designed and equally multi-purpose windscreen. Enter WRS, with a range of solutions for differing riding styles and requirements.

Made using high quality DOT626 approved, 4 mm thick PMMA plexiglass, WRS says its screens are easy to assemble and install using the original fairing



Enduro, transparent



Caponord, Smoked



Touring, Dark Smoked

mounts and hardware. Its aerodynamic and sporty looking 'Enduro' version is 7.5 cm lower than the factory design (available in clear, dark smoked, glossy or matt black), with a 'Touring' version that is 7.5 cm higher (clear, smoked or dark smoked) and 'Caponord' style (clear or smoked) that is 14 cm higher.

Install kits are included, with all necessary hardware. Additional recent new windscreen design applications available from WRS 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," says Sales Manager Michele Maresi. "Our windscreens will remove the slight visual distortion present in the original windshield and decrease the turbulence on the helmet and on the shoulders. The designs of our three options for the Norden 901 have been researched in detail to fit perfectly and complement the lines of the bike." WRS' credentials as a windscreen manufacturer are, literally, 'race bred' - it is a technical partner for Team BMW Motorrad in WSBK and Pramac Ducati in MotoGP, among others.

WRS SRL
Tavullia (PU), ITALY
Tel: +39 0541 1797778
www.wrs.it



Powerbox PB-02

New from French battery specialist BS Battery, this PB-02 is an upgraded version of the 'Powerbox' portable jump starter.

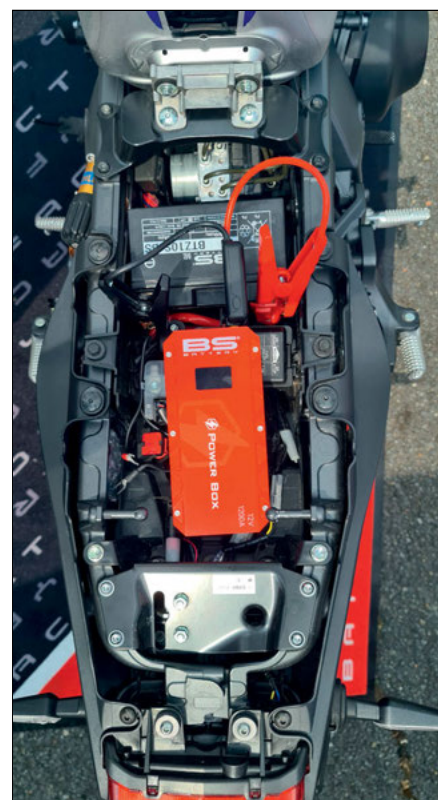
With a high jump-starting capacity of 1,200 amp and a compact red design, the PB-02 is "ultra safe and



includes 'smart cables' with spark-proof connection and reverse polarity protection, allowing riders to safely jump-start a 12V lead acid dead battery, even a dead one, on all types of vehicles - motorcycles, scooters and cars."

BS Battery says that with improved starting performance, the Powerbox PB-02 is now able to deliver 1,200 amp for jump-starting 7.0 litre gas and 6.0 litre diesel engines.

This versatile and lightweight portable charger



allows charging and recharging of USB devices on-the-go and is equipped with three light modes - torch, strobe and SOS.

BS BATTERY
Paris, FRANCE
Tel: +(33) 1 83 62 45 60
sales@bs-battery.com
www.bs-battery.com



RFX covers for offroad wheels

Integrated into the Bihr group since the takeover of the English company RaceFX, the new RFX brand products for 2023 include these tyre covers. Easy to install and remove, they are described as "ideal for keeping wheels clean just before race or during transport, from garage



to paddock."

Made in a polyester and PVC fabric, they are durable and easy to clean (at 30°C in a washing machine or with a cold water pressure washer) and dry quickly, with versions available for 17, 16 and 14 inch wheels.

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Hornig - BMW accessory additions

German BMW parts and accessory specialist Hornig has a range of new products - including custom style leather cuffs for the handlebar grips on the R 18 and an expandable (8 to 16 litres) tail/rear seat bag made from water-resistant material for the S1000R/RR.

Seen here for the R1200GS LC and ADV, R1250GS ADV, and the 2015-2019 S1000XR, these EU homologated, adjustable handlebar risers for the original 32 mm handlebars will raise the bar by up to 30 mm for a more upright and much more relaxed seating position. They can also be adjusted closer or further from the body in 2 mm steps (+/- 14 mm) - further increasing driving comfort.

Usually there is no need for longer clutch or brake cables. However, depending on the handlebar riser setting, the hydraulic lines may be too short. Hornig then recommends using its line adapters.

Also seen here, this street legal LED retrofit conversion bulb allows for a quick and straight forward change from the stock halogen original main headlight to modern LED technology on a wide range of BMW model series - H4 and H7 LED replacements both available.

As lighting upgrades go, it couldn't be easier - just change the headlight lamp. Simple. The result is a 230% brighter LED light (compared to the legal minimum standard for halogen lamps) that "delivers breakthrough brightness with daylight effect on every journey".

The optimum light colour of 5800 Kelvin produces a white, high-contrast light that allows traffic signs and



Adjustable handlebar risers



LED retrofit conversion bulb

obstacles to be recognised earlier. In addition, premature fatigue of the eyes is prevented, which makes night driving more comfortable and safer. The brand-new Philips AirBoost cooling technology dissipates heat from the LED and enables long-lasting performance with a lifespan of up to 3,000 hours. Philips SafeBeam technology ensures optimised light resistance and glare-free driving. Finally, this 100 decibel 12V single horn for selected R18, S1000R, F800S, F800ST and F800GT models is an easily installed, compact (60 mm x 80 mm), E-marked design that is interchangeable with the original horn as a stock upgrade replacement.



Horn

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Cham, GERMANY
Tel: +49 (0) 9971 996610
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Kappa K45N top case



Designed with light scooter riders in mind for short to medium range journeys, the patented Monolock attachment system of the new K45N top case "guarantees excellent stability, light weight and practical use" (the lid can be opened and the top case removed from the plate with a single key).

This oversize model with 45 litre internal volume, well concealed by its specially designed shape, is intended for urban riders who need to stow away two full-face helmets or who need a large loading space.

The K45N has a minimalist, clean and contemporary design and a compact, almost cubic shape, which "tends to make the most of the internal space even vertically, thus reducing lateral dimensions".

Matt black with contrasting shiny light grey inserts, the top case is equipped with a front handle and four side "slots" for attaching a storage net to the lid. A security lock key kit complete with corresponding bush and under-lock plates is additional available, as is the K642 black polyurethane backrest.

Like all Monolock models, the K45N comes complete with plate and universal kit. Dimensions are 55 x 33.5 x 45.5 cm (L x H x D) and the maximum load is 3 kg.

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Sunset Evo sneaker

The Sunset Evo, a unisex sneaker from Stylmartin's extensive range, is aimed at the metropolitan rider who rides in the city every day, even in high temperatures.

It features a breathable canvas fabric and anthracite grey leather upper, a "dirty" white rubber sole with non-slip grip and protection on the malleolus and in the gearbox area, and CE certification.



Lightweight and comfortable, the Sunset Evo has an air mesh lining and a micro-perforated, removable footbed providing internal ventilation. Greater safety while riding is guaranteed by PU internal protection in the malleolus area, concealed by the "non-technical and not "heavy" look of this model". Stable while riding and walking, Sunset Evo has a cut that covers the ankle and two-tone black/white non-slip rubber sole, with the "dirty white" effect creating a deliberately "worn" look. Fastening is by laces, offered in two variants: high-visibility fluorescent yellow matching the rear insert, or "dirty" white like the sole.

STYLMARTIN

Montebelluna (TV), ITALY

Tel: +39 0423 603033

info@stylmartin.it

www.stylmartin.it

Stylmartin

VStream+ windscreens for MT-10

Maywood, Illinois based National Cycle - one of the world's leading motorcycle windshield manufacturers - has responded to popular dealer and distributor demand with new VStream+ windscreens that have a "highly engineered "+" mounting bracket for the 2022-current Yamaha MT-10 models.

"Specifically designed for this model of bike, the mount's origami-like folded construction decreases mass and weight while a straked-design windscreen ensures proper wind management, strength and rigidity".

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

"Three sizes mean there is a perfectly sized windscreen for almost every rider. All will offer improved wind protection and riding comfort compared to other aftermarket windscreens".

These windscreens are made from tough Quantum hardcoated polycarbonate. "This high-quality material, along with our internationally recognised state-of-the-art manufacturing techniques, provides



an outstanding level of clarity, impact strength and scratch resistance that is unmatched by any other windscreen maker worldwide".

Quantum hardcoated polycarbonate "is the material of choice for serious motorcycle riders". It is rated at 10 times more abrasion resistant than FMR hardcoated polycarbonate, and 30 times more than windscreens made from commonly used acrylic or "aircraft plastic". VStream windscreens are easy to install and are protected by a three-year warranty against breakage.

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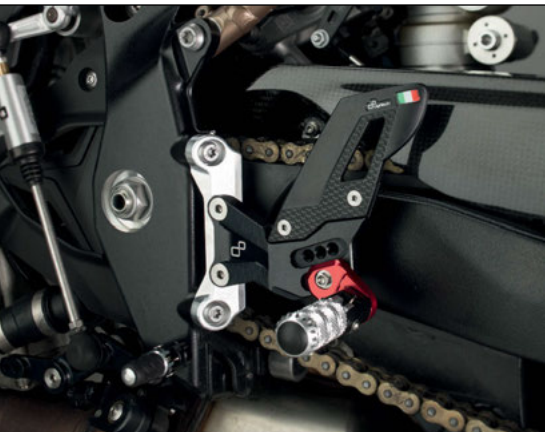
● TO THE JAPANESE



● THROUGH DUCATI

Lightech for the BMW S 1000 R

In the last edition of IDN we featured internationally recognised parts and accessory specialist Lightech's new range of designs for the CB750 Hornet. This month, the Italian company has turned its attention to the BMW S 1000 R - "a dynamic roadster on the outside, with a superbike heart on the inside".



Leading the range of model-specific designs is its adjustable rearset, a top-selling product for which Lightech is a market leader with export sales for a wide range of models worldwide.

This new Lightech BMW S 1000 R rearset comes with a fresh and modern design, with brand-new and ergonomic heel guards that enhance rider performance with a package of small details that add up to a significant upgrade on the stock BMW design.

It is available in three possible configurations - basic with fixed footpegs (p/n FTRBM008), "W" version with folding footpegs (p/n FTRBM008W) and "R" version equipped with carbon heel guards, titanium bolts, high-quality bearings and folding footpegs (p/n FTRBM008R).

Precision-machined from billet T6 heat-treated 7075 (zinc alloy) aluminium, this rearset design allows both standard and reverse shifting - with a complete suite of spare parts and optional accessories available to allow customisation.

The chain adjuster (TEBM003), available in black, red, gold and cobalt, allows a more precise and easier adjustment compared to the OEM design, simply by rotating the knob located at the end of the chain adjuster - each click corresponds to a shift/movement of 0.25 mm. A metric scale engraved on both sides of the chain adjuster makes adjustment simple.

Another best-selling Lightech product is its licence plate holder kit (p/n KTARB111), which is designed to complement the lines of the bike. It is sold complete with approved licence plate light and reflector and is made to comply with the appropriate regulations.

Equipped with a bracket for OEM LED turn signals, it can be customised with coloured washers on the sides.



This year has also seen Lightech develop a new range of brake levers, with a better and more precise adjustment system (p/n KLEV134). The kit is available in three versions - the "J" version with a totally black finish, the "K" version with coloured rubber inserts, and the "H" version (new for 2023), which features new ergonomic geometry with an increased curvature. All versions are precision-machined from lightweight magnesium and aluminium.

Staying true to the ethos that "it is the details that matter", Lightech also offers fuel tank caps in two options - a spin-on locking fuel tank cap and a quick release design (in black, red and cobalt), an oil filler cap, chain covers, mirrors, stands and much more.

LIGITECH S.R.L.
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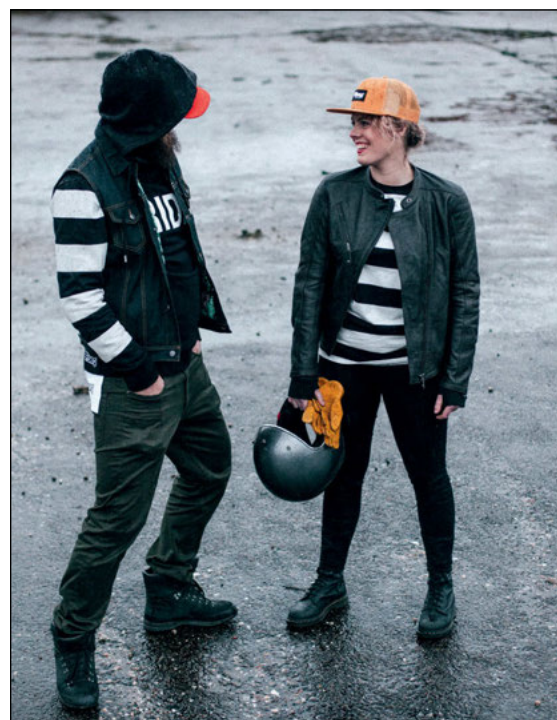
New Roeg Moto Co. - 2023 'Chaser Collection'

New for 2023 from Dutch moto apparel brand Roeg, the 'Chaser Collection' is said to combine style, comfort and protection. "Whether you ride on- or off-road, commute to work or about to embark on a trip, you'll find something to suit your needs in this collection."

Previously best known for helmets and casuals, new to the range for this year are

motorcycle denim jeans, jackets and gloves - "as well as new designs and colorways of helmets, and popular, established casual styles such as Roeg sweats and hoodies. "Made with premium quality materials, manufactured by skilled craftspeople, and designed to fit perfectly, the 'Chaser Collection' is not just clothing, it's a lifestyle - for those who dare to be different, who love adventure and who never give up and chase their dreams."

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Puig Additions

Touring windshield with visor - Moto Guzzi V85



Seen here for the 2023 Moto Guzzi V85 TT Travel, Puig's touring windshield upgrade in 3-4 mm acrylic protects from wind and debris and features improved aerodynamics. Additionally, it comes with a variable visor that will redirect the wind even more while achieving a great sense of comfort.

This visor is fixed to the touring windscreen by screws - the screen comes with the holes already made to facilitate assembly. Available for a range of models (not all touring windscreen models come with a visor) it has a rounded contour of > 2 mm, complying with TÜV regulations. Available in smoked finish.

Sport screen - 2023 Honda CRF1100L Africa Twin



Puig designs its Sport screens equally for aesthetics and functionality - they match the lines of the bike, with model-match colours available, but they also aerodynamically protect the rider by offering a clear and optimal field of view for relatively short trips or urban riding.

The compact dimensions make it slightly smaller than the original screen (where one is fitted), but "provide the rider with remarkable protection and a feeling of comfort, as well as a sporty aesthetic without

diminishing the rider's field of vision".

Designed and manufactured in Barcelona with the most advanced technologies, they are made of 3 or 4 mm thick acrylic material and available in various colours. Its finish has rounded edges to offer maximum safety, complying with German TÜV regulations. All Puig Sport screens come with their aerodynamic study comparing the performance of its screen with the original in order to see the results extracted from the virtual wind tunnel and its real performance.

Brake cooler



Derived directly from Puig's experience in the MotoGP World Championship and WorldSBK with leading teams such as the Repsol Honda HRC and the Kawasaki Racing Team, this brake cooler design improves braking performance in sports style riding. The design smoothly channels air flow direct to the discs, calipers and brake pads - avoiding overheating and possible heat related brake failure under hard braking. Providing a sporty and personalised aesthetic, it eliminates turbulence and increases the stability of the front wheel by creating a partial lenticular cover that favours the motorcycle's aerodynamics at high speeds.

Available for a range of popular models, it is a two-piece design in high-quality ABS plastic with a larger intake mouth than other available designs, managing to reduce the temperature by ten degrees on average.

Engine protective cover - 2023 Suzuki GSX-S1000GT



Made of ultralight 4 mm polypropylene, this accessory "guarantees greater durability and safety for the engine cases, protecting from the possible impacts it may receive from road debris. In order to preserve the aesthetics of the motorcycle, the protective cover can be purchased in matt finish and attaches to the motorcycle by screwing it onto the motor housing itself".

Puig R19 frame sliders

Seen here for the 2023 Suzuki GSX-8S, "these advanced design, high-tech frame sliders guarantee



integral protection of the chassis and engine, as well as providing additional protection for the knees with the included rubber inserts".

The advanced design of the nylon pucks will fit



perfectly with the looks of the bike, as it does not extend from the handlebar and touch the ground before the footrests.

The easy-install sliders are offered with grey rubber by default, but Puig has a wide variety of brand-match colours available. A full range of spare parts are also available. Each protector is manufactured for a specific motorcycle model.

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Tel: +34 93 8490 633
info@puig.tv
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Biltwell - feature-rich 'Gringo SV'



California based Biltwell has been quietly cooking up a new addition to its helmet line - the 'Gringo SV'. This is an all-new lid, featuring an improved shield closure, like the one used on the 'Lane Splitter', and Gen2 hinge mechanisms "with some sexy chin bar vents, closeable brow vents, and a rear exhaust."



release pull tab for speedy removal.

The CE-certified, injection-molded polycarbonate shield features anti-fog and anti-scratch treatments for durability and safety; rugged hinge hardware with robust detents allows the rider to open the shield at slow speeds to



Meeting ECE 22.06 regs in Europe and DOT FMVSS No. 218 compliance in the United States, three shell sizes replace the previous two for improved fit and comfort.

The injection-molded ABS outer shell is lightweight and highly resistant to impacts, and the evolutionary Gringo S shell styling features front, side, and rear vent ports to improve interior airflow, moisture dissipation, and cooling.

A new dual density expanded polystyrene (EPS) internal safety shell absorbs and dissipates impact energy without compromising comfort and adjustable vents above the eye port let the rider regulate internal airflow to cool and dry the head.

A molded urethane chin bar pad dissipates energy during front impact and the chin strap features brushed fleece Lycra touchpoints for comfort, and there's a D-ring retention system with red quick-

increase cooling airflow.

Anodised aluminium washers and stainless-steel hinge screws can be swapped with different colours and finishes to personalise the look of the helmet (hinge hardware sets are available separately). The removable/replaceable comfort liner and cheek pads are constructed with fleece Lycra and open-cell foam padding to absorb and evaporate perspiration, and new BioFoam head form panel and ventilated polyester padding maximise airflow around the head to ensure coolness and comfort. Molded EPS ear pockets fit select aftermarket audio accessories.

BILTWELL INC.
Temecula, California, USA
Tel: 951 699 1500
service@biltwellinc.com
www.biltwellinc.com

WRP 520PMX chains



The WRP 520PMX Series chain "is a great chain upgrade from OEM and is the most popular WRP chain for motocross / off-road bikes."

Made in Italy, the 520PMX boasts a long chain life, has increased rigidity, and gives a more responsive and smooth driving experience.

This non-sealed WRP chain features chromoly steel construction with seamless rollers and bushings, alloy steel pins with special heat treatment for thermal fatigue resistance and gold outer finish to

prevent corrosion.

It is ideal for professional racers from 125 cc to 450 cc, and it is known for providing high performance under extreme conditions.

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Moto Morini X-Cape slip-on with performance options

Some years ago, Milan based QD Exhaust won the Italian Roadster Championship with the Moto Morini Corsaro 1200 R driven by Franco Zanatello (2008 and 2009).

With Moto Morini now resurrected (under Chinese ownership) and returning to business health, QD owner Manuel de Liso told IDN that they were coming back to the legendary 'Double M'.

Late 2022 saw QD launch a titanium slip-on from its 'Gunshot' series that fits onto the stock Moto Morini X-Cape catalytic converter - therefore reaching the Euro 5 standards with European homologation; with modular kit option including 'de-kat' and performance map.

"Included with the kit, a carbon fibre heat shield is supplied to cover the pipe joint and to give a great, stylish, contemporary and aggressive look".

Manuel went on to tell IDN that "our R&D didn't stop with the muffler. We developed a mid-pipe no kat, which is modular, so it can be fitted both with the stock muffler or with the QD slip-on kit."

To complete the kit and to achieve the best results, the QD ECU tuning module allows the stock ECU to be reflashed with a performance map specifically and professionally developed for the full QD X-Cape exhaust kit.

"The power gain is awesome," says Manuel, "with +6 hp at the low-mid and +1 hp at the top end."

Like all QD Exhaust products, this new slip-on is

supplied with a service card that gives customers access to all the services included, including the homologation certificate and a 30-month extended warranty programme.



QD EXHAUST
Vercelli (VC), ITALY
Tel: +39 0161 805666
info@qdexhaust.it
www.qdexhaust.it

Nitron - shock and fork cartridge kit options

British suspension manufacturer Nitron has added NTR shock absorber and TVT fork cartridge kit options for Honda's 2019-2023 CBR650R and 2019-2020 CB650R roadsters - seen here, this CB650R is fitted with its NTR R3 shock and TVT22 fork cartridge.



There are three NTR shock option levels that start with 24 clicks of combined compression and rebound adjustment (NTR R1 - 328.9 mm length with 50.4 mm stroke), then offer 24 clicks of rebound with 16 clicks of compression (NTR R2 - 330.1 mm length with 48.7 mm stroke) and the NTR R3, which has 24 clicks rebound and 16 clicks of high speed and 16 clicks of low speed compression (330.1 mm length with 48.7 mm stroke).

All three have 9 mm of spring preload with options including Nitron Blue or titanium black spring colours and Hydraulic Preload Adjuster (HPA) - all three have a preload barrel at the bottom of the shock to allow easy access for damping and preload adjustment when the HPA option is not chosen.

Nitron TVT22 fork cartridges feature 30 clicks of rebound (RHS) and compression (LHS) with 15 mm of preload adjustment. It has a 720 mm open length,



121 mm stroke, 120 mm air gap and 12 mm of spring preload.

Front suspension options include the addition of Nitron's TVT Tri-Valve Technology fork cartridge kit (with included springs). Nitron shocks and fork cartridges are fully serviceable and repairable and backed by a 5-year limited warranty.

NITRON RACING SYSTEMS
Eynsham, Oxon, UK
Tel: +44 (0)1993 849449
sales@nitron.co.uk
www.nitron.com



Two point mount handguard protector for Multistrada

The ever-growing range of model-specific hand guard kits available from Australian hand guard specialist Barkbusters continues to expand, allowing discerning Ducati riders to improve OEM offerings on

the 2022 and up Multistrada VS/V2S for "the best quality hand protection on the market".

This newly designed, model specific handguard protector for Ducati's versatile all-rounder allows riders to fit a lightweight, high strength, two point mount, heat treated aluminum backbone to the OEM handguards for added strength and rigidity, upgraded hand and lever protection and greater durability of the original design.

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Polini additions



Clutch for Piaggio Maxi scooter engines



Polini's Maxi Speed clutch 3G for Race was designed for 125, 150, 250 and 350 cc 4-stroke Euro 5 Maxi scooter engines.

A performance, durability and reliability upgrade, the design better resists the stresses experienced by Maxi scooter transmission parts and starts. It features three centrifugal shoes for increased friction uniformity and perfect balancing.

The Polini Maxi Speed clutch 3G for Race is adjustable and it can be set both for a touring and racing use on the track - adjustments can be made without removing the clutch.

Fully made in Italy, the friction material features a harder grip and is highly resistant to abrasion and high temperatures.

Smallframe Vespa Primavera race muffler

Italian scooter parts and performance specialist Polini is following up the success of its Polini original muffler and the Polini Evolution with a new exhaust application - the 'Polini for Race' muffler for Vespa Primavera.

Designed for all small frame models - such as the Vespa 125, ET3 and 50 with the 130 cc engine - the flange allows it to be installed on almost all Vespa models and it is adaptable to most of the cylinder capacities and layouts on the market.

Designed and manufactured to increase measurable performance at medium and high revs, it guarantees new grunt for the engine with performance of up to 9,500/10,000 rpm compared to the 7,000 of the Polini original.

An important fundamental, it can be installed



without any modifications - a true 'plug and play' fully reversible install - so it can mount to the original body, with any type of tyre, and allows riders to keep the original top case in the Vespa ET3 version.

Polini recommends mounting the 'Polini for Race' muffler for Vespa with high-performance Polini aluminium cylinders from 130 cc to 150 cc.

POLINI MOTORI SPA
Alzano Lombardo (BG), ITALY
Tel: +39 035 2275 111
news@polini.com
www.polini.com

Matris twin shocks for six-cylinder customs

Designed specifically for the heavy-duty Twin Shock needs of the big, six-cylinder Honda cruisers, the GL 1500C / F6C Valkyrie, Italian suspension specialist Matris has developed a set of rear shocks to "optimise performance and comfort" - the M40D twin shock 'Dark' or 'Chrome' series.

The single-way M40D is an adjustable hydraulic twin set with an internal pressurised Nitrogen gas (N2) expansion tank and easy to use damping (rebound) adjustment and spring preload by a millimetric ring.

"Manufactured using only materials of high-end technical and mechanical characteristics, our objective was to offer fine damping adjustment to ensure



confidence and excellent comfort. Each click makes a perceptible difference to the damping."

Matris shock absorbers are fully rebuildable and re-valveable; specific spring rates are available on the basis of user weight. These M40D Twin Shocks can also be installed on the Honda VT 750 Shadow (1997-2003).



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Scorpion EXO R1 EVO Carbon Air

Available in six different sizes and three shell sizes and described as the highest level of technical design and manufacturing offered by Scorpion Sports, the EXO R1 EVO Carbon Air racing helmet is an upgrade on the prior iteration that meets ECE R22-06.

"A beautiful design, lots of technology and an incredibly low weight make it (and its companion EXO R1 EVO Air FIM approved and supplied to Alex Rins and Alvaro Bautista) - the best racing helmet ever produced by Scorpion Sports".

The shell is made of Ultra-TCT CARBON, a composite and lightweight material with a high percentage of carbon that is able to offer a very high level of protection - "in the event of an impact, it guarantees considerable energy absorption thanks to its ability to progressively deform. Extensively wind tunnel tested, it has an aerodynamic shape that guarantees great stability even at the very high speeds reached on the track".

Comfort features include 3D foam, KwikWick III fabric, Air Fit and KwikFit. "The removable and washable interior cushions are in 3D laser-cut shaped foam to create a wonderful feeling on the skin by the hypoallergenic, antimicrobial and fast



breathable KwikWick III lining fabric that allows the EPS to follow the contours of the head".

The Air Fit system allows the wearer to inflate and deflate the inner cushions "for an unparalleled fit, while the internal KwikFit profile makes the internal environment a spectacles-friendly architecture".

The visor with second generation ELLIP-TEC II replacement mechanism can be easily replaced without the use of tools - the system is equipped with powerful springs and ensures hermetic and incredibly quiet tightening along the entire seal. It has a central locking mechanism that allows it to be opened and closed easily and safely and offers an extremely wide vertical view.

The visor of the EXO R1 EVO Carbon Air has tear-off supports and the transparent visor also combines a "Dark Smoke" visor as standard, while the 100% MaxVision Pinlock system (also standard and present inside the box) ensures a 100% anti-fog action.

The upper air intake is oversized but has a low profile so as to blend perfectly with the aerodynamic lines and guarantees an extremely low noise and has a tension spring that can be opened by a simple touch. The large amount of captured air is poured inside and then discharged by the rear extractors in order to generate downforce for an even more stable ride at high speeds.

There is a Double D ring closure in lightweight, high strength titanium, and in the case of emergency, the rapid extraction system of the 2nd generation cheek pads (E.R.S. - Emergency Release System) facilitates the removal of the helmet by specialised personnel. The EXO R1 EVO Carbon Air weighs only 1,300 g in size M (+/- 50 g), is backed by a five-year warranty and is sold in a "premium" box - the bag is made of thicker material.

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SIP Vespa T5 combo tachometer upgrade

German scooter parts specialist SIP says that since their introduction in 2010, the company's combination tachometers with speedometer have "fundamentally changed the market". Functions that previously could only be achieved by using numerous additional devices were brought together in a single instrument, and in an unobtrusive way.

The design of this T5 speedometer, with its original look, is reminiscent of the very popular T5 instruments with analogue rev counter. In addition to revolutions per minute and speed, this speedometer can also display temperature and offers the possibility to switch comfortably between AF and EGT connection in the menu.

Two small push buttons allow an elegant change between the different digital displays. They are discreetly integrated into the speedometer glass. As a "little extra treat", every time the engine is started, the tachometer performs a self-test and creates a touch of Grand Prix feeling.

Speed, revs and fuel gauge are permanently displayed in analogue, and in addition, the speedometer has two digital displays on which numerous additional functions can be displayed - including the option of speed or revs.

SIP CEO Ralf Jodl told IDN: "We have developed two



versions of the T5 tachometer: a national one with km/h and an international one with km/h and mph - to also offer a wide range of displays for the mph market.

"Additionally, on longer journeys, you can distinguish between two individual distances with driving time and average speed - perfect for distinguishing between daily and touring distances. The total distance can also be set, so that the kilometres ridden on the old speedometer can be taken over without any problems."

Special functions include a gear indicator - reading the gear engaged at any given moment. To do this, the speedometer compares the number of

revolutions and the speed travelled and calculates the gear ratio. This function must be taught at the beginning, as there are countless possible combinations of primary and rear gear ratios and the individual gear wheels. Ralf also notes that spark plugs with interference suppression should always be used.

This is an easy-install upgrade. "As with the original, the speed is determined by the speedometer cable, but you also have the option of using a speed sensor, which you can purchase as an accessory. So, if the speedometer cable is worn or broken, the display will still be reliable and functional. The speed is recorded via the light signal."

"There is no risk of data being lost. Thanks to an internal memory, all information remains safely backed up. The speedometers operate on 12V AC/DC, which means that no battery is required. SIP Performance, Vespatrionic and Parmakit ignitions can be connected."

SIP SCOOTERSHOP GMBH
Landsberg, GERMANY
Tel: +49 (0)8191 9699969
martin@sip-scootershop.de
www.sip-scootershop.com



'Maxia 5' top case

Presented as a preview at last year's EICMA, Maxia, GIVI's top of the range Monokey model, is now available in its fifth version since its inception in 1991. At 58 litres, this is the largest top case ever designed by GIVI, taking three years to develop.

The design features "embossing, clean lines and on-trend colour combinations", with the modern front design that is emphasised by aerodynamic elements such as the horizontally running reflector and the workmanship of the two lower covers, reminiscent of sports extractors.

The Maxia 5 features four painted covers (two upper and two lower), a soft mat applied to the base, a mesh and elasticated strap, and a security lock. The covers are available in aluminium or black, with red or transparent reflectors.

In terms of technology, "the larger the case, the



greater its structural rigidity must be". Until now this has meant inserting ribs at strategic points in the shells, reducing the internal space. Instead, GIVI now machines the lid and bottom moulds undercut, which also reduces weight. This means the internal frame is more rigid and with fewer constraints in terms of shape. Streamlined lines and curves do not affect the sturdiness of the structure, and two 'bulges' cut into the sides of the lid allow easier positioning of helmets.

The usually flat rear is now curved.

This new structure also improves the fit between the two shells, enhancing the overall aesthetics and security against break-ins. Rear strengthened 'comb' hinges allow the lid to stay open at the desired angle, also removing the need for retention cables. The opening system is also improved and includes a carrying handle. Closure is by simply pressing down on the lid.

The maximum load is 10 kg (excluding the top case) and the dimensions are 598 x 494 x 321 mm (LxDxH). The case weighs 5.4 kg. Optional accessories include an inner bag T522, a backrest E235S and an internal document pocket E236.

GIVI S.P.A.
Flero (BS), ITALY
Tel: +39 030 358 1253
info@givi.it
www.givimoto.com



EXAN options for Hypermotard 950

Italian exhaust manufacturer EXAN has a choice of two exhausts for Ducati Hypermotard 950 models - the X-BLACK Oval (single) and new X-ONE (double) - approved for both Euro 4 and Euro 5, as appropriate, in order to meet the homologation requirements for all production years.

The X-ONE (2-into-2) slip-on silencer has a cylindrical shape with an oblique cut steel finish for a "slender and aggressive line". It is available in three different materials (black or light satin steel, carbon and titanium) and is designed as a "double" exhaust, just like the originals - but with better styling according to EXAN, lighter and delivering impressive performance gains, especially at low and medium revs.

The X-BLACK Oval (2-into-1) features a

"rhomboidal" hand crafted carbon sleeve for an aggressive yet slender appearance. As with the X-ONE, it is available in black or light satin steel, carbon and titanium).

The X-BLACK Oval is considerably lighter than the original exhaust and produces "extraordinary" torque gains at low and medium revs. It is also available in production year versions tuned for Euro 4 or Euro 5 homologation as appropriate.



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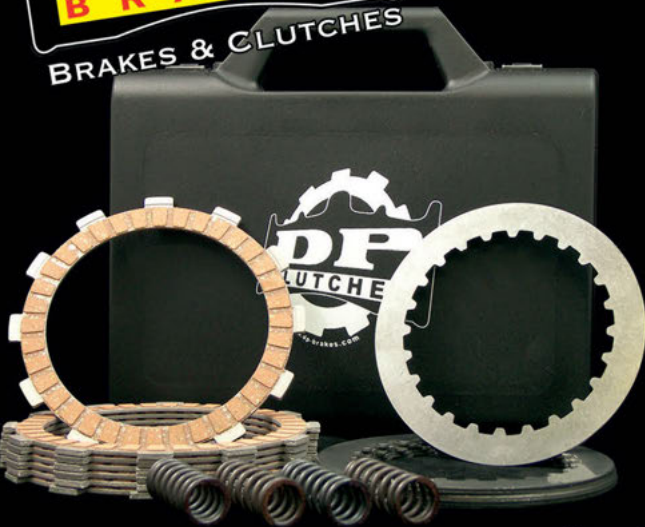


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NEWS BRIEFS

Ducati has introduced its first carbon-frame electric mountain bike (e-MTB), the 2024 Powerstage RR Limited Edition. Based on a Shimano EP801 drive unit, premium features include Öhlins front and rear suspension.

The parent company board of BMW Motorrad has approved a further share buy-back programme with a volume of up to €2bn. The repurchased shares will be largely cancelled, reducing share capital accordingly. It is scheduled to start upon conclusion of the first buy-back programme, which was started in July 2022, and is expected to be completed in mid-2023. The 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.

Iván Cervantes, five-times Enduro World Champion and Triumph Global Ambassador, has officially claimed the Guinness World Records title for 'The greatest distance on a motorcycle in 24 hours (individual)'. Riding a Tiger 1200 GT Explorer on the High-Speed Ring at the Nardò Technical Centre in Italy, Iván travelled more than 2,493 miles in a 24-hour period. This beat the previous record of 2,116.39 miles set by American Carl Reese in 2017, by a huge margin of more than 372.82 miles. To do so, Cervantes had to ride consistently at speeds of over 124 mph. Surpassing the existing record with five hours to spare, he went on to set a new benchmark of 2,485.49 miles by riding a further 376.551 miles.

New EU battery regulations "challenge some SBMC specifications"

The Brussels based Swappable Battery Motorcycle Consortium's annual meeting was hosted by Honda at its R&D facility in Offenbach, Germany, from June 29-30, 2023 - with over 60 technical, regulatory and end user experience experts attending.

One of the key objectives of SBMC is ensuring that batteries can be exchanged among different PTW brands and types. The Consortium, now with 39 members, has therefore announced its support for an EU initiative that is designed "to make it safe and convenient for users to swap batteries".

Batteries are considered a key technology in the transition to climate neutrality, and to a more "circular economy". Global demand for batteries is increasing rapidly and is set to increase 14 times by 2030.

Therefore, to minimise the environmental impact, the **European Commission has proposed a new Regulation** concerning the design, manufacture and recycling of all types of batteries sold in the EU - one that will come into force before the end of

this year.

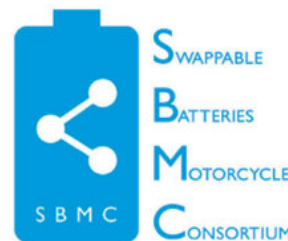
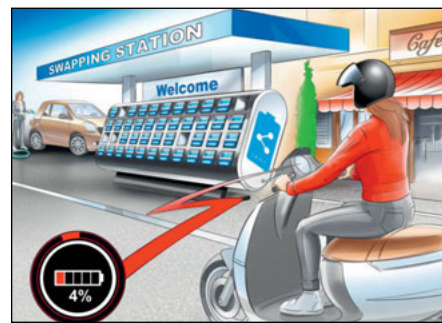
Battery manufacturers will thus be subject to stricter environmental and due diligence requirements if they want to sell on the European market.

"These new rules challenge some of the SBMC specifications, however, the Consortium envisions to address them, as they aim to make batteries sustainable throughout their entire life cycle - from the sourcing of materials to their collection, recycling and repurposing".

Key measures foreseen by the regulation include ensuring that portable batteries should be readily removable and replaceable by end users or independent operators during the lifetime of the appliance.

- There will be a requirement for a **compulsory carbon footprint declaration** and labelling for 'light means of transport' (LMT vehicle) batteries (electric scooters, motorcycles and bikes with a battery above 25 kg).

- A **digital battery passport for LMT batteries** is proposed to



efficiently gather and reuse information on individual batteries placed on the market.

- There will be a **due diligence policy** for all business operators placing batteries on the EU market - except for SMEs [*hopefully this excludes dealers from the need to do so*]. This will be implemented to address the social and environmental risks linked to sourcing, processing and trading raw materials.

- There will be **stricter waste collection targets** for LMT batteries of 51% by 2028 and 61% by 2031 - all waste LMT batteries must be collected, free of charge for end users, regardless of their nature, chemical composition, condition, brand or origin.

- **Minimum levels of recycled content from manufacturing and consumer waste** must be used in new LMT batteries: eight years after the entry into force of the regulation - 16% for cobalt, 85% for lead, 6% for lithium and 6% for nickel.

www.sb-mc.net



Honda hosted more than 60 technical, regulatory and end user experience experts for the SBMC annual meeting at its Offenbach, Germany R&D Centre in June.

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