

# INTERNATIONAL DEALER NEWS

**COMMENT:** Does anyone know what 'business as usual' looks like now? .....Page 4

**ITALIAN REGISTRATIONS:** Total PTW registrations +19.29% through September 2023 (270,573 units).....Page 6

**VERTEX ITALIA:** Championships for Champions Choice' Champions .....Page 16

**ZERO MOTORCYCLES:** Planning to take electrics liquid-cooled? .....Page 28

OCT/NOV '23

ISSUE #175

STATZONE 6-7

## The "EICMA Effect" - targeting young people and urban mobility

With the 80th edition of EICMA (International Two Wheel Exhibition) upcoming from 7th November 2023 at the Fiera Milano Rho, Confindustria ANCM (Italy's National Association of Cycle and Motorcycle Accessories) has announced that "Young people and urban mobility" will be the marketing themes for this year's Expo.

Said to showcase "more than 1,700 brands from 45 countries", features will include "shows, previews, gaming, passion and racing," says EICMA President Pietro Meda. "In brand and exhibitor number terms, 2023 will see EICMA returning strongly to pre-pandemic parameters, already heralded a successful edition with the show now using eight halls, which is two more than in 2022.

"Very significant and important are the comebacks, both among manufacturers and among companies in the entire supply chain. This year 28% of the booths will new exhibitors, while 64% of the companies present this year come from abroad - representing as many as 45 countries".

"This is a sign of the strategic market leadership of EICMA and of our international importance and reach,"

says EICMA CEO Paolo Magri. "EICMA is seen as a dynamic exhibition model that is increasingly rich in content and special initiatives."

According to Magri, two of those new initiatives for 2023 are the EICMA Esports Arena and an area dedicated to Urban Mobility. "The former will be a space entirely dedicated to the world of electronic sports and motorsport video games, which will host a rich schedule



of initiatives, including the finals of the four-stage online motocross championship, which EICMA launched recently.

"Together with the ongoing NFT's initiative that we launched last year, we want to introduce a sort of 'EICMA algorithm' on the web to engage our audience and bring them to live a direct experience of passion among the stands. The Urban Mobility area

emphasizes the institutional value of the event."

"The urban mobility area will welcome companies, institutions and, above all, startups in the sector, to which we are offering an international showcase thanks to the support of ITA, the International Trade Agency.

"This space is a seed in the soil of EICMA that we want to grow and will be configured as a special and dedicated place to listen to the needs of businesses and citizens".

Further new initiatives for EICMA 2023 have been a new preregistration platform and a B2B meeting scheduling tool ("EICMA business meeting").

"There will be the well-established e-bike test ride area, the EICMA EFFECT photo set, where EICMA photographers will capture the public's emotions and responses to being at the show."

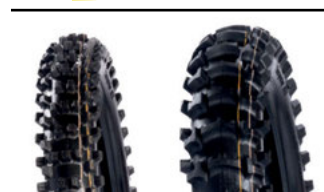
**7th November is the Press Day;  
8th November reserved for Press  
and Industry Professionals of all  
kinds [in theory] with four days  
of public attendance from  
Thursday 9th through Sunday  
12th.**

[www.eicma.it](http://www.eicma.it)

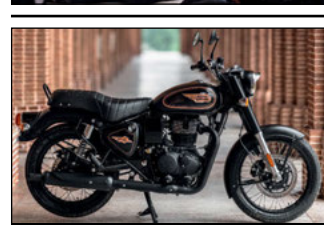
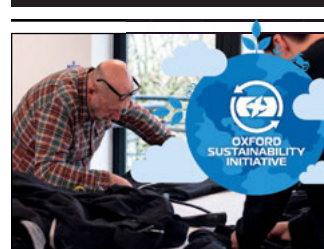
## LETTER FROM UKRAINE



**Supersprox**



**MOTOZ**  
HI PERFORMANCE OFFROAD TYRES



THE BRADLEY REPORT



**NEWS ROOM** 6-33, 64

**PROGUIDE** 34-60

**INDEX** 62

# OXFORD

OXFORD

50

SINCE 1973

## ORIGINAL APPROVED

## SINGLE LAYER

### ARMOURLITE™ FABRICS

THE COMFORT AND CONVENIENCE OF  
REGULAR PANTS, WITH THE ADDED  
PEACE OF MIND THAT COMES WITH  
THE HIGHEST CE SAFETY STANDARDS

AVAILABLE IN UP TO 4 DIFFERENT LEG LENGTHS, WITH WAIST SIZES FROM 30" - 44"

### AAA JEAN



AVAILABLE IN:  
BLACK, DARK AGED & 3 YEAR  
SLIM: DM2211  
STRAIGHT: DM2201

### AA CARGO



AVAILABLE IN:  
BLACK & KHAKI  
TM2299

### AA CHINO



AVAILABLE IN:  
BLACK & SAND  
TM2291

### AA SUPER STRETCH



AVAILABLE IN:  
BLACK  
DM229601

FOR DISTRIBUTION OPPORTUNITIES, PLEASE CONTACT [EXPORT@OXFORD.COM](mailto:EXPORT@OXFORD.COM)  
SEE THE FULL RANGE AT [OXFORDRIDERWEAR.COM](http://OXFORDRIDERWEAR.COM)



**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

OFFICIAL  
MEMBER



MOTORCYCLE  
INDUSTRY  
COUNCIL

**TOLL FREE... FROM  
USA/ CANADA:**

**TEL: 1-866 849 5704  
FAX: 1-866 521 0099**

If for any reason you can't connect  
via our toll free numbers then dial

TEL: 01144 1892 511516

Fax: 01144 1892 511517

**DISCLAIMERS**

No part of IDN may be reproduced or used in any way without permission. The views contained in IDN are not necessarily the views of the publishers. Every effort is made to ensure that all material included is as accurate as possible, however the publishers cannot be held responsible for any erroneous statements, facts, figures or mistakes. All trademarks, brand names and other key words are used purely for descriptive purposes. No approval, endorsement of, or involvement in the contents of IDN is implied by the use of these or any other words, names or marks associated with all or any companies. All trademarks acknowledged. IDN (ISSN 1354-4074) is published six times a year by Dealer World, 5, Rendlesham Mews, Rendlesham, Woodbridge, Suffolk, IP12 2SZ, Great Britain. Send address corrections to us at the address shown on this page, or e-mail to: sara@dealer-world.com

PRINT BY WARNER'S MIDLANDS  
BOURNE, LINCOLNSHIRE, GB

**ISSN 1354-4047**

**NEWSROOM ..... 6-33,64**



**COMMENT - Does anyone know what 'business as usual' looks like now? ..... 4**

Rather belatedly, Robin Bradley has come to the conclusion that the politicians, economists, central bankers and so-called financial gurus that dominate the economic media flow we consume have no better understanding of how to cope with our 21st century economies than any of the rest of us do. Thank goodness motorcycle demand is still strong!



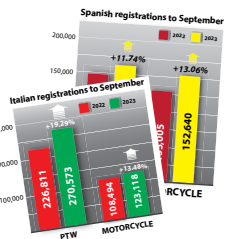
**OXFORD PRODUCTS - Sustainable Pathway ..... 32-33**

Our thanks to British distributor Oxford Products for being so open about its chosen pathway towards a zero carbon emissions future. Not the easiest ambition for a distribution business dependent on packaging, logistics, single use plastics, energy and assorted other 'squares in need of a circle', but if you are concerned about how to move your business towards the 'Circular Economy', here is a valuable test case study that will get you thinking.



**GALFER MOTO - Recent new products making (disc) waves ..... 18**

The past few years have been huge for Barcelona based Galfer in terms of new product introductions, the capital resources it requires and the kind of results needed to make them pay. But in very much a results-based game, Galfer's investments are already showing returns as its Floatech discs and Racing G1310 sintered racing brake pads produce the goods.



**StatZONE: Registrations still (mostly) growing ..... 6-7**

Although the pace of growth appeared to have slowed down a little as the market headed into the summer, the UK aside, the other European 'majors' that we have data for - Spain, Germany and, especially, Italy - are 'pulling up trees' with YTD records and little signs of the feared downturns that our politicians and economists have been warning us about.



**BRADLEY REPORT - The other BMW GS story ..... 24-31**

The big news at BMW for 2024 is undoubtedly the launch of the all-new R1300GS. It is likely to be a best-seller across the world, but the company hasn't ignored its smaller GS range - launching a trio of heavily revised machines to replace the old F850GS and F750GS.

**PROGUIDE EXTRAS - Athena, Supersprox, TecMate, SC Project, WRS, Hitchcox**



# What does 'business as usual' look like now?

I am a self-confessed 'news junkie'. It is an addiction, just like any other, and with it comes a particular suite of dependency symptoms. One of those symptoms is a voracious appetite for information, in my case especially where politics, economics and business news is concerned, and, like all of us, a dependency on the experience, expertise and opinions of those we are exposed to through our media channels of choice - print, radio, television, online, extra sensory perception, whatever.

However, the innate cynic in me (actually the realism that unfiltered optimists refer to as cynicism) has always consumed the broadest possible information footprint, from all points on the political and economic compass, in order to try to construct a perspective that is protected from dependency on any one channel. Regrettably, confirmation bias is a defining characteristic of how information is prioritised in the 21st century.

In the past 24 months, as the motorcycle industry cycle started to weaken from the peak-Covid bonanza, as shortages and supply chain inflation started to infect our (and many other) markets, as the war with Russia in defence of democracy and freedom additionally started to shape our economic landscapes, as the resulting spike, when the energy process started to feed consumer price inflation, I started to develop an uneasy feeling.

In the past 12 months specifically, the frequency speed with which the 'Talking Head' consensus was proven wrong over issues from inflation and interest rates to how best to respond to the war in Ukraine and issues such as energy security, to say nothing of the even broader and more long-term issues surrounding climate change, that uneasy feeling has crystallised into an evidence based fear that those we listen to are as far from being able to grasp and understand the issues and plot a rational forward strategy as the rest of us.

Then, the shoe dropped. The event that finally came as a 'Five Sigma' proof of concept came, for me, in September. Having been exposed to dozens of economists, investment analysts, media types and assorted other 'Talking Heads' telling us all how the European Central Bank (ECB) had reached the peak of its interest rate rise cycle and that it and the other Central Banks were winning the fight against inflation, and that the only conceivable direction of travel from here on would be to see interest rates stabilise and then start to decline, guess what happened?

Yes, that's right - into my phone came an advisory that, in fact, the ECB had decided to raise its interest rates, yet again. They did so with all three of its interest rate mechanisms - on main refinancing operations, on the marginal lending facility, and on the deposit facility - increasing them to 4.50%, 4.75% and 4.00% respectively. This equates to an effective base rate, in 'old speak', of 4.75%.

So much for the economists. So much for the 'Talking Heads'. So much for the credibility of the illustrious Christine Lagard's experience and her own prior remarks. As a former French Finance Minister, who was Managing Director of the IMF for a long time - and is now President of the ECB - she is a lady who has built up a first-class reputation for 'telling it how it is', understanding these things and, mostly, getting it right.

She has been viewed as a voice of reason, a reassuring voice of stability and continuity

on the economic scene, someone whose views have always been worth paying attention to, someone who knows who to listen to, and who to be deaf to. By any standards, hers is an impressive résumé. She is an impressive operator who has proven to be genuinely very good at her jobs. But if even she and the team around her can get it wrong in the present economic climate, then the rest of us have no chance.

What's this got to do with us? Everything and nothing. Ultimately our livelihoods are simply dependent on the number of people who want to ride motorcycles and the number of miles they do. Simple.

On the other hand, the economies, and the economics that we are dependent on, are not that simple. If they really are being steered by people who have no better a handle on what to do (on both sides of the Atlantic, globally, everywhere) and how to respond to the issues that confront us, than the rest of us 'civilians', then the past 15 years of fiscal caution and 'New Beginning' for the Global Financial Order - following the Financial Crisis that metastasised with the 'Lehman Apocalypse' of September 2008 - have been for nothing.

Aside from a brief 20-year interregnum that came crashing to an end on September 12, 2008, when bankers were seen fleeing the scene of the crime, a period during which the world basked in the reflected glow of Cold War triumph without the nuclear

winter, a brief era in which it appeared that Western democratic values had triumphed over autocracy, that liberal economics had found the Holy Grail of capitalism, that Free Trade had triumphed over protectionism and that a rules based world order had consigned nationalism to the margins of history, all those established and orthodox certainties and no uncertainties again. There is now a new war of ideas to be won.

Having finally consigned so-called "quantitative easing" to the trash can, the primary tool used to deal with the 2008 financial crisis and, subsequently, the pandemic, has left the major

economies and central banks with a debt mountain of eye-watering proportions, mirrored, in large part, by the horrendous personal debt burden that consumers are carrying.

And yet, here we are. Working in an industry that, having prospered in response to a global pandemic, is not seeing (yet!) a collapse in the popularity, affordability, or relevance of its products.

With the exception of certain 'special case' economies (such as the UK), most of the major markets in Europe are seeing record-setting levels of demand for our market's products. If, as claimed, EICMA is seeing more returnee exhibitors, and really are now filling most of the eight halls they are using, then yay us!

“  
**'horrendous  
debt burden'**  
”

**Robin Bradley**  
Publisher

[robin@dealer-world.com](mailto:robin@dealer-world.com)



## THE RIGHT PRODUCT - THE RIGHT FIT - THE RIGHT PRICE

### HOT SHOT SERIES



- **Starting, charging and Electronic Ignition components:**  
Specifically, we offer regulator rectifiers, stators, starter motors, starter drives, solenoid switches, ignition coils, CDI boxes, brushes and brush plate kits
- **Replacement pieces as well as multi-fit universal style pieces for the obscure models**
- **Specializing in Asian & European street bikes, ATVs & Off Road vehicles**
- **Quality bolt-on/plug-in OE replacement pieces at a competitive cost**
- **Highest quality thermal/shock resistant material in construction**
- **1 year warranty on all products, excluding CDI boxes**

#### DISTRIBUTORS

- Europe /// Parts Europe /// +49 (0)6501 9695 2000 /// [www.partseurope.eu](http://www.partseurope.eu)
- United Kingdom /// MCS /// +44 (0)161 337 4390 /// [www.motorcyclystorehouse.com](http://www.motorcyclystorehouse.com)

#### RICK'S MOTORCYCLE ELECTRICS

48 Gigante Drive - Hampstead - NH 03841 USA - Tel: (603) 329-9901 - Fax: (603) 329-9904  
[info@rickselectrics.com](mailto:info@rickselectrics.com) - [www.ricksmotorsportelectrics.com](http://www.ricksmotorsportelectrics.com)

**RICK'S**  
**MOTORSPORT**  
**ELECTRICS**





**EICMA**

ESPOSIZIONE INTERNAZIONALE  
DELLE DUE RUOTE

**PAD/HALL 11  
STAND/BOOTH E21**



**TROF2.0**

by Ognibene

**THE HIGH POWER CHAIN**

Off-Road / Road Application



**TRB - TRX - TRO - TMX  
FROM PITCH 415 TO 530**

- . 50 CC
- . 125 CC
- . 250 CC
- . 600 CC
- . 1000 CC



OGNIBENE S.p.A.  
via del Tipografo, 6 - 40138 - Bologna - Italia - tel. +39 051 534225 - fax +39 051 535083  
commerciale@ognibenechaintech.it - [www.ognibenechaintech.it](http://www.ognibenechaintech.it)



# UK: motorcycles -2.33% to August

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 continued through August to leave the UK market down -2.33% YTD at 76,393 units sold. July was -7.78% at 9,389 units sold, with August at -6.19% at 7,665 units sold. Though it is possible that September's numbers will show somewhat of a rebound - it being the second of the two months each year when new date-based licence plate numbers are introduced. An arcane idiosyncrasy, unique to the UK market, that sees vehicle registration dates change twice each year - distorting available market trend data.

Given the economic circumstances in the UK, these are probably as good a set of results as could be expected - even so it was the third-best market performance for the first eight months since at least before 2009 (behind 2022 with 78,216 units

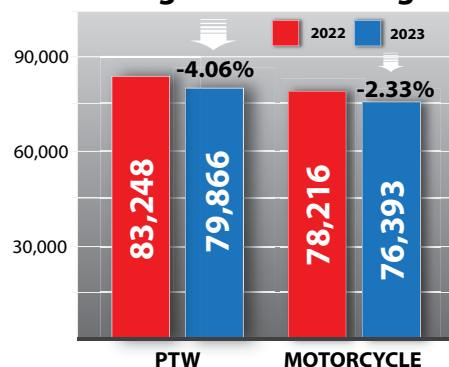
registered and 2016 with 79,234).

The small (and rapidly shrinking) UK moped market was -30.98% (just 3,473 units YTD). Total new PTW registrations in the UK were -4.06% for the YTD in the UK at 79,866 units, but still the fifth best for the first eight months of the year in the UK since before 2009.

Within that number, 2,647 new electric powertrain units were registered in the UK in the first eight months of 2023 (-45.2% down from the 4,832 electric units registered in the first eight months of 2022). Total scooter sales in UK YTD were 16,242 units (-14.1% YTD)

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 the six months negative; two of those months were greater than -11% down,

UK registrations to August



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.

# USA - motorcycle sales +4.7% through Q2

The MIC is reporting that among leading brands, sales of new motorcycles and scooters increased by +4.7% through the second quarter of 2023 (315,257 units YTD) compared to the same period the previous year.

At +16.5% (86,583 units YTD)

"Off-highway sales in the second quarter of 2023 have seen the most substantial

[segment] percentage increase year over year," said Buckner Nesheim, MIC Director of Research & Statistics.

"There is strong growth across several product categories, and this is particularly interesting

Quarterly Retail Sales Flash Report - June 2023 YTD

| Vehicle Type | General Type | 2023 Current | 2023 Prior | Unit Change | % Change |
|--------------|--------------|--------------|------------|-------------|----------|
| Motorcycle   | SCOOTER      | 10,470       | 12,426     | -1,956      | -15.7%   |
| Motorcycle   | ON-HWY       | 173,147      | 171,346    | 1,801       | 1.1%     |
| Motorcycle   | DUAL         | 45,057       | 43,168     | 1,889       | 4.4%     |
| Motorcycle   | OFF-HWY      | 86,583       | 74,304     | 12,279      | 16.5%    |
| Motorcycle   | TOTAL        | 315,257      | 301,244    | 14,013      | 4.7%     |
| ATV          | ATV          | 89,724       | 98,310     | -8,586      | -8.7%    |
| GRAND        | TOTAL        | 404,981      | 399,554    | 5,427       | 1.4%     |

as these sales happened amid rising interest rates. Year-to-date sales of 'dual motorcycles' (ADV models) are up again for the seventh year in a row [+4.4%, 45,057 units YTD].

"On-highway sales have

increased [+1.1%, 173,147 units YTD], and the market share of Off-highway bikes among motorcycles is currently the second highest it has been in the past ten years, only surpassed by the 30% achieved

in 2020." Scooter sales declined by -15.7% so far this year (10,470 units).

A strong June saw 34,580 On-Hwy motorcycles sold (+9.2%, well above the first half monthly average as the U.S. market hits peak mid-season) out of a total of 60,175 units sold in June (11.0%).

The YTD market in USA for ATV models was down by -8.7% at 89,724 units. The grand total of new motorcycles and ATVs sold was +1.4% at 404,981 units. ATV sales remain, marginally and for now at least, the largest single sales segment YTD.

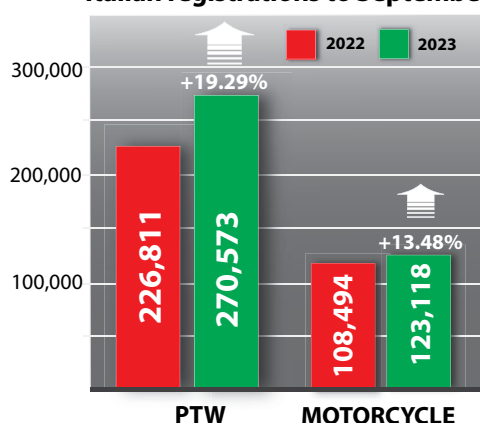
# Italy - total PTW registrations to September +19.29%

The slowdown in the rate of market growth seen in the first half of this year in Italy has proved to have been temporary - seasonal or weather related perhaps, or maybe due to consumer confidence as the Italian economy appeared to be softening? Either way, the trend appears to have levelled out, and the good news is that in total new PTW registration terms in July saw 19.47% growth (36,107 units), August saw 15.40% growth (17,093 units) and September saw growth of 23.16% (25,453 units).

The cumulative result has seen new unit registrations in the Italian market grow by 19.29% for the YTD at 270,573 units - the best first nine month for the Italian market since at least before 2011.

In motorcycle terms, the market was +19.66% (11,217 units) in September and was running at +13.48% (123,118 units) for the YTD. That also marks the best performance for the motorcycle sector since the financial crisis recession of 2008-2012.

Italian registrations to September



The Benelli TRK 500/502 X has taken over as the best-selling motorcycle in Italy YTD with 3,883 units sold so far in 2023, displacing the Honda Africa Twin into second place with 3,245 units sold.

Th Honda Italia SH 125/150/350 range remain the best-selling scooters in Italy for the first nine months of the year, but the ongoing popularity of the larger displacement Maxi Scooter and burgeoning ADV-style Scooter sectors is worth note.

Honda's ADV 350 was the 6th best-selling model of all in Italy YTD with 5,475 units sold, and the X-ADV 750 and Forza 350 have been the 8th and 9th best-sellers with 5,109 and 4,538 units sold respectively. Piaggio has six models in the top 20 best-sellers in Italy, with KYMCO (two - in 4th and 18th places) and Sym (one - in 12th place) pointing to the ongoing and growing strength of Asian manufacturers.

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).



# Germany - motorcycles +16.36% to August

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) has continued through August 2023.

The most recent available data from the IVM (the motorcycle trade association in Germany) show June up by +31.34% (14,708 units), July by +17.31% (12,193) and August by +13.55% at 11,147 new motorcycles registered.

For the year to August, registrations were +16.36% at 103,077 units - the best January to August motorcycle market performance in Germany since before 2008.

In total PTW terms, the German market was +9.51% to August (174,945 units), which is also the best since before IDN started keeping comparable records in 2008.

Reflecting continued benefit from licencing changes, the Scooter and Moped markets in Germany continue to recover from poor sales in 2021 and 2022 with total PTW (Powered Two-Wheeler) new unit registrations running at +9.51% (174,945 units) through August 2023 - also the best in the German market since before IDN's comparable records began in 2008.

BMW has seen a decline in the number of models it has in the top 25 best-sellers - from seven to four - but retained its home market share with increased sales but reduced share in a faster growing market. For the period to August 2023, BMW sold 20,030 units for a 19.43% market share compared to 19,098 units for a

21.56% share YTD in 2022.

Honda is second (17,843 units/17.31% share), with Kawasaki third (10,538 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 (6,557 units sold YTD for a 6.36% share). Kawasaki's Z 900 is second, with its Z650 in fourth - showing Kawasaki's market resurgence of recent years as continuing with 3,152 units sold for a 3.06% share and 3,087 units sold for a 2.02% share, respectively. Honda's new-for-2023 CB 750 Hornet remains the third best-seller YTD in Germany (2,886 units sold for a 2.80% share), with the CB 650 R Neo Sports Café in sixth spot (1,666 units sold YTD for a 1.62% share).

Other best-sellers YTD on the German market are the Yamaha MT-07 (fifth), Honda's CMX 500 Rebel, CBR 650 R and XL 750 Transalp in seventh, eighth and ninth places respectively - all showing that the rise of the middleweights continues; followed by the BMW F 900 R in 10th, the Yamaha Ténéré 700 11th and MT-09 in 12th, followed by the KTM 690 SMC and 390 Duke, with the Husqvarna 701 Supermoto in 15th.

In electric (light) motorcycle terms, Zero Motorcycles was the top-selling brand YTD, but on low volumes still with 257 units sold for a 19.97% share of the German electric (light) motorcycles market. Vmoto was the second placed manufacturer (162

units/12.59% share), third was Tinbot (46 units, 3.57% share), followed by KTM fourth (45 units sold, 3.50% share) and Horwin fifth (34 units sold for a 2.64% share).

Overall, 1,287 electric models were sold in Germany in the first eight months of 2023. Though road-going electric motorcycles are only part of the full EPTW story, they are a bellwether, and with the top-five brands only recording 544 units registered between them so far this year, out of that 1,287 total 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.

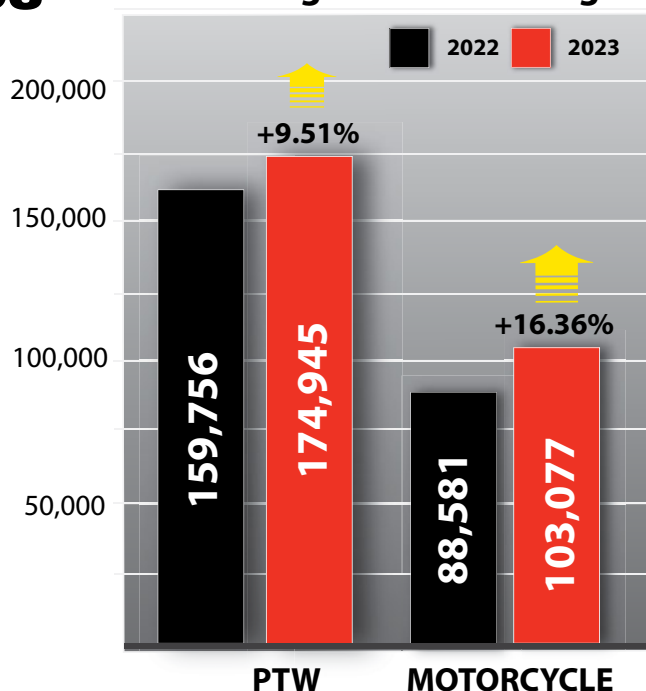
In that context, the EU's compromise of its 2035 new ICE vehicle bans in the

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 used for stock market flotations 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 exclusively use zero emissions fuels of any kind.

*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 August



# Spain - September new motorcycle registrations +13.06%

The latest available data from ANESDOR - the motorcycle industry trade association in Spain - show that having been variable earlier this year, a strong Q3 has meant that the rate of growth in new motorcycle registrations in Spain in the first nine months of 2023 suggests a strong end-of-year result. New motorcycle registrations were +13.06% in the nine months to September (152,640 units YTD), having been +20.53% in July (19,496 units), +28.01% in August (14,646) and +7.36% in September (17,072).

This is by far the strongest first nine months for the Spanish market since we started keeping records before the 2009 market crash.

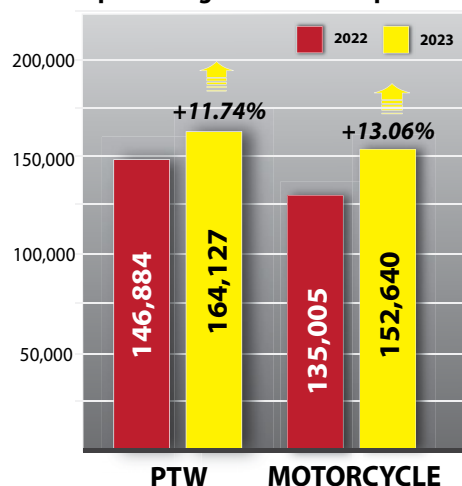
Moped registrations improved in Q3 but remain soft in Spain, at -3.30% YTD (11,487 units). Total new PTW registrations in Spain were +11.74% YTD at 164,127 units compared to 146,884 in the same period last year.

The top-selling motorcycle and scooter brand in Spain YTD was Honda (36,436 units for a 23.9% market share), followed by Yamaha (18,552 units, 12.2% share) and KYMCO third (11,615 units, 7.6% share), with BMW back to fourth (9,453 units, 6.2% share) and Sym down to fifth (9,368 units, 6.1% share). They are followed by Piaggio, Zontes and KTM, Kawasaki and Voge.

Electric unit registrations (of all kinds) were down -22.6% YTD in Spain at 6,139 units for a 4.0% share of the total PTW market.

*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 September



## NEWS BRIEFS

Finland based electric motorcycle manufacturer Verge has appointed the developer of Apple and Tesla stores, respected business and retail visionary George Blankenship, as its new Chief Revenue Officer. With a career spanning more than 40 years, Blankenship has developed acclaimed retail strategies for world-renowned brands and will be responsible for developing Verge Motorcycles' customer interface and customer journey, as well as its global store strategy.

Alexander Buckan will take over from Edgar Heinrich as the new head of BMW Motorrad Design, effective 1 January 2024. Buckan will be responsible for the design of all BMW Group two-wheeled vehicles, rider equipment and accessories. Edgar Heinrich, who has been BMW Motorrad's Head of Design since 2012, is retiring after 35 years at the BMW Group. Buckan began his career at BMW Motorrad as a transportation designer back in 2003. Since then, he has been responsible for a variety of different models, including the F 800 GS, 450 X, R 1200 GS LC and R 1200 GS Adventure LC.

MEGA ChinaMotor reports that "noteworthy" new electric PTW introductions at CIMAMotor 2023 in September included new models from the likes of VFLY, a new brand from Yadea; FELO, a "a cutting-edge high-performance electric motorcycle brand that has competed in MotoE last year"; Arctic Leopard, a Chinese electric off-road vehicle brand that has announced its participation in the 2024 Dakar Rally; QJETECH, the electric vehicle brand of QJMOTOR Group, with ADV scooter models; Loncin owned Bicosse with its EC04 'flat' scooter and the EF03 electric off-roader; CINECO, a "high-end electric vehicle brand" owned by ZONGSHEN; Surron and leading lithium battery brands such as Ampac and Greenway.

French electric snowbike manufacturer Moon Bikes says it will be opening ten new MoonBikes Parks in Europe and North America this winter - "enhancing our presence worldwide and complementing our existing family of 45 parks".

## Landport - 'New Gen' batteries at EICMA

Celebrating its 30th anniversary this year, Dutch specialist Landport Batteries offers batteries for all powersports applications as well as being the European Master Distributor for the powerful USA made Braille XCEL-Lite lithium batteries range.

The Landport range runs from Absorbent Glass Mat lead-acid technology (AGM) featuring advanced cranking performance and excellent vibration resistance, through Advanced, Classic, Deep Cycle, EV Series to Dry, GEL, LP Series and Extreme application battery architectures.

EICMA 2023 will see them taking another step forward with the introduction of a new generation of powersports batteries and a new



range of Braille lithium batteries.

"Designed and manufactured in the USA, Braille is a globally recognised market leader in providing the best starting solutions for all aspects of the motorsport and tuning markets for over 20 years".

[www.landportbv.com](http://www.landportbv.com)

## Devoted to tourism

GIVI is celebrating its 45th anniversary with several activities related to two-wheel motorcycle tourism. A decade after the first adventure (Patagonia 2013), the company organised in Italy a new adventure branded GIVI EXPLORER: The Dolomites and Stelvio Adventure, "an exciting tour that took a group of 33 motorcyclists to the most beautiful mountains in Italy from 9 to 15 September". The account of this trip is

available on the GIVI EXPLORER web portal, a virtual space dedicated to fans of moto-adventures, which, after ten years of activity - in line with its anniversary - has been completely updated. The birth of GIVI EXPLORER also coincided with the introduction of the first GIVI branded aluminium cases, tested in



Patagonia in 2013. To mark this double anniversary, The Dolomites and Stelvio Adventure was the ideal opportunity to 'test in the field' the new line of aluminium Outback Evo cases designed by GIVI. The set consists of one top case and two side cases, one of which is contoured - there were tested on some of the motorbikes ridden by the participants.

The tour in Italy was planned down to the tiniest detail and 26 motorbikes, ridden by people from all over the world, travelled for seven days through some of the most impressive passes and stunning locations in the Dolomites.

[www.givimoto.com](http://www.givimoto.com)





# RINS!!!

# WINS!!!

Alex Rins. LCR Honda Team. Grand Prix of the Americas 2023.

BIGGEST  
RANGE OF  
MC FILTERS  
AVAILABLE



[miwfilter.com](http://miwfilter.com)

## TECHNICAL PARTNER



**LCR**  
TEAM  
**Honda**

**AFAM**  
**GROUP**

[www.afam-group.com](http://www.afam-group.com)

AFAM GROUP DISTRIBUTION PARTNER FOR MIW FILTERS









**LP Motorcycle batteries:**  
Having LP Batteries  
in my inventory  
means I consciously  
choose a **wide range**  
of **high-quality**  
**solutions** to meet my  
customer's needs.



Since 1993

RAMGATSEWEG 63 | 4941 VN | RAAMSDONKSVEER 

- ⚡ Active in **more than 30 countries**
- ⚡ **1.5 million** batteries per year
- ⚡ **30 years** of experience
- ⚡ Part of **Louwman Group**
- ⚡ Proud supporter of the **Liqui Moly Husqvarna Intact team**

landportbv.com

# Letter from Ukraine



**I**t was November 2022, when I last wrote some words about the situation in Ukraine. Ten months later, the war is still raging in the East. The conflict will soon be two years old, and this war is no longer the world's number one topic.

Our company continues to work at our facilities in Ukraine and Poland. We have faced many difficult moments during 2023. The bombing of our city (Zhytomyr) is reduced to a level, where we are not often disturbed. There is an air defence system positioned somewhere in the vicinity and most rockets are shot down. At least we don't need to face that danger, so we

'the biggest challenge is loss of people from our team'

can focus on the abundant flow of other troubles. Always remembering, if the machines stop, the money will stop, and people's income will stop. **So, we NEVER STOP!**

Primarily, the biggest challenge is loss of people from our team. Approximately 50% of the team from 2021 are not working in our company any longer. It's a complex story and not everyone went into the army - some 30% (approx.) of our team were called up to serve.

The other 20% (approx.) left for other reasons connected to the war. We have replaced those missing 50% of staff with other staff or processes. You can easily imagine the impact of losing half the company workforce.

Replacing them with less experienced people and the impact on the business. Each new person is 70% as effective as the one who left. I would not criticise anyone for leaving and do not know how I might have handled the situation myself if I were faced with the awful prospect of fighting at the front (I'm British, so that is not my situation).

**W**ith the death toll on the Ukraine side at an unparalleled high, it's not surprising that some of the people are reluctant to pick up weapons. This fact is impossible to miss as I drive through the city, passing a cemetery that is dedicated to Ukrainian military. Between 2014 and 2022, there were constantly one or two new flags each month. Every fallen soldier has a flag planted at their grave. Between the start of this year and my writing this letter, the rest of the graveyard has

been filled up (possibly 1,000 additional graves). To give an example, that brings home how dreadful war is, one of our staff is married to an officer, whose troop (Platoon) consisted of 30 soldiers at the end of 2022. Today, only five are remaining. That means 25 soldiers are injured or dead.

This is visually recognisable when one looks over the fence of any cemetery in Ukraine. The situation was bound to



change with the Ukrainian offensive. And the offensive was unavoidable if Ukraine is to secure its own land. We should not be under any illusion. If the war spread further than Ukraine, it would be our cemeteries filling up - and that's what allied governments are trying to avoid.

## Business is the blood of the economy

As a result of the war, there is a grey market growing in Ukraine, resulting in the loss of tax income for the state. The government needs to show its foreign partners that tax income is stable, and that they will be able to support the mounting debts to the other nations and financial institutions that help keep the military support flowing. If the USA give a billion dollars to Ukraine, in terms of military equipment, that's not a real gift and should be paid back at some time. As

'the graveyard has been filled up'

long as Ukraine can show its competence, the river of aid keeps flowing.

There is a finite list of taxable pathways for a government, any government, to be able to closest revenue - VAT/sales taxes, duties, personal income tax, property taxes, corporate tax, social taxes - these make up most of the governmental

income. Ultimately, elsewhere, all of these are connected to companies. Without companies, the economy collapses.

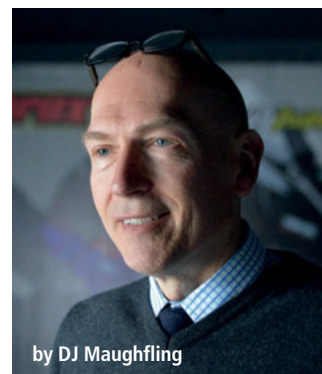
With the loss of people from companies and organisations, the tax revenue has been dropping. This forces the government to squeeze a little harder. "Get more from less". In turn, this is driving many companies towards the grey market. Where goods

are sold for cash and salaries are partially paid with that cash. A double blow to the budget, because VAT (sales tax) will not be declared on goods sold for cash. A downward spiral of action and reaction.

'without companies, the economy collapses'

**S**upersprox doesn't sell anything in Ukraine and our company remains in the list of top taxpayers in the city. Not because we employ the greatest number of staff or pay the highest salaries or make the best profits. Its only because we work transparently. More for our own sanity, than our benevolence towards the state. As the government tries to squeeze more tax out of the remaining companies, it only hurts those who still operate within the tax laws. Those in the grey market are not suffering and moreover, they bring more difficulty to the honest ones.

**T**he national bank/government are also obliged to tighten fiscal controls, to avoid currency devaluation or the outflow of US Dollar and euro from the country. We are all aware of the Argentinian economy and its troubles. How easily Ukraine could end up in the same situation if they take the wrong turn. Apart from winning this war, Ukraine also needs to win



by DJ Maughfling

**Supersprox**

back economic trust from the population. These days, nine from ten people who come for a job interview refuse our offer because they want to work unofficially.

## The Future

Having said all that, we have been able to spread our risk and maintain our output. Moving some of the production from Ukraine to Poland helped us to keep volumes stable when we were losing staff in Ukraine. We have been automating processes wherever we can during this period - that will help us in the future. It is easy to exist when everything is going well, and we feel like business heroes. When it's all upside down, the situation demands more experience, determination and plain hard work.

I'm reminded of the years when I started my business career. The first ten years were very tough. Out of money and no prospect of developing the business further. Then in one moment, the markets changed, and the business took off. Back then we were exclusively based in the UK, and although 'Black Wednesday' in 1992, when the UK crashed ignominiously out of the European Exchange Rate Mechanism (ERM) was a domestic disaster for UK Inc. - we were among the exporters who benefited. Albeit for all the wrong reasons.

Suddenly Supersprox sprockets were 30% cheaper for companies in Europe and USA. I got in my car and drove to Mattighofen, Austria. KTM was a smaller company back then and I walked in to become OEM supplier overnight.

What I want to say is that opportunity from adversity is as true today as it was 30 years ago. I am carrying that thought through all these difficult days. Only the person who gives up is guaranteed to fail. All others stand a chance of success.

The decades before the war were good for Supersprox, but I believe surviving it will push us towards an even brighter future. But let it finish sooner, rather than later!



# WRS

## WINDSCREEN PRODUCTION

New WRS Windscreen for  
Ducati Diavel V4



TOURING



SPORT



TRANSPARENT



DARK SMOKED



MATT BLACK

**EICMA**  
ESPOSIZIONE INTERNAZIONALE  
DELLE DUE RUOTE

COME TO VISIT OUR BOOTH  
IN EICMA FROM NOV 7TH TO NOV 12TH  
WE ARE IN **HALL 15TH Q47**

PLEASE CONTACT US TO SCHEDULE  
A MEETING WITH OUR SALES TEAM

### OFFICIAL WINDSCREEN SUPPLIER OF THE FOLLOWING TEAMS



TEAM SIC 58  
MOTO 3 - MOTO E

**SNIPERS**  
TEAM

TEAM SNIPERS  
MOTO 3



**ENERGICA**

MOTO E  
WORLD CHAMPIONSHIP  
SINGLE MANUFACTURER



TEAM PRAMAC  
DUCATI  
MOTOGP - MOTO E



BMW MOTORRAD  
WORLDSBK TEAM

**mooney**  
VR46 RACING TEAM

TEAM MOONEY VR46  
DUCATI  
MOTOGP - MOTO 2



TEAM PATA BRIXX  
YAMAHA  
WORLDSBK



TEAM REDBULL  
KTM AJO  
MOTO 2 - MOTO 3



CRYPTODATA  
RNF MOTOGP  
TEAM

WRS S.r.l.  
Commercial and Logistic Office:  
Via O. Respighi, 56 int. 1 - 47841 Cattolica (RN) - Italy

Email: [info@wrs.it](mailto:info@wrs.it)

Phone: +39 (0)541 1797778

[www.wrs.it](http://www.wrs.it)



## NEWS BRIEFS

**MEGA ChinaMotor reports China Chamber of Commerce for Motorcycle (CCCM) motorcycle production and sales data showing month-on-month and year-on-year increases in August. In August, fuel motorcycle production and sales were 1.2947m and 1.2835m units, a month-on-month increase of 0.73% and 1.27%, and a year-on-year increase of 22.74% and 14.29%. Electric motorcycle production and sales were 438,500m and 43.7m units, output increased by 10.66% and 17.5% month-on-month and decreased by 41.92% and 43.88% year-on-year. The entire industry produced and sold a total of 1.7332m and 1.7204m motorcycles in August, a month-on-month increase of 3.07% and 4.95%, and a year-on-year decrease of 4.23% and 9.53%. From January to August, fuel motorcycle production and sales were 9.5162m and 9.5399m units, a year-on-year increase of 2.53% and 1.18%. Electric motorcycle production and sales were 3.8448m and 3.4588m units, a year-on-year decrease of 26.83% and 34.62%. From January to August, the entire industry produced and sold a total of 13.361m and 12.9987m motorcycles, down 8.08% and 11.68% year-on-year. Among them, the production and sales of two-wheeled motorcycles were 11.8261m and 11.4586m, down 9.3% and 13.22% year-on-year. The production and sales of large-displacement recreational motorcycles (displacement >250 cc) were 351,900 and 358,400, down 7.47% and 8.31% year-on-year, respectively. The production and sales of three-wheeled motorcycles were 1.5349m and 1.5401m units, a year-on-year increase of 2.49% and 1.7%.**

BDN reports that the UK government has performed an embarrassing U-turn on its proposed replacement for the widely accepted CE consumer and safety product approval scheme. The UKCA (United Kingdom Conformity Assessed) mark was intended to offer a non-European way for manufacturers to show that their products complied with safety and performance rules. In an August 2023 announcement, the UK government has said that CE approval will be accepted in Britain indefinitely.

# Motoz adds 'Terrapactor' MX tyre options



Motoz has launched a newly developed MX tyre range that has been optimised to "excel across a wide range of terrains". Motoz is an internationally respected Australian tyre brand producing off-road tyres that are recognised as "being at the forefront of design and technology to meet the ever-increasing needs of serious off-road riders".

The word "revolutionary" is one of the most often misused superlatives in the motorcycle industry, but in the case of Motoz' tyre technology, it is accepted as being true as the brand always takes major steps forward for the sectors it develops new tyre designs for.

Motoz is proud to introduce the revolutionary new MX developments, a tyre line-up that blends cutting-edge innovation with its years of expertise. The company's new MX Terrapactor competition range, comprising the Terrapactor MXS (MX Soft), Terrapactor MXI (MX Intermediate) and Terrapactor MXX (MX Xtreme), has been years in development - "pushing the boundary of performance for ultimate traction, maximum drive and cornering at speed".

The Terrapactor range is built with a lightweight carcass and all-new MX compound for improved longevity, durability and performance across multiple types of terrain.

Sales Manager Jackson Collins told IDN: "The design features cutting-edge tread flex zones within the carcass and knobs for enhanced flexibility and grip. The flex zones in the carcass provide improved drive stability and cornering grip that adapts and flexes according to the terrain - to give greater control and confidence while riding. The flex zones in all tread rows improve the feel and grip of cornering and accelerating."

"We wanted to create a high-quality, hardwearing, versatile range of tyres that was competition focused. After an extensive two year testing schedule it



**Terrapactor MXS (Soft Terrain)**  
Fronts - (DOT) 80/100-21, 90/100-21  
Rears - (DOT) 100/100-18, 110/100-18, 120/90-18, 100/90-19, 110/90-19, 120/90-19, 120/80-19



**Terrapactor MXI (Intermediate/Hard Terrain)**  
Fronts - (DOT) 60/100-14, 70/100-17, 70/100-19, 80/100-21, 90/100-21  
Rears - (DOT) 80/100-12, 90/100-14, 90/100-16, 100/100-18, 100/90-19, 110/100-18, 110/90-19, 120/80-19, 120/90-18, 120/90-19

produced the optimum combinations of traction and stability that we were looking for, the final stages of development saw us able to adjust the usability across the range to produce versions that meet riders' varied needs and preferences.

"As riders ourselves, we know from real world use that MX riders need versatility in tyre design and response as every track and route brings different terrains, and every weekend can mean different conditions. That's why we took our time to ensure that we incorporated a myriad of ideas and advanced technologies into our MX



**Terrapactor MXX (Sandy/Super Soft Terrain)**  
Fronts - (DOT) 90/100-21  
Rears - (DOT) 100/90-19, 110/90-19, 120/90-19, 120/80-19

developments," said Jackson.

The Terrapactor MXS is the most innovative offering for soft terrain riding - specifically tailored for soft soil mixed mud/dry MX tracks. The MXS features a chunky, open tread pattern "designed to prevent build-up and keep the tread clean along with ensuring a firm grip even in sticky conditions".

The Terrapactor MXI is designed to excel in intermediate to hard terrain (mix of loose and packed soil, hard packed soil and deep heavy ruts). "The MXI tyre stands out with its distinctive pattern, specifically crafted to deliver top performance".

The Terrapactor MXX "sets a new standard for performance on sandy/super soft terrain (sand, soft soil, mud), MX tracks where the ground is loose and traction is at a premium - showcasing Motoz' new innovative scoop pattern for improved drive grip and cornering". The unique open scoop design incorporates innovative shoulder knobs, specifically engineered to enhance cornering grip on loose tracks. "Additionally, the open pattern ensures that the tread stays clean and maintains excellent grip in sandy conditions".

[www.motoz.com.au](http://www.motoz.com.au)







GO AHEAD

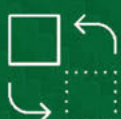
HI-TECH BRAKE SOLUTIONS  
MADE IN EUROPE

# TRY THE NEW BETTER BRAKES FOR A BETTER BRAKE PERFORMANCE

We all need to do what we can to reduce our environmental impact, motorcyclists are no exception. Just not at the expense of performance!

SBS has refined its compounds to do exactly that, while also improved the brake performance throughout the brake pad lifetime. Get the improved lever feel, improved recovery, higher heat resistance and stronger initial bit you seek, with the new SBS Better Brakes.

Better brakes, for a better ride. Go Ahead.



## REFINED COMPOUND

Sinter brake compounds are 100% Copper- and Nickel-free, and for ceramic compounds also Antimony-free.



## IMPROVED BRAKE PERFORMANCE

A better and more stable brake performance and stopping power.



## NUCAP NRS TECHNOLOGY

Always equipped with the powerful bonding technology that binds the friction material to the backing plate and improves heat resistance.



@sbsbrakes | sbsbrakes.com | #GoAhead



## NEWS BRIEFS

Yamaha Motor Europe has announced that Dominique Aegerter will remain with Yamaha in the FIM Superbike World Championship until the end of the 2024 season, after agreeing terms with the 32-year-old Swiss rider to extend the existing contract for an additional year. At the end of this season, Jonathon Rae will leave Kawasaki to join Yamaha's WSBK efforts.

Yamaha is mourning the loss of GRT Yamaha's Mirko Giansanti who has passed away after a long battle with a serious illness. Giansanti's career saw him make the move from racer to team owner as the founder and Sporting Director of the Giansanti Racing Team.

Silicon Valley, California based Sibus Technologies, Inc. has been selected by PIERER Mobility to power a Connected Vehicle Ecosystem for its motorcycles - deploying Sibus' 'Deep Connected Platform', a holistic suite of "safe and secure in-vehicle and cloud applications, purpose-built for managing software and data across the full mobility product lifecycle". The platform will allow PIERER to collect live microcontroller and sensor data, deploy over-the-air updates (OTA) of mixed criticality, and dispatch remote diagnostic and end-user commands.

Honda Racing Corporation (HRC) in Sakura, Japan, and Honda Performance Development (HPD) in Santa Clarita, CA, have announced that HPD will formally become Honda Racing Corporation USA (HRC US) starting with the 2024 motorsports season. With this change, HRC US will play an integral role in Honda's global motorsports activities, which includes contributing to the company's Formula One (F1) programme. HRC was established in Japan in 1982 as Honda's motorcycle racing arm, and is recognised for more than 40 years of championship racing heritage in pinnacle global racing categories such as WGP/MotoGP, Superbike, Motocross, World Trial and the Paris Dakar Rally. In 2022, HRC added auto racing, including Honda's F1 programme to its responsibilities, with the Sakura Centre dedicated to auto racing and Asaka Centre focused on motorcycle racing. HPD was established by American Honda Motor Co., Inc. in 1993, as a separate racing arm to compete in the IndyCar series.

## Another 'champion' for Vertex' champions

Following another hugely successful race season, Italian MX performance specialist Vertex will bet at EICMA to present piston and kit options for the updated 2024

motocross, enduro and supermoto models - plus its ever-growing range of vintage bike replacement and upgrade options. There will be guest appearances by several of the factory riders that have taken Vertex to off-road championship podiums this year - including from the MX World Championship. In addition to the MX2 vice championship title obtained by Yamaha Monster Energy rider Jago Geerts and the Kemea team, Vertex pistons placed in four of the top five positions in the MXGP class with Romain Febvre (Kawasaki KRT) who finished 2nd, Jeremy Seewer (Yamaha Monster Energy Wilvo) in 3rd, Glenn

Coldenhoff (Yamaha Monster Energy Wilvo) in 4th and Ruben Fernandez (Honda HRC) in 5th. Vertex also secured the EMX125 title with the Estonian Janis

Reisulis (Yamaha MJC) and saw its pistons again being taken to the top of the rankings in the



Enduro World Championship by accompanied champions such as Steve Holcombe (Beta Racing) and Mikael Persson (KTM Pro Racing Sport), and by Marc Reiner Schmidt (L30 Racing TM) in the Supermoto S1GP. [gb.vertexpistons.com](http://gb.vertexpistons.com)



## Norton pensions fraud saga still ongoing

A British newspaper has reported that Members of the UK Parliament are to launch an inquiry into the pension fraud prosecution of former Norton Motorcycles owner Stuart Garner. The inquiry will seek to establish if the prosecution of Garner was influenced by the prior support that he had received from local, regional and national government officials and business agencies - including multi-millionaire former British Finance Minister George Osborne.

The Guardian newspaper reports that MPs will ask UK pension regulators about how the £10m scam was investigated. Financial regulators are to be summoned to parliament to explain how they prosecuted a fraud case that has not led to anyone serving prison time.

During the period of his ownership, Garner and his iteration of Norton received a series of publicly funded grants and business incentives, along with tributes from the likes of George Osborne. Garner even managed to use Norton's brand to secure himself a



Former Norton owner Stuart Garner (left) seen with then UK Finance Minister George Osborne on a visit to the Donington Park Norton HQ in July 2015.

cameo role in the 2015 Bond film Spectre and travelled with a government trade mission to China on Theresa May's jet when she was UK Premier.

Garner received an eight-month suspended prison sentence in 2022, with the judge saying that the former gamekeeper turned businessman would probably have been locked up if the Pensions Regulator, which was prosecuting the case, had alleged dishonesty - which, controversially, it did not do.

New findings include allegations Garner forged the signatures of business partners in order to allow him to more easily raise Norton funds; tapped sources of public money after making seemingly inaccurate claims to government bodies; oversaw a business where motorbikes returned to Norton for servicing were stripped of parts - which were then used to build bikes needed for new orders; owned an additional (fireworks) business where about £1m of assets appear to have been transferred from Norton just prior to the company being placed into administration in early 2022.

Another UK Pensions oversight body, the Pensions Ombudsman - which is separate from the Pensions Regulator - ruled that Garner had indeed acted "dishonestly".

Norton was acquired out of administration by Indian conglomerate TVS in April 2020 and has since begun marketing new bikes as a separate business from the one owned by Garner.



**EVO**  
**OFF-ROAD**  
**EVOLUTION**



[www.nationalcycle.com](http://www.nationalcycle.com)  
#TheWindshieldExperts

**Street  
Shield™**



**Quantum**  
hardcoated





# Galfer Racing brake products in Moto3

This has been another good race season for Barcelona based brakes specialist Galfer, with its products featuring prominently on Moto3 World Championship podiums in 2023.

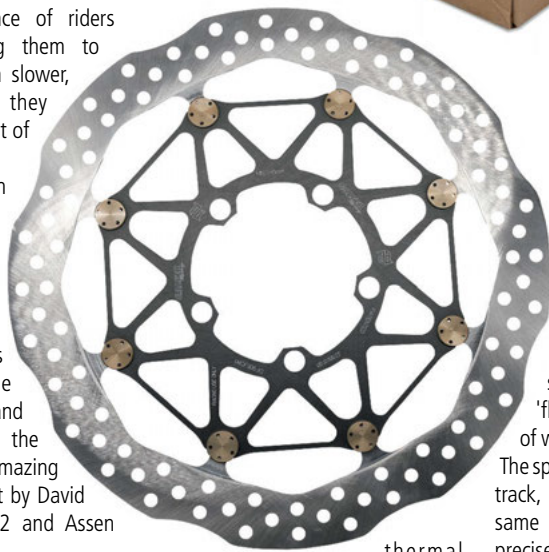
World-class riders like Jaume Masia [at the time of press the current leader of the Moto3 World Championship], David Munoz and Diogo Moreira "relying on Galfer Floatech brake discs and Racing G1310 sintered brake pads for their sporting success," according to the manufacturer.

"The Moto3 category stands out as the most competitive in the world of motorcycle road racing, where small nuances make a crucial difference. The braking system plays a decisive role in boosting the confidence of riders during races, allowing them to overtake their rivals on slower, tighter corners as they compete for the smallest of advantages.

"Galfer Racing riders can rely on the high performance of Galfer brake discs and brake pads on all tracks and under all weather conditions - as evidenced by the numerous victories and podium finishes during the 2023 season - and the amazing absolute lap records set by David Muñoz in Austria 2022 and Assen 2023.

"With his KTM BOE Motorsports, the Spanish rider clocked the Netherlands' Assen circuit in just 1:41.181 using Galfer Floatech brake discs along with Racing G1310 sintered brake pads, a combination that undoubtedly provided him with great braking power and reliability to reduce lap times to the maximum".

Galfer says that, as a combination, its Floatech discs and Racing G1310 sintered pads "significantly improve the braking performance of Moto3 motorcycles thanks to their improved



against the core".

The alignment between disc and pads is important as the more precise it is, the better the system achieves free expansion of the brake track. The self-alignment that Galfer says it achieves prevents loss of 'floatability' due to the inclusion of washers and a preloaded spring. The spring tightens and fixes the brake track, ensuring that it maintains the same position at all times, aligning precisely with the brake pads "in any situation".

This eliminates the "free movement" that Galfer says most competition brake discs on the market have. This avoids the issue of the brake pads being "pushed in an uncontrolled manner" under the strong vibrations and gyroscopic forces produced during competition. "Our Floatech system achieves perfect self-alignment between the disc and the brake pads

at all times, allowing the brake caliper pistons to maintain the position set by the brake equipment manufacturer. This results in much more stable braking".

By analysing the braking forces, and given the technology needed to design specific directional left/right brake discs, Galfer says it has been possible to determine the key points for optimising the design of the brake disc cores, providing greater structural rigidity with the lowest possible weight. This means specific directional brake discs for each side of the wheel.

"We introduced our G1310 sintered brake pads in 2022 as a 'new generation' race-specific compound formula, developed in collaboration with our riders and their teams - specified for the needs of MotoGP (excluding carbon discs), Moto2, Moto3, WSBK, Superstock 1000, Supersport, etc.

"These brake pads have considerable initial deceleration, with powerful and



progressive initial braking, and remarkable stability throughout the race. They perform well under all temperatures and conditions - these brake pads are not overly aggressive on the brake discs and offer minimal wear".

Galfer says that the high level of initial deceleration brings with it a very powerful and modulable entry, great stability throughout the race, operation at any temperature and under all conditions and rapid bedding-in without being "overly aggressive on the brake disc".

In the 2023 Moto3 World Championship, Jaume Masia (Leopard Racing) achieved three victories and five podiums in 2023 using G1310 pads, David Muñoz (Boe Motorsport) set multiple absolute lap records (Spielberg and Assen) and scored a podium - as did Brazilian rider Diogo Moreira (MT Helmets/MSi).

[www.galfer.eu](http://www.galfer.eu)



Jaume Masia - at the time of press the current leader of the Moto3 World Championship

## 2023 Moto3 World Championship Galfer Teams and Riders

**Leopard Racing- Jaume Masia & Tatsuki Suzuki**

**Snipers Team - Romano Fenati & Matteo Bertelle**

**Boe Motorsport - David Muñoz & Ana Carrasco**

**MT Helmet/MSi - Diogo Moreira & Syarifuddin Azman**

**Prüstel GP - Xavi Artigas & Joel Kelso**

**Visiontrack Racing - Scott Ogden & Joshua Whatley**

# New 2024 Range is ready

⚡ Stay tuned for news ⚡



Visit us EICMA 2023 • Hall 11 Booth N20

70 years  
**VERTEX**  
PISTON & POWER  
70 Years of Excellence

**ARROWHEAD**  
Performance

COMPLETE  
**Engine**  
REBUILD KIT

**CYLINDER**  
WORKS  
Straighten • Bore Size

REWORKED  
**HOT RODS**  
CRANKS AND PISTONS

**Pivot**  
Works  
CRANKS & PISTONS

**HOT CAMS**  
IMPROVE THE POWER OUTPUT

**FUEL STAR**

**ALL BALLS**  
RACING

[info@vertexpistons.com](mailto:info@vertexpistons.com) • [www.vertexpistons.com](http://www.vertexpistons.com) • [@vertex\\_pistons\\_racing](https://twitter.com/vertex_pistons_racing)



## NEWS BRIEFS

Some 50,000 visitors - including motorcyclists, tourists and enthusiasts - took part in the second annual, ADV-heavy Italian Bike Week at Lignano Sabbiadoro (UD, north of Venice on Italy's Adriatic coast) in mid-September. IBW is a spin-off from May's Biker Fest International at the same venue - which regularly attracts more than 150,00 riders and enthusiasts. Over 1,200 free ADV and off-road model demo rides were taken during the four-day event with "many of the main motorcycle manufacturers and many of Europe's top customisers there as exhibitors and competitors".

**Yamaha Motor is changing its Chinese motorcycle manufacturing Joint Venture partner. Its current collaborator, Chongqing Jianshe Mechanical and Electric Co., Ltd., is transfer its equity in the joint venture (Zhuzhou Jianshe Yamaha Motor Co., Ltd./ZJYM), to ZHEJIANG CFMOTO POWER CO., LTD. (CFMOTO). The name of the new business will be ZHUZHOU CF YAMAHA MOTOR CO., LTD. (ZCYM). Yamaha Motor has positioned China as one of its important production and sales bases and will continue to discuss the direction of the joint venture with KTM partner CFMOTO going forward, with the aim of further raising competitiveness.**

MEGA ChinaMotor reports that ride-hailing multi-national UBER has launched an electric motorbike service in Kenya - its first in Africa - as the company seeks to make its global platform emissions free by 2040. Uber's new green product in Kenya, dubbed Electric Boda - in a nod to the Swahili term for motorbike taxis - will comprise 3,000 bikes within six months, or just under a fifth of its fleet. It is said drivers will see a 30-35% drop in their operating costs, and users of the platform will pay 15-20% less than they do for a regular Uber motorbike trip. Kenya generates more than 90% of its power from renewable sources and has been positioning itself as a hub to lead Africa's shift to green transport. As elsewhere, the growth of the electric vehicles market in Africa has been slowed by a lack of adequate electric charging infrastructure and associated equipment. Sensing an opportunity, local businesses have been setting up battery-swapping stations in major cities like Nairobi.

# National Cycle subsidiary PCQ part of Electric Assisted Vehicles' success

Maywood, Illinois based PCQ Technologies, a subsidiary of internationally respected motorcycle windshield manufacturer National



Cycle, has seen one of its customers recognised in winning the International Cargo Bike of the Year 2023 award at the IAA Mobility Expo in Munich, Germany.

In an impressive field, manufacturer Electric Assisted Vehicles' (EAV) '2Cubed' eCargo (a van-replacing cargo bike) was recognised by the judges for its "ride experience and productivity-enhancing features".

EAV is quoted as saying that "we are driven by a passion to revolutionise the last mile of delivery and it is brilliant to have the '2Cubed' recognised by such



a distinguished panel of judges in such a prestigious environment."

PCQ Technologies produces the windshield/canopy component of the EAV, using the same Quantum hardcoated polycarbonate technology that National Cycle uses in its own award-winning VStream motorcycle windshields.

"PCQ literally stretched the boundaries of what is possible with

large, formed vehicle glazings - all while reducing component weight by more than 50% over automotive safety glass alternatives".

[www.pcqtech.com](http://www.pcqtech.com)



## Barnett Clutches & Cables' 75th Anniversary - 1948-2023



Ventura, California based Barnett Clutches & Cables has been celebrating its 75th year of manufacturing "the finest American made motorcycle clutches and cables. Since Charlie and Afton Barnett started out in a small storefront in Huntington Park, California, in 1948, we have been producing clutches and control cables with direct-fit upgrade applications for just about everything on two wheels.

"From vintage bikes to the newest machines on the showroom floor - street to off-road and ATVs and SXSs - we have it covered. All Barnett products are made in-house and in the USA with top quality materials and cutting-edge technology. We also



Charlie and Afton Barnett

specialise in custom length cables, brake lines and specialised 'one-off' cables for a wide variety of applications. We are the industry leader in custom cables made to order. "Charlie and Afton believed that in making performance motorcycle parts, they must be of the finest quality and that customer service and satisfaction must be second to none. Those beliefs run as deep today as they did 75 years ago. Still family owned and operated, Barnett products are still made in America - by riders, for riders".

[www.barnettclutches.com](http://www.barnettclutches.com)





# Jopa Racing adds NEXX and more

Dutch importer Jopa Racing (Sidi, Furygan, Rusty Stitches, Knox and other brands) hasn't stood still since announcing distribution for Knox protectors and apparel earlier this year, with a slew of new additions as it prepares for the 2024 season.

Added recently is distribution of the Portuguese made NEXX brand of helmets. Celebrating its 40th anniversary this year, co-owner Matthijs Verbei told IDN that "the NEXX brand fits perfectly into the philosophy of Jopa Racing Products because NEXX Helmets is one of the last existing European manufacturers with 100% of production still in Portugal."

Distributed in over 60 countries worldwide, the NEXX range is broad - from street, touring, sports and MX, to scooter, commuter and flip-ups, and

motorcycle cleaning materials such as water, sponges, cleaning products, buckets, brushes, chamois leather, solvents for asphalt, rim cleaner, glass cleaner, products to remove insects, non-recyclable packaging and litres of waste water - Vulcanet wipes produce fantastic results and are a very environmentally-friendly, efficient and convenient cleaning solution".

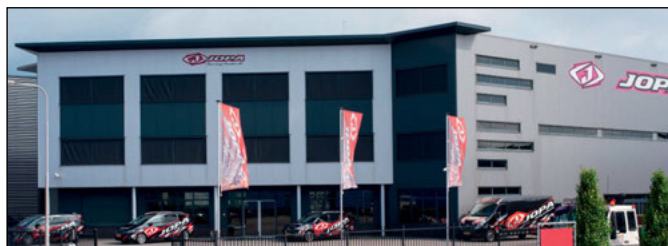
Also new at Jopa is Inuteq - a Dutch cooling products supplier - including body cooling sleeves, bandanas and vests for motorcycling and a range of other outdoor (and indoor) uses.

"Multifunctional products such as the Bodycool Smart - a comfortable and lightweight vest, designed to keep you cool outdoors. The cooling effect is based on the age-old principle of evaporative cooling. Easy to use, it just needs tap water in the cooling vest, and when you put it on, it will immediately start cooling your body.

"This cooling effect can last from eight hours to three days, depending on the ambient temperature, humidity and amount of airflow on the body. By using the vest, the temperature on your skin can drop between 5-15°C," says Verbei. Another recent addition - Hiplok offers locks in different shapes and sizes - all designed and developed in the UK by a small, dedicated team of innovators and motorcyclists. Ideal for use on its own as short-term security in low-risk areas, or as additional security when combined



One of the many new in 2023 helmets launched by NEXX, the X.R3R HAGIBIS in X-PRO CARBON carbon fibre and translucent varnish in purple tones.



Verbei added that "our excellent presence on the German market [Jopa has its own subsidiary distribution business near Münster in northwestern Germany] in addition to our home market here in the Netherlands makes Jopa a very interesting choice for vendors and brand owners who want to take their distribution to another level.

"We were attracted to partnering with NEXX because they are a genuinely innovative brand and we here at Jopa see ourselves as a natural collaborator for brands that are bringing new concepts to the market."

Another addition for Jopa Racing is the 'Vulcanet' brand of cleaning wipes - "a multifunctional product that works without water - replacing traditional

with a cable, chain or D-lock.

Finally, Jopa has added Ryno Power - an American sports nutrition product that is very popular among motocross riders and is already used by many. Why not offer this in the Cafeteria?

"Jopa Racing Product is pleased to announce the introduction of Ryno Power". Described as "the ultimate sports nutrition brand from America for motocross riders, Ryno Power is known for its high-quality nutritional supplements and products designed to enhance performance and power on the track".

[www.jopa.nl](http://www.jopa.nl)



W E A R E

T H E

J O U R N E Y

"STELVIO LIGHT" Two-layer jacket and trousers

Follow us:  
@hevik\_moto  
#ridemore

f @ i y t d  
hevik.com





# KSR Group files for 'Bankruptcy Protection'

Founded some 25 years ago and considered a leading business in the 'new gen', post 2007 financial crisis landscape of the motorcycle industry in Europe, KSR Group GmbH, a market leader in several key sectors of two-wheeled mobility and a longstanding wholesale company, has filed for a court-supervised restructuring procedure.

Based in Gedersdorf in Austria and owned and operated by brothers Michael and Christian Kirschenhofer, the announcement cited the multiple difficulties of the unstable economic situation in Europe and the significant changes the business has had to undergo over the past year as a result - specifically referencing rising energy prices, high inflation and decreased purchasing power among customers. The company has currently been selling 60,000 vehicles a year and owns,



licences or manages at least 15 motorcycle, scooter and broader powersports vehicle brands (including Brixton, Motron, Lambretta, Malaguti, Italjet, NIU and CFMoto Off-Road). It has been selling through some 2,300 dealers in 60 countries worldwide and offices in Greece, Italy, Spain, Switzerland, Belgium and The Netherlands as well as its head office in Austria.

"We have been working intensively in recent months to meet these conditions," said Michael and Christian Kirschenhofer.

"However, in the interest of a successful and responsible continuation of our business and to preserve jobs, we now see the need to apply for a court-

supervised restructuring procedure."

The key reasons for initiating the restructuring procedure include high material costs due to the pandemic and the Ukraine conflict, exchange rate fluctuations, reduced sales due to stronger-than-expected consumer restraint in recent months, and full dealer inventories.

Though it should be noted that for the first half of 2023, industry-wide new unit registrations have been +7 and +10.1% in Austria and Germany respectively.

"After an intensive evaluation phase, we see this decision as unavoidable to guide our company through challenging times and continue our business successfully for the benefit of all stakeholders," said Michael Kirschenhofer.

The company's Smart Products and Mobility business segments will be



operated as usual and with sales in Household and Leisure sectors, apparently not all of KSR's divisions (KSR Swiss, KSR Hellas, KSR Thailand, KSR Solution and KH Holding) are affected by the restructuring procedure. The KSR Group says it will use the coming months to reposition itself for the 2024 season, stating that it is "confident in the future of its business models, existing partnerships, the competence of its employees, and the strength of its brands".

In Austria, making an application for "judicial reorganisation proceedings without self-administration" is a signal that the Group's problems run deep and that it is going to have to work hard if it is to stave off liquidation of its assets and preserve some jobs and trading.

## SMK Helmets

One of, if not the largest of established helmet manufacturers, SMK Helmets is a premium brand introduced by Studds Helmets and Apparel in 2015.

Studds has its origins more than 50 years ago, with the first helmets being produced by the Indian company in 1972. Still a founding family owned and operated business based at Faridabad in Haryana, India, SMK will be introducing two new helmet designs at EICMA - 'Agnar' and 'Laminar'.

"Our full-face model 'Agnar' is expected to build on the success that we saw with our previous full face premium helmet - 'Titan' - one of our established top sellers," says SMK's Shilpa Arora - daughter of the group's founders. "The 'Titan' is known for its strong looks, aerodynamic styling,



'Laminar'

extremely high level of comfort and the fact that is available in both PFT and Carbon.

"Designed to appeal to a broad range of customers, I personally feel that 'Agnar' will be very popular with the naked tourer bike segment - think Yamaha MT 09 and such like - in addition to mid-touring riders.

"Defined by its strong/muscular and aerodynamic shape, its advance channelled air intakes and exhausts for

great ventilation and extra wide, one touch replaceable visors, 'Agnar' will come with Pinlock 70 ready visors for added safety and convenience and will be ECE 22.06 (and DOT) approved.

"The 'Laminar' is our cool and trendy new demi-jet. Expected to fill a gap in our lineup at the entry level of the urban commuter segment, it will be available in three shell sizes. Not a lot of the manufacturers in this segment provide a demi-jet with three different shells, so we believe the fit will be a popular option for dealers.

"Laminar features a comfortable fit as a result of three shells and three EPS sizes, very comfortable, removable and machine-washable inner liners, two unique visor options and a very



'Agnar'

affordable price point."

Operating from a campus with 14 million helmet annual capacity facilities totalling more than 50,000 sq m, SMK/Studds sells in more than 50 countries worldwide, including in the United States through its Bikerz subsidiary and says it has sold gear and apparel to more than 50 million riders globally down the years.

[www.smkhelmets.com](http://www.smkhelmets.com)

**MOTO CORSE**

**Ducati Panigale V4 / Streetfighter V4**

Aluminum alternator  
crankcase with titanium screws

MADE IN ITALY

**EICMA**  
ESPOSIZIONE INTERNAZIONALE  
DELLE DUE RUOTE

COME TO VISIT OUR BOOTH  
IN EICMA FROM NOV 7TH TO NOV 12TH  
WE ARE IN **HALL 15TH Q45**

PLEASE CONTACT US TO SCHEDULE  
A MEETING WITH OUR SALES TEAM

VIA OTTORINO RESPIGHI, 56 - INT. 3 - 47841 CATTOLICA (RN) - ITALY  
(+39) 0541 1480042 - [INFO@MOTOCORSE.NET](mailto:INFO@MOTOCORSE.NET)

OFFICIAL SPONSOR OF:

FOLLOW US ON:

[www.motocorsestore.com](http://www.motocorsestore.com)



# EMX wins first ever FIM E-Xplorer World Cup

In collaboration with Midori Moriwaki's MIE Racing team, an important milestone has been reached with the end of the first ever FIM E-Xplorer World Cup with Dutch based manufacturer EMX crowned champion in this important inaugural season.

Riders Sandra Gómez and Jorge Zaragoza secured the title after a thrilling final round, concluding the season with a ten-point advantage over the runners-up, the Gravity Team of Camille Chapelière and Kiara Fontanesi.

"The MIE Racing team achieved fantastic results," said EMX CEO Elmer Dohms, "with Gómez and Zaragoza reaching the podium at every round to amass two wins, two second place finishes, and one third over the five-race championship - one which played out on different types of tracks, with the EMX FX30 platform bikes finishing every session and race without any mechanical issues.

"The FIM E-Xplorer World Cup provides the ideal arena in which to showcase the EMX proposal. Considering the mission is to offer an enjoyable, easy to ride platform to riders of all skill levels, we entered the championship with the exact same bike that is available to all motocross enthusiasts.

"With only the suspension and tyres changed to suit riders' preferences, no further technical modifications were made to the production model in order to compete in the championship," says Elmer.

Midori Moriwaki established the MIDORI Corporation in March 2018 with the aim of expanding in the motorsports industry and set up her own "MIE Racing Honda Team" that same year - the intention being to compete in the Superbike World Championship as of 2019. In 2020, Moriwaki confirmed her commitment to the FIM Superbike World Championship by entering the series with the satellite MIE Racing Honda Team and Honda CBR1000RR-R machines, managing a project that she continued to develop in 2021 and 2022.



Electing to expand her commitment to the production-derived championship in 2023, Midori launched a brand-new WorldSSP project to run alongside her WorldSBK Team (Petrinas MIE Racing Honda Team) - entering the 2023 Supersport World Championship with Honda CBR600RR machines and taking a stunning first win of the season in the second race of the Czech round with British rider Tarran Mackenzie.

Always keen to push the boundaries so as to explore new paths, test and develop new technologies, and, last but not least, promote gender parity in sport, Moriwaki also entered the inaugural 2023 FIM E-Xplorer World Cup - ultimately securing the title on EMX XF30 machines in the team's first year.

As a true motocross enthusiast and a former racer, himself, Elmar Dohms recognised early on that the future of the sport is threatened by outside influences. To continue enjoying the thrill that motocross offers, he decided to develop a motocross bike with his company EMX Powertrain that offers the true feeling of motocross in a future-proof concept.

Since 2018, EMX Powertrain has been engaged in developing a competitive electric motocross bike that combines the familiar feel of an existing motocross bike with a low-noise powertrain that allows motocross riders to enjoy their favourite sport - even in the distant future.

"Participation in the FIM E-Xplorer World Cup was the next step for our company - to prove that the concept can compete with the best manufacturers in the world in terms of electric all-terrain motorcycles - and what a success it has been".

[www.emx-powertrain.com](http://www.emx-powertrain.com)



performance & style

## SIP Aluminium Rims SERIES PORDOI

for Vespa GT/GT L/GTV/GTS/Super/HPE/Super Tech

- Aluminium Rims in numerous versions
- available in 12" or 13"
- up to 140/70-12" tyres with 12" rim
- up to 140/60-13" tyres with 13" rim



Our strong brands



Scooter - Workshop? Apply now for a dealership!

SIP Scootershop GmbH  
Marie-Curie-Str. 4  
86899 Landsberg am Lech  
[dealer@sip-scootershop.com](mailto:dealer@sip-scootershop.com)  
[www.sip-scootershop.com](http://www.sip-scootershop.com)





# NEWS BRIEFS

Launched amid much fanfare in 2022, the FIM World Supercross Championship (WSX) owner SX Global (Australia) has had issues with its original financial backer - with rumours that the series was in financial trouble after Abu Dhabi based Mubadala Capital (the asset management arm of the United Arab Emirates sovereign wealth fund) withdrew its support. CEO Adam Bailey has sold the business to a new investor group led by sports investors Kyril Louis-Dreyfus (5% owner of Marseilles Football Club and son of Robert Louis-Dreyfus, the former CEO of advertising giant Saatchi & Saatchi and of sportswear giant Adidas). His business partner in the acquisition of a controlling stake in SX Global is Juan Sartori - a successful Uruguayan businessman and senator. In sporting terms, the pair are best known as co-owners of English tier-2 football team Sunderland. The WSX season ambitions are in tatters. In 2022 a planned six-round series was reduced to just two rounds (UK and Australia). So far there has been a season opening round at the Villa Park football ground in Birmingham, England (July 1). With the 2023 Singaporean, German and Canadian Grands Prix cancelled, it would appear that, at best, the only two remaining rounds will be Abu Dhabi, at the Etihad Arena, Yas Island (November 4) and at the Marvel Stadium, Melbourne (November 24-25).

With three months to go before the show opens its doors, a record number of 15 powersports manufacturers have already signed on to exhibit at AIMExpo 2024 (February 6-8, 2024, at the Las Vegas Convention Center). They include Aprilia, GasGas, Husqvarna, Indian, Kawasaki, KTM, Moto Guzzi, Moto Morini, MV Agusta, Piaggio, Slingshot, Suzuki, Triumph, Vespa and Yamaha. Open only to dealers and industry professionals, AIMExpo offers an immersive experience for the powersports industry - a platform for key brands, manufacturers, dealers and distributors to learn about and discuss the important issues currently facing our industry. International visitors can register online at [www.aimexpousa.com](http://www.aimexpousa.com)

## Benda Napoleon 450 gets the green light

By Ben Purvis

Bikes like Honda's Rebel 500 have been enduringly popular in the small-capacity cruiser market and it's a scene that's getting more intense with the addition of Kawasaki's Eliminator 450. But China's brands are also looking at the same market, first with CFMoto's 450CL-C and now with relative newcomer Benda and the Napoleon 450.

Benda has been the Chinese surprise of the last couple of years, first with a range of 700 cc, four-cylinder bikes, then some 300 cc V-twins and most recently a 500 cc V4, and while the company is still struggling to fulfil demand in China, hampering its expansion plans, the longer-term goal is to offer its models internationally.

The Napoleon 450 is an intriguing bike in the sub-500 cc cruiser class, adopting a much more convincing V-

twin layout and bobber style when compared to the parallel twins offered by Honda, Kawasaki and CFMoto. First shown as a concept, it's now been signed-off for production in virtually unchanged form, right down to the low clip-on bars and unusual-looking front suspension.

At first glance it appears the forks are pre-war-style girders, but those are really just cleverly styled plastic cowls over a conventional set of telescopic forks giving a convincingly old-fashioned look, but without the compromises in terms of ride and handling.

With 49 hp (36.5 kW) the Benda has a fraction more than most of its obvious rivals but, if it ever reaches the European market, it's sure to be dropped to 47 hp/35 kW to suit A2 licence rules. It's also a little heavier than most competitors, with a wet



weight of 196 kg.

The wide tyres are 16 inches in diameter at each end, with a 150/80-16 at the front that's as large as most of the rear tyres of its direct rivals. The back wheel carries a huge 180/65-16 tyre. Like the CFMoto 450CL-C, the circular instrument is actually a round TFT display, so underneath the old-fashioned styling there's modern technology.

## Nimbus brand making a comeback after more than 60 years

By Ben Purvis

The Nimbus name isn't likely to be familiar to most motorcyclists, but in Denmark there's a strong following for the brand - the only motorcycle manufacturer to have emerged from the country.

Between 1919 and 1960, Nimbus sold high-quality bikes powered by inline four-cylinder engines, mounted longitudinally in their frames rather like an Excelsior Henderson or Indian four. The company was part of Fisker and Nielson, a vacuum cleaner maker that lives on today under the Nilfisk name, and which

"Danish name returning on electric cruiser"

has now licenced the Nimbus brand to Claus Clausen to be used on a new electric motorcycle.

The last Nimbus bike was the Type C, manufactured from 1934 to 1959, and the new machine takes its inspiration from that machine. Called the Type E, it uses a faux hardtail frame - there's actually a swingarm hidden between the rear frame hoops and a monoshock tucked underneath the single rider's seat - and fills the centre of the chassis with a large battery pack



and electronics unit where the engine would normally sit. An electric motor sits concentrically with the swingarm pivot, ensuring that the tension on the belt final drive is consistent throughout the suspension's travel.

The company launched a share offering in July 2023 to raise funds for the Type E project as well as an electrically-assisted bicycle that is simultaneously under development. The aim is to raise between 8 and 10 million Danish Krone (€ 1.07m to €1.34m), believed to be enough to get

the bicycle into production and to finance building and testing a prototype of the Type E motorcycle during the summer of 2024. If all goes to schedule, the bike will then be officially unveiled in late 2024, with production targeted for 2025.

At the moment, Nimbus hasn't revealed any technical details of the motorcycle project, so it's impossible to guess at its performance or pricing, but the appearance of the machine suggests it's aimed at the higher end of the electric motorcycle market.



# Royal Enfield Bullet 350

By Ben Purvis

Royal Enfield might be making tracks into the 21st century with models like the soon-to-be-revamped Himalayan and Scram, and even working on an electric bike for the future, but the company's 'day job' is its heritage and that's where the new Bullet 350 is aimed.

Built around the Euro 5-compliant 'J-series' engine that first appeared in the Meteor 350 in 2020, the Bullet 350 combines Royal Enfield's heritage with the sort of attractive pricing that the brand has become known for, all while intentionally avoiding any sort of gimmicks or over-the-top technology. That J-series engine is a 349 cc, air-cooled SOHC single that puts out 20.2

hp at 6,100 rpm and 19.9lb-ft of torque at 4,000 rpm, making for leisurely progress but avoiding the need to thrash it. Driving through a five-speed gearbox with an old school heel-and-toe rocker shifter, that engine's design is rooted in the past, with two valves per cylinder and a long 85.8 mm stroke combined with a small 72 mm bore. It's a recipe for low-rev torque rather than out-and-out performance, but one that should also make for a reliable, understressed engine that's simple and easy to maintain. There's also some remarkable fuel economy on display, with 2.63 l/100 km (107 mpg) possible to give a range of nearly 500 km (310 miles) from the 13-litre tank.



It's bolted to a traditional steel spine frame with 41 mm forks and twin rear shocks, offering little in the way of adjustability beyond six stages of preload at the back to accommodate different loads. A single 300 disc and two-pot front caliper do most of the braking, assisted by a 270 mm rotor and single-piston caliper at the back. ABS is standard, as required by law in Europe.

The Bullet's thickly-padded seat might not look as good as the Classic 350's

single-seat unit, but it offers an extra dose of practicality that's a key part of the bike's appeal and its 805 mm height is within reach to most riders.

Concessions to 21st-century technology are limited to a small LCD display inside the analogue speedo and a standard-fit USB socket on the bars to charge phones or power a sat-nav, a level of simplicity that's likely to be appealing to most Bullet customers rather than seen as a downside of the bike.

## Kawasaki Ninja models get official launch

By Ben Purvis

After being officially shown a year ago without any details on their technical specifications, Kawasaki's Ninja e-1 and Z e-1 electric bikes have been given a full unveiling - revealing some rather underwhelming figures for performance and range.

Given the bikes' visual similarities to the Ninja 400 and Z400, which share many of the same body parts and other components with the electric models, you might have expected a similar level of performance, but in fact, the electric models are below even the Z125 and Ninja 125 in that respect.

The two electric Kawasakis are mechanically identical to each other.

Both have an air-cooled, permanent magnet motor that's rated at just 5 kW (6.7 hp) with a shorter-term peak of 9 kW (12 hp). That makes them fractionally too powerful to be classed as 'L1e' mopeds, but rather less powerful than the typical 11 kW/15 hp 125 cc model in the 'L3e' licence category.

Top speed depends on the selected riding mode and varies between the Ninja and Z, with the faired Ninja having the higher top speed rating. In 'Eco' mode, the Ninja manages 64 km/h (40 mph) and the Z can hit 62 km/h (38.5 mph). In 'Road' mode, the Ninja does 88 km/h (55 mph) and the Z can achieve 85 km/h (53 mph). In

both modes, there's an 'e-boost' available, adding a brief hit of extra power, that increases top speed by between 10 and 14 km/h, with both models having an absolute maximum of 99 km/h (61.5 mph) in 'Road' mode with e-boost activated.

Using all that performance will inevitably impact range, and there's not a huge amount of it. Under WMTC conditions, both bikes are rated to be able to do 72 km (45 miles) on a charge.

The energy is held in a pair of removable batteries, each with a nominal 50.4 V and 30 Ah capacity, weighing 11.5 kg. Charging time is 3.7 hours per battery. With the

batteries fitted, the Ninja weighs a total of 140 kg and the Z e-1 is 5 kg lighter at 135 kg.

Will those performance and range figures be enough to tempt riders away from combustion engines? It seems unlikely, but we'll find out in 2024 when the bikes are on the market.



## POWER YOUR ADVENTURE!



**EICMA**  
visit us Hall 24 | Booth I82



# NEWS BRIEFS

Polaris Industries has reported financial and operational highlights for the second quarter of 2023, including sales of \$2,217m, up 7% compared to last year. The primary sales drivers were said to be "favourable ship volumes, product mix and net pricing partially offset by higher finance interest". Polaris reports market share gains in Off Road, On Road and Marine segments with overall powersports retail sales for the quarter up 14%. North America unit retail sales for Indian Motorcycle were up over 40%.

Following Honda's inclusion of level 3 Autonomy features into a road-going car (in Japan), Mercedes is rolling out driverless SAE level 3 technologies in Germany, and the U.S. IDTechEx's new report, "Autonomous Cars, Robotaxis and Sensors 2024-2044", suggests that it won't be long before the trickle becomes a flood. Mercedes' S-Class flagship luxury sedan (often a tech trailblazer) has level 3 certification in Germany and the U.S., meaning that for the first time, drivers in these regions will be able to take their hands off the wheel, feet off the pedals, and mind off the driving. Tesla, GM and Ford can all offer hands-free driving on highways in the U.S., but none of these systems are certified for level 3. This distinction means that the driver always needs to pay attention to what the vehicle is doing. Moreover, the driver is always responsible for the vehicle, and if there is an accident, then blaming it on the car's driving will likely not hold up in court. However, now that Mercedes has a certified level 3 vehicle, others are expected to respond quickly.

China's economy fell into deflation for the first time in more than two years, as prices contracted in July. Its consumer-price index fell by 0.3% year on year, after not changing in June. Domestic spending has slowed amid a faltering economic recovery after the pandemic. China also suffered a worse-than-expected drop in exports, which fell by 14.5% year-on-year in dollar terms in July, the biggest decline since February 2020. China's GDP on the other hand continues to grow apace, experiencing a healthy growth rate of 5.5% year-on-year in the first half of 2023, one percentage point faster than the first quarter this year. Total GDP reached RMB 59.3tn (approx. US\$8.3tn).

## CFMoto 450CL-C By Ben Purvis

CFMoto is without doubt the Chinese brand that comes closest to rivalling Japanese and European competitors at present in terms of image and credibility, but until now it's steered clear of entering the cruiser market. That changes with the launch of the 450CL-C - a direct rival to the Honda Rebel 500 and Kawasaki Eliminator 450.

### "Twin-cylinder rival to Honda Rebel and Kawasaki Eliminator"

It might be CFMoto's first cruiser, but you only need to look at the way the company operates to deduce there will be more models joining the 'CL-C' range. The related CL-X lineup started with just one bike, the 700CL-X, but now features five variants, starting at 250 cc. The 450CL-C's engine doesn't come from the CL-X though. It's actually more closely related to

the all-new 449 cc parallel twin used in the 450SR sports bike and 450NK naked sports model. It features a 270-degree crank to give the same firing pulse as a 90-degree V-twin, and in the CL-C it makes a peak of 30 kW (40 hp) at 8,000 rpm and 42 Nm (31 lb-ft) at 6,250 rpm, with dual balance shafts to keep it smooth.

In typical CFMoto fashion, the engine is bolted to a steel tube frame with 37 mm USD forks at the front and a hidden monoshock at the back. A single J.Juan radial four-piston caliper and 320 mm disc, aided by a 220 mm rear rotor and single-piston caliper, deal with the braking. ABS is standard, of course, but so is traction control, which is less common on bikes in this part of the market.

A low seat and manageable weight are key selling points for small cruisers like the Rebel and Eliminator, and the 450CL-C hits



both targets with a 690 mm seat and an all-in weight of 181 kg, including fuel.

The styling is conventional but nonetheless attractive, with a pleasing simplicity and lack of gimmicks. The round headlight is set well back between the forks, giving a compact look, and sits below a simple, round instrument that - despite appearances - is actually a full-colour TFT dash. That analogue needle is all computer graphics, allowing the whole display to be changed to suit different functions, which include phone connectivity and navigation.

## Aprilia RS457 - ultimate in A2 licence performance

By Ben Purvis

The 'A2' licence category is a harsh reality that most riders in Europe have to put up with - going through a period stuck on a restricted-power bike before they're allowed to make the leap to full-power machines - and Aprilia's new RS457 is aimed squarely at getting the most out of that set of rules. Despite the visual similarity to the larger RS660, the RS457 is a completely new bike, with a clean-sheet-designed parallel twin engine that makes 35 kW (47 hp), which is, of course, right on the limit of what A2 licence riders are allowed. It's slung beneath an alloy half-frame, with the engine itself acting as the rear section of the chassis, incorporating the swingarm pivot in its transmission casting.

That design, which is similar to the RS660, helps cut weight, and without fluids, the RS457 is just 159 kg. Add all the liquids, including a full tank of fuel, and the weight increases to 175 kg - another notable number, because the A2 class limits riders to a power-to-weight ratio of no more than 0.2 kW



per kg. With 35 kW, that means you're not allowed to ride a bike that's less than 175 kg, so Aprilia is precisely on the limit.

Others do a similar thing, with Kawasaki's Ninja 400 taking the same approach, but offering slightly less power and a reduced 168 kg weight, so it also matches the 0.2 kW/kg restriction.

The RS457's kit includes a pair of 41 mm upside-down forks, adjustable for preload, and four-pot radial ByBre

calipers on 320 mm discs. The rear monoshock is also preload-adjustable, acting on an aluminium swingarm. Ride-by-wire throttles mean Aprilia can offer three riding modes as well as three levels of traction control, plus the ability to turn it off. Unusually in this category, the ABS on the rear wheel can also be deactivated, although the front wheel ABS always remains active. The controls include a 5-inch TFT colour dash, backlit controls and LED lights, with a quickshifter as an added option.



# COMMANDER 2

TAKE THE LEAD



## WEIGHT:

Full Carbon 6K  
From 1370g+-50g

Composite Carbon  
From 1440g+-50g

## MATERIAL:

Full Carbon 6K  
(Only for Carbon version)

Composite Carbon  
(Other graphic)

## 3 SHELLS:

1° | XS - S  
2° | M - L  
3° | XL - XXL - XXXL

## RETENTION SYSTEM:

DD Ring



**DARE TO  
BE GREAT**

**AIROH**



# Zero patent points to liquid cooled future

By Ben Purvis

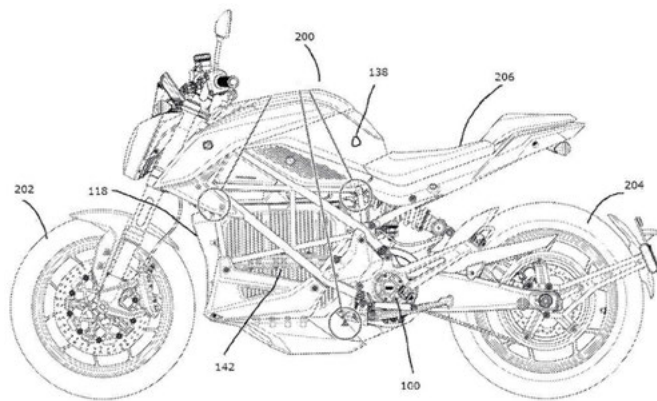
Electric motors need to be prevented from overheating, and just like combustion engines, there's a clear choice for their designers between air-cooling and liquid-cooling. Zero - undeniably a leader in electric motorcycles - has been in the air-cooled school so far, but a new patent shows the company is considering a switch to liquid-cooling in the future. As with combustion engines, there are pros and cons to both technologies. The benefits of air-cooled designs are that they're lighter and simpler, with fewer components and potential points of failure. But when it comes to outright performance, liquid-cooled electric vehicles tend to have the edge because it's easier to keep components within the small temperature range that maximises their performance.

For example, the **Ducati MotoE** race bikes used in the series that supports MotoGP have not one but two liquid-cooling systems, with completely

separate pumps and radiators for the cooling of the batteries and the motor. Why? Because their optimum operating temperatures are different - the batteries need to be kept cooler than the motor - and with two cooling systems, those temperatures can both be maintained.

## "Water-cooled motors for future Zero electric bikes"

So far, Zero has stuck with air-cooling for both its batteries and motors, but the company has filed a patent application for a liquid-cooled motor that could be the next step up for its bikes' performance. The design uses a series of layers for its motor housing, with a water-filled cooling jacket sandwiched between the stator and an outer housing. The cooling jacket



features manifolds that allow hot water to be pumped out to a radiator and cooler water to come in to replace it.

Inside the cooling jacket, the patent illustrates a pattern of bumps that are used to increase its surface area - ensuring better transfer of heat - and to create turbulence in the water that's running through the jacket, improving the heat transfer from the motor to the coolant.

Outside, the system is much like that of a liquid-cooled combustion engine

bike, with a radiator mounted behind the front wheel and a water pump - electrically powered, of course - to keep the fluid flowing between the radiator and the motor.

As the patent says, "the amount of work that an electric motor may perform may be proportional to the amount of heat that can be removed" - suggesting that by shifting to a liquid-cooled motor, Zero hopes to be able to make a bike that's **more powerful** than its current range-toppers.

# Ducati Monster 30° Anniversario

By Ben Purvis

It's not hyperbole to say that without the Monster there's a good chance



that Ducati might not exist today. Despite being overshadowed by the glamorous 916 superbike back in the 1990s, the company's radically simple naked bike provided essential cashflow during some tough times and the fact it lives on today - still recognisable after several generations - shows how effective the ultra-simple styling of the original machine was.

**Miguel Angel Galluzzi's design** stripped back the idea of a motorcycle to the absolute essentials. An engine, a frame, a fuel tank, a headlight and a seat. Combined in a forward-hunched package that concentrated the bike's visual mass towards the front wheel, it

laid a template that virtually every rival has since copied. Ducati itself has made Monsters from 400 cc to 1200 cc, but in today's line-up there's just one engine on offer - the 111 hp, 973 cc **Testastretta V-twin** - and that's what appears in the limited-edition Ducati Monster 30° Anniversario. Only 500 examples will be made, and given the way short-run Ducatis have been snapped up in recent years, they're likely to be gone fast.

The Ducati Monster 30° Anniversario's specs are essentially similar to the Monster SP, with **Öhlins NIX30 forks** and an **Öhlins monoshock** along with **Brembo Stylema** brakes as

upgrades compared to the cheaper Monster and Monster+. To that package, the Anniversario adds a **Termignoni exhaust** and an adjustable **Öhlins steering damper**, plus forged alloy wheels instead of cast ones and a lighter, lithium-ion battery. Those wheels and the battery mean the Anniversario is 2 kg lighter than the Monster SP and 4 kg less than the base model at 184 kg wet.

Tricolour paint in Ducati's patriotic red, white and green, along with the inevitable numbered plaque to mark its limited-edition status, complete the changes.

**YOU.  
ANYWHERE.  
ANYWAY.**

### ZED WP SNEAKERS

**Zed** is the new Stylmartin motorcycle sneaker. The WP version features a new breathable and waterproof membrane, D30® technology for added ankle protection, and a new top-quality, soft rubber compound sole by Michelin®. The new sole by Michelin® provides superior adherence and control thanks to its unique tread pattern.

Follow us stylmartin.it



CE CERTIFIED  
EN 13634:2017  
 D30®  
TECHNOLOGY  
 SOLES BY  
MICHELIN

**Stylmartin**  
WELCOME RIDERS



# MORE STABILITY AND PERFECT RIDING

WITH

# YSS

SUSPENSION

## FORK UPGRADE KIT FOR **ROYAL ENFIELD**

INTERCEPTOR 650 '19  
CONTINENTAL GT 650 '19



## FORK DAMPER KIT

FOR **HONDA** MONKEY 125 '18



## FORK UPGRADE KIT

FOR **HONDA**  
CB 500F '19 / CBR 500R '19



**MATTHIES**  
EUROPEAN MASTER DISTRIBUTOR

JOHANNES J. MATTHIES GMBH & CO.KG  
HAMMERBROOKSTRASSE 97 20097 HAMBURG, GERMANY  
TEL: +49 0-40-237-25-112 WEBSITE: [www.matthies.de](http://www.matthies.de)  
E-MAIL: [info-motorrad@matthies.de](mailto:info-motorrad@matthies.de)

**WORLD CLASS SUSPENSION**  
[WWW.YSSSUSPENSION.COM](http://WWW.YSSSUSPENSION.COM)

IMPORTANT NOTE: WHERE MANUFACTURER'S NAME AND/OR NUMBERS ARE MENTIONED, THEY ARE PURELY FOR REFERENCE PURPOSE ONLY AND NOT TO INDICATE SOURCE OF MANUFACTURE OR ANY CONNECTION IN THE COURSE OF TRADE WITH THE MANUFACTURER'S NAME.

# Supersprox

*Extend Your  
Journey*

Congratulations  
YART YAMAHA.  
For their victory  
in the 2023  
world endurance  
championship.

**YAMALUBE**

**YART**

**YAMAHA  
RACING**

# 1ST OVERALL 2023 FIM EWC



Visit us at Eicma 2023  
Hall 22 Stand G28

[WWW.SUPERSPROX.COM](http://WWW.SUPERSPROX.COM)



# NEWS BRIEFS

Swedish head protection specialist MIPS has invested \$1.3m for a 25% stake in Quin, a Dallas, Texas based sensor-based technology company specialising in event detection and data-driven emergency response protocols, offering specialised sensor fusion and software to helmet brands since 2018. "Quin's proprietary technology turns passive gear into smart companions, connecting the closest emergency services to those in distress". The MIPS system is a helmet additive technology that, after many years of struggling to gain acceptance, has now become an important safety hallmark for leading helmet brands. The deal with Quin could pave the way for MIPS to further develop its brand's safety story.

**The Energica Experia, the company's zero emissions electric touring model, has won the Motorcycle News (MCN) 2023 Best Electric Motorcycle award in the United Kingdom. Based near Bologna in Italy, and these days owned by Wall Street listed Ideanomics, Energica is no stranger to the MCN award, having picked it up in 2016 and 2017, respectively, with the Ego and EsseEsse9 models.**

Zero Motorcycles has scooped the Gold Award in the transportation category at the prestigious 2023 IDSA International Design Excellence Awards Ceremony for the Zero SR-X.

**Independent of any regulatory investigation, it's all systems stop for BMW Motorrad USA as it issued a North American 'Stop Sale' order to dealers in September for all new and used ICE units - following an "internal quality analysis". The cause remained uncertain as IDN went to press, but is believed to relate to a fuel system issue. This does not affect the new BMW CE04 electric bike.**

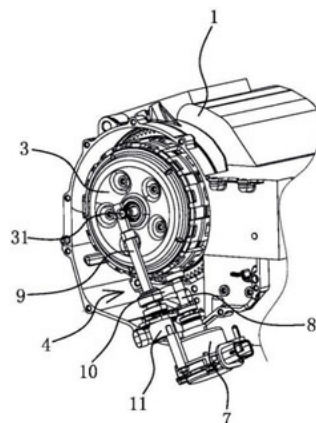
PSB reports that in 2022 the North American UTV market dropped in unit volume for the second straight year by -5.6% in 2022 ("to just under 550,000 units"). This follows ten consecutive years of growth. Of the ten best-selling UTV models, four were made by Polaris and they accounted for 7.2% of the market. For YTD 2023, the ATV market (as it is referred to in MIC data) was down by a further -8.7% to 89,724 units for the first six months (-8,586 units).

## QJMotor developing electronic clutch

By Ben Purvis

Virtually every modern motorcycle already uses a ride-by-wire throttle that eliminates the mechanical link between your right hand and the butterflies, so it's not a giant leap to suggest the same idea could be applied to other controls. Now China's QJMotor is working on an **electronic clutch actuator** that opens the door to a wide range of semi-automatic transmission options.

Revealed in a patent filed in China, the electronic clutch is actually quite simple. It features an actuator made of an electric motor and a small reduction gearbox that turns a shaft with a cam on it that engages or disengages the clutch. The actuator is mounted on the clutch cover and the system doesn't need any changes deeper in the engine, so the same thinking and components could be applied to a variety of different motors. In QJMotor's patent, it's shown on the company's 693 cc parallel twin. In its simplest form, the electronic clutch is, in operation, indistinguishable from a conventional cable or hydraulic design. There's still a lever on the bars, but instead of a mechanical connection to the clutch, it



"semi-auto transmission"

only needs some electrical cables. A sensor on the clutch lever monitors its position and, via an electronic control unit, transmits that position to the actuator on the clutch housing. Even in that, basic form, it opens up several possibilities. For instance, the actuator and ECU could be programmed to stop the clutch from being released too fast, or to stop it from being slipped excessively. It could also be mapped to give a more gradual, progressive feel at the lever, be programmed to disengage the

clutch if the bike is about to stall, or work in harmony with the ride-by-wire throttle to ensure the clutch and throttle are perfectly balanced when you pull away, even if the actual inputs at the controls are 'off'.

The idea also opens the door to more sophisticated developments. Working with a ride-by-wire throttle and a conventional **quickshifter**, the electronic clutch could be programmed to make the clutch lever on the bars entirely redundant. It could automatically disengage the clutch when you come to a halt and feed it back in when you open the throttle to pull away.

If a simple electronic actuator was added to the shift lever as well, the same system could easily be adapted for fully automatic gearchanges or a pushbutton shift on the bars, all without making in-depth engineering changes to the engine and transmission themselves.

The engine that the system is illustrated on in QJMotor's patent is already used on the SRK700 model and the **Benelli TRK702**, both models that are already offered globally.

## Zonsen RE650 revives Norton twin

By Ben Purvis

China's Zonsen - the recently rebranded name for the company formerly known as **Zongshen** - has filed industrial design registrations for a new 650 cc parallel twin roadster that will be launched under its **Cyclone** brand and uses the British-designed parallel twin that was originally intended for the **Norton Atlas and Superlight models**.

Before the Stuart Garner-owned version of Norton collapsed in early 2020 the company was forging ahead with plans to launch a range of all-new parallel twin models using a 650 cc engine derived from its 1200 cc V4. The **Atlas Ranger and Atlas Nomad** were scrambler-ish retro models, and the same engine was intended for the Superlight sports bike and was even shown in supercharged form in the carbon-framed Superlight SS concept from 2018.

However, shortly before Garner's Norton collapsed in a blizzard of controversy, the engine designs were licenced to Zonsen, and now **TVS** - the Indian brand that has revived Norton -

has little interest in bringing back the Atlas, Nomad and Superlight projects. That means the 'Norton' parallel twin may only ever be seen in its Chinese-made form.

Not that Zonsen has had it easy. The engine needed a substantial amount of work to be viable for production and the company turned to UK-based engineers at **Ricardo** - the company that also did the initial work on Norton's V4 - to bring the twin up to production standard. The engine has recently gone on sale in China in the

**"British-designed twin heading to new Chinese roadster"**

RX650 adventure bike and now Zonsen plans to put it in the retro roadster shown here.

Called the Cyclone RE650, the roadster is expected to be officially launched later this year and will be a flagship model for the Cyclone brand. Its styling means it's much closer in



spirit to the Atlas models that Norton planned, but like a growing number of Chinese machines it has technology that's still unusual in the West in the form of a front-mounted camera set between the headlight and windscreen.

Upside-down forks, radial brakes and a direct-action monoshock on a cast-alloy swingarm show that despite styling with a nod to the past, the RE650 has modern components to accompany its 21st century engine.

Zonsen is already developing a larger, 800 cc version of the parallel twin, expected to debut in an upscaled 'RX800' version of the RX650 adventure bike first, but sure to later filter through to the roadster seen here.



# Honda's twin-motor hybrid

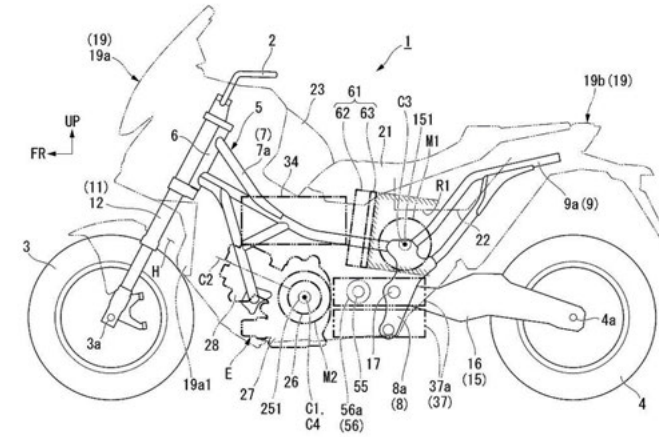
By Ben Purvis

It's been more than 25 years since the Toyota Prius introduced hybrid technology to car buyers, but despite sporadic attempts to replicate the idea on two wheels, we're still waiting for a hybrid motorcycle to achieve the same success.

**Kawasaki's** hybrid motorcycle, due in production in 2024, could be the first to do so, but it's a relatively simple design, as was **Piaggio's** attempt at a hybrid scooter, launched back in 2008. Honda likes to do things differently, though, and has recently filed several patents related to a hugely **complex** hybrid with two electric motors, a combustion engine and two gearboxes.

Where Kawasaki uses a normal twin-cylinder engine and a single electric motor, with clutches that connect or disconnect them from the transmission to operate in all-electric, all-ICE or combined form, the Honda design has no clutches at all and instead uses a **planetary gearbox** to balance the three sources of power.

The planetary transmission has three main parts. In the middle there's a central cog called the sun gear, which Honda has connected to both the transmission's output and one of the electric motors - so when the rear wheel



is turning, so is that motor, acting either as a drive unit or as a generator to recharge the batteries.

The sun gear is surrounded by smaller

## "Two electric motors and a combustion engine"

cogs, called planetary gears, which are held on a planetary gear carrier. The internal combustion engine is permanently geared to the planetary

gear carrier - there's no clutch. Finally, on the outside of the gearset, there's a large ring gear that meshes with planetary gears. Honda has attached a second electric motor/generator to the ring gear.

That's essentially the same setup that was used on the original Toyota Prius, and it's extremely flexible. The planetary gearset means the engine can run, spinning the planetary gear carrier, while the sun gear and the output shaft stay still. In that mode it's idling, with the bike stationary, and the movement is transmitted to the second electric motor, which works as a generator to

recharge the batteries.

By altering the load and power output of the two electric motor/generators along with the revs and torque of the combustion engine, the planetary gearset works as a CVT transmission - you can change speed independently of engine revs, or even travel in pure electric mode with the engine switched off.

To add an extra layer of complexity, Honda has added a relatively conventional four-speed transmission between the ring gear and the electric motor connected to it. That will allow the rider to shift gears in a way that feels relatively normal - albeit with fewer ratios - to give yet another mode that the bike can be ridden in.

As a result, you have a single bike that can be operated as a pure electric machine, as a CVT hybrid, as a combustion engine bike with a CVT, or as a geared motorcycle in either pure combustion or hybrid form.

The patent illustrates the system in a bike with the outline of the X-ADV 750 cc 'adventure scooter', but Honda shows several different layouts for the two motors, suggesting it's an idea that's still in its relatively early stages of development.

# BMW F900GS, F900GS Adventure and F800GS

By Ben Purvis

The big news at BMW for 2024 is undoubtedly the launch of the all-new R1300GS. It is likely to be a best-seller across the world, but the company hasn't ignored its smaller GS range - launching a trio of heavily revised machines to replace the old F850GS and F750GS.

For 2024 they become the F900GS, F900GS Adventure and F800GS. Those names alone reveal a key difference, because the old 853 cc engine has been replaced by the 895 cc version that was previously reserved for the F900R and F900XR. Even the F800GS has the 895 cc engine, just as the old F750GS was actually 853 cc, but with artificial restrictions to keep its power down.

The bigger engine has a 2 mm larger bore than the old version at 86 mm, with the same 77 mm stroke, with forged instead of cast alloy pistons and a raised compression ratio of 13.1:1 instead of 12.7:1. In the F900 models, that means a peak power of 77 kW (105 hp), which is enough to leapfrog some larger models - including **Honda's 1084 cc Africa Twin** - and matches the output of the **KTM 890**



**Adventure.** The F800GS peaks at 64 kW (87 hp), but it's very clearly another artificial restriction - the power curve mimics the F900's up to the 6750 rpm torque peak, but then plateaus while the F900s continue to rise towards their peaks nearly 2000 rpm higher.

Of the three new models, the F900GS gets by far the most significant changes. The welded sheet steel frame remains the same as the old version, but there's new bodywork, new lights, a new plastic fuel tank and a completely different tail and subframe that help slice an impressive 14 kg

from its weight, which is down to 219 kg including fuel. It also gets new 43 mm, fully-adjustable **Showa** forks that offer the same 230 mm travel as the Adventure version, as well as a matching monoshock, giving 215 mm of movement for the rear wheel.

Both the GS and GS Adventure have 21-inch front, 17-inch rear tyres on wire wheels. The optional '**Enduro Pro**' package gives even bigger 45 mm forks with titanium nitride coating and a more widely adjustable rear shock to the bike.

The F900GS Adventure looks more like last year's bike, but also gets the same

new forks as the F900GS and some new side panels to mark it out from its predecessor. It's 2 kg heavier than last year's version at 246 kg wet. Both the Adventure and the less powerful F800GS can be optioned with BMW's ESA electronically adjustable suspension.

The 6.5-inch TFT dash is carried over from last year's F850 models, but now goes to the F800GS as well to replace the analogue and LCD combination of the old F750GS. On all models there's phone connectivity and turn-by-turn navigation with the help of BMW's own app.

# Making life on bikes more sustainable

## 'Barkston' jacket



The latest addition to Oxford's Advanced Rider Series, the 'Barkston' jacket "is packed with clever material technology. Designed for urban riders seeking the perfect balance between comfort, style and protection, it comes with an impressive CE AA rating.

"It's highly waterproof and breathable laminate outer shell is sealed by top quality YKK AQUAGUARD zips, offering direct ventilation when needed. It also boasts tons of handy storage, lots of discreet reflective detailing for 360-degree visibility and a popper-down collar, which can be raised to maximise wind protection".

- CE AA Certified (EN 17092-3:2020)
- Level 1 CE shoulder & elbow protectors (EN 1621-1:2012)
- Back protector pocket
- Dry2Dry laminate outer shell
- 5,000 mm waterproof, 5,000 g/m<sup>2</sup>/24 hrs breathable
- Fixed thermal horizontal baffle quilted lining with 100 gsm insulation
- 60% recycled material nylon outer shell
- Neoprene soft touch edging on collar with extended placket for enhanced rider comfort
- Hook and loop closure on cuff adjuster for great fit



*Leading British distributor and brand owner Oxford Products has been embarked on an ambitious and wide-ranging programme of environmental renewal in order to build a foundation that would allow it to move to carbon net zero in the future.*

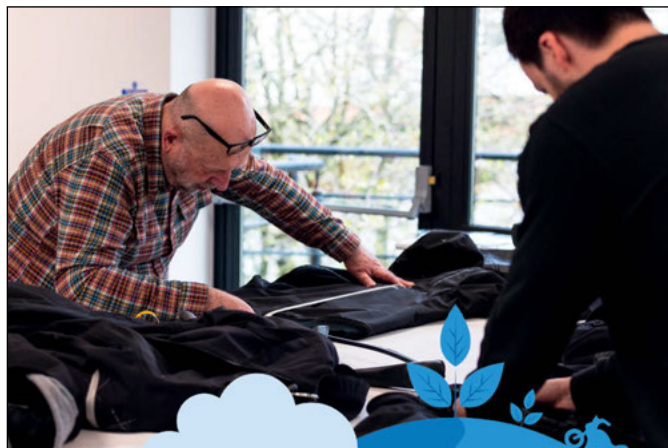
"Driving change to address economic, social and environmental challenges is high on everyone's agenda, the global average energy-related carbon footprint is around 4.7 tonnes of CO<sub>2</sub> per person - the equivalent of taking two round-trip flights between Singapore and New York," says Oxford's Henry Rivers Fletcher.

"Here at Oxford, we all play an integral part in the workplace to reduce our greenhouse gas emissions, but we realise a focused approach on sustainable projects within our business is paramount if we want to be a **carbon net zero** operation eventually. We internally audited our business in May 2023, focusing on key areas that have the biggest impact on the environment and formed a list of priorities to reduce that impact."

Initiatives have included a move to as much green renewable energy as possible, starting with the installation of a 40 kWh **solar system** which allows Oxford Products to offset approx. 8.46 tonnes of carbon emissions per year. This is the equivalent of planting 100 trees per year. For 2024, the company has committed to an additional £100,000 investment in solar panels capable of producing approximately 130 kWh of energy. This will save an additional 27 tonnes of carbon emissions per year.

"Next, 50% of our **company vehicle fleet** has been converted to hybrid technology and pure electric where possible, thereby reducing harmful emissions by 40%. Our objective is to be 100% hybrid or fully electric by the end of 2025.

"Investment in more energy-efficient,



**movement-sensored lighting** throughout our office network since March 2022 has resulted in a saving of 6.8 tonnes of carbon per year.

"In September 2023 we are installing a £55k green upgrade to our warehouse lighting, which will save 10 tonnes of CO<sub>2</sub> per year. This exercise will be repeated in 2024 in our other facility, saving a further 8.5 tonnes of CO<sub>2</sub> per year, and we are investing in **voltage optimisation**.

"In terms of product-specific projects, packaging has come in for scrutiny, with the focus on **removing as much plastic as possible** from our product range. In 2015, the company made the decision to accelerate this process as the cornerstone of a rebranding exercise, by redesigning EVERY item of

packaging from our range of thousands of products.

"This investment served to remove at least 75% of ALL plastic from our packaging by moving over to paper-based materials. We also minimised the total volume of materials used per item, and by 2024 we will have replaced ALL plastic **euro hangers** with sustainable alternatives. In 2024, we will replace 8 tonnes of single-use plastic hangers with 100% fully biodegradable bamboo/paper mâché alternates.

"Moving forward, our objectives are now to remove ALL remaining single use plastics from product packaging by the end of 2023; replace ALL single use and reusable plastic with 100% biodegradable PET Film; carry out





independent testing to ASTM D5511 to determine anaerobic biodegradation of plastic materials and to use centralised sources for all packaging, so that we can guarantee

## Oxford 'Holton MS' jacket



The 'Holton' jacket is described as "a true celebration of Oxford's 50th birthday. With its timeless and classic design, the 'Holton' is set to become a new favourite in our extended range of leather jackets. We have harnessed our expertise in CE and leather textures to deliver a worn-in look.

"Crafted from premium bovine leather, the 'Holton' is tough and supple, conforming to the rider's body shape for a comfortable and ergonomic fit. Its chest, yoke and arms are all securely stitched for extra strength".

- CE AA certified (EN 17092-3:2020)
- Level 2 CE shoulder & elbow protectors (EN 1621-1:2012)
- Back protector pocket
- Belt attachment loops for a secure protective fastening with jeans
- Cotton lining to naturally wick sweat from body
- Wind blocking plackets
- Ergonomically shaped elbow seam improves CE protector fit
- Full grain bovine leather hide
- Hidden structure stitching to secure CE zones - ensuring correct protector positioning at all times
- Reinforced safety seams



## Original Approved AA Super Stretch jeans

"Our Original Approved Super Stretch jeans have a stylish urban optic which looks and feels great off the motorcycle. CE-certified to level AA, the jeans benefit from a significant fabric upgrade with our monolayer Armourlite construction. "This specific variant of Super Stretch Armourlite has been interwoven with cotton to create a soft hand feel that performs to rigorous CE AA testing standards. It is highly abrasion-resistant while being ultra-stretchy to give you a comfortable, slim fit that does not hamper your range of motion. The interior of the jeans has fabric reinforcements to provide greater



abrasion-resistance, while the knees and hips are fitted with high-performing and super-protective armour".



- Ultra-stretchable Armourlite denim construction
- Flexible level 2 CE knee and level 1 CE hip protectors are also included as standard; whilst soft and comfortable during normal riding, they will harden upon impact to help disperse force.
- CE AA Certified (EN 17092-3:2020)
- CE Level 2 knee protectors (EN 1621-1:2012)
- CE Level 1 hip protectors (EN 1621-1:2012)
- Reinforced impact abrasion zones
- Naturally breathable and moisture-wicking outer fabric

the sustainability, consistency and quality of every item, regardless of where it comes from.

"In 2023 we will replace 14 tonnes of 'just recyclable' plastics to 'recycled and recyclable'. In 2024 this figure will be 32 tonnes.

"Circular economy is a new production and consumption model that ensures sustainable growth over time. With the circular economy, we can drive the optimisation of resources, reduce the consumption of raw materials, and recover waste by recycling or giving it a second life as a new product.

"For example, our R&D team has developed new materials for motorcycle apparel (PPE) which are made from 62% recycled materials whilst maintaining the stringent safety and quality standards required. In 2023, they will represent 10% of our apparel offering and 1.3 tonnes of our clothing materials. In 2024 that will have grown to 20% or 2.0 tonnes of our clothing materials, with it growing to 30%/3.9 tonnes by 2025.



**Compliance Manager (and Sustainability Champion) Paul Lavington leads Oxford's charge towards ISO 14001. He is pictured here with just-arrived samples of new bamboo-pulp clothing hangers which will replace Oxford's plastic hangers from 2024.**

"We have also developed new thermal lining materials which are made from 100% recycled materials. In 2024, this will represent 28% of our production, which equates to 2.7 tonnes of single-use plastics being removed from the supply chain."

The company is also undertaking new research for motorcycle apparel with projects already underway to explore biodegradable and water-based printing solutions, cleaner denim production, designing for increased longevity, cellulosic fabric sourcing and to make supply chain improvements and embrace a "fair wear" initiative.

[www.oxprod.com](http://www.oxprod.com)

## Athena Aprilia-Suzuki 250 cylinder kit



Celebrating its 50th anniversary this year, Vicenza, Italy based Athena has added a new cylinder kit for Aprilia RS 250 and Suzuki RGV 250.

A leader in the high-performance motorcycle, scooter and moped spare parts market, Athena's years of race experience "allowed the Athena R&D Department to create a unique product - a standard bore cylinder replacement kit for the original Aprilia-Suzuki, fully compliant with the OEM specifications and installable without making any modifications to the motorcycle crankcase".

The kit is composed of an aluminium cylinder, a flat-top piston, and all the specific gaskets to ensure optimal sealing and to achieve maximum performance.

Made of aluminium alloy, the cylinder is ready for immediate installation. The kit includes the oil mixer inlet fitting and the brass bushing for the exhaust valve shaft - both pre-assembled. The cylinder wall is finished with a galvanic treatment and a Motor-Nicksil coating developed by Athena to ensure

smoother sliding of the piston, less friction and reduced wear of the piston rings.

To overcome the corrosion issue affecting the original Aprilia-Suzuki sleeve, Athena engineers have created a new brass sleeve that can be screwed directly into the cylinder.

The cylinder head stud seats have also been redesigned to no longer be connected to the cylinder water passages. The inner diameter of the CNC-machined exhaust crossbar eliminates the risk of excessive expansion that could damage the piston.

The Athena flat-top piston kit was designed and developed specifically to maximise the high performance of this cylinder kit - "we selected a high-silicon-content aluminium alloy to ensure a low coefficient of thermal expansion, and,

consequently, much tighter mating tolerances between piston and cylinder.

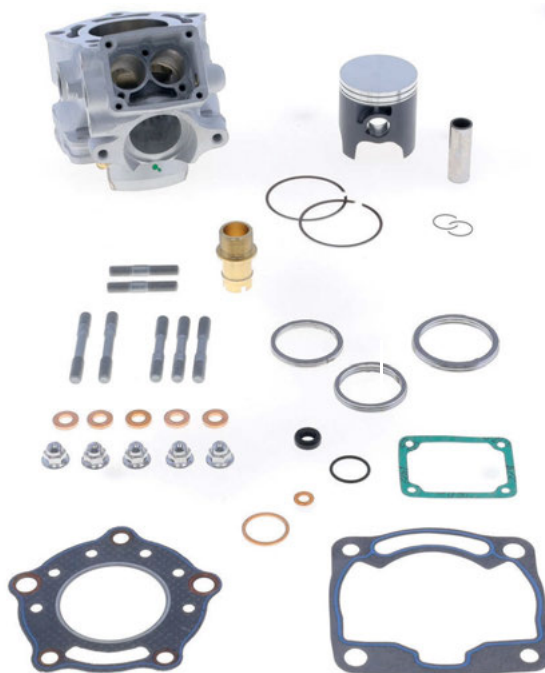
"The lightweight piston skirt and the molybdenum disulfide coating ensure effective friction reduction, improving smoothness and durability. Additionally, the CNC-machined window on the intake side is designed to maximise lubrication for the needle roller cage bearing and the connecting rod small end shims".

The biconical piston pin is made of a nitride-treated aeronautical steel alloy and the rings included are 'Made in Japan' and crafted from special steel with chromium nitride coating to ensure high hardness and low friction.

The gasket kit includes all the gaskets necessary for installing the cylinder kit and is fully compatible with the original Aprilia-Suzuki components. The materials used and the manufacturing technologies make them particularly resistant to oils, fuels, mixtures of water with antifreeze and anti-corrosion: in particular, the head gasket and the cylinder base gasket have been redesigned using an innovative reinforced graphite material to ensure excellent adaptability to

surfaces and uniform sealing over the entire surface.

The sealing is further improved through the application of a silicone bead sealing applied using high-precision screen printing machines and a special surface finishing treatment.



**ATHENA**  
Alonte, ITALY  
Tel: +39 0444 727272  
motorsport@athena.eu  
www.athena.eu





RACE  
TO PUSH  
THE LIMIT

# SMALL & HANDY TOOL TO RIVET CHAINS

Easy push on  
the side plate

Riveting of  
hollow pins

Indicator for the  
right distance

**AFAM**   
 **GROUP**

Venecoweg 22A  
9810 Nazareth, Belgium  
[www.afam.com](http://www.afam.com)





# YOUR GLOBAL SPOKE CENTER

The strongest stainless steel spokes available



- Largest spoke set range in the world, over 800 different spoke sets fitting over 5,000 different models

- Made in Sweden

- Exceed all OEM specifications

- MX • Street • Off-Road • Vintage



Over 15,000 spoke sets in stock!



**C.C. PRODUCTS**

CC INTERNATIONAL AB  
HABO SWEDEN Tel: +46-36-46664  
[www.cross-center.com](http://www.cross-center.com)

**PRO GUIDE**

## Surflex - Honda CRF 250/450 R clutch disc kits



Complete clutch disc kit for Honda CRF 450 R



Italian clutch specialist Surflex has announced two complete clutch kits for Honda's MX Enduro CRF 250 R and 450 R crossover models.

"Made with extreme care and consistent, reliable production quality, the kits are made with the highest possible standards of mechanical precision, choice of materials and search for the right friction material among the compounds that are available for off-road use - compounds that are developed and continuously updated by Surflex" at its historic Tradate factory, near Varese, northwest of Milan. Officially awarded "Historical Italian Brand" by the Italian government for its 74 years in business, Surflex says it designed these kits, complete with friction discs and intermediate bare discs, "with features aimed at ensuring efficient and reliable performance".

"The kits are perfectly interchangeable with the original, as they have the same composition. The eight friction discs are coated with an advanced friction material compound specifically for off-road use. The friction coefficient has proven to be stable,

and the discs resist high temperatures and abrasion. "A low-abrasive compound has been provided for the first and last discs, which are in contact with the clutch and clutch pusher, so as not to affect the fusion of these important and expensive components. The clutch discs are interspersed with seven bare steel discs.

"For special lightweight requirements, for example a race, Surflex has prepared discs in Ergal - high strength, lightweight zinc aluminium alloy - instead of steel. In both cases, the clutch is smooth and modulable, constantly optimising the performance of the entire technical system".

**SURFLEX S.R.L.**  
Tradate (VA), ITALY  
Tel: +39 0331 811795  
[surflex@iol.it](mailto:surflex@iol.it)  
[www.surflex.it](http://www.surflex.it)



Complete clutch disc kit for Honda CRF 250 R





# Brough Superior - powered by BS Battery



French battery specialist BS Battery has come a long way since the company was established in 2008 by industry veteran **Alain Sebban**. Operated daily by his son Benjamin Sebban, the company has travelled a long way in its 15 years.

Though best known to IDN readers as one of the fastest growing battery and charger brands - with six subsidiaries and sales in 80 countries - the company first introduced its charger line in 2011, with its 'SLA' batteries launched in 2014, followed by the 'SLA' Max a year later and its lithium battery programme in 2019.

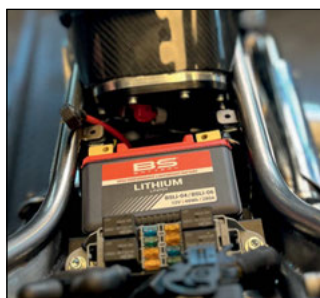
A new Gen 2.0 range of smart chargers came to market in 2021, and throughout the past decade, BS Battery has built its road and off-road race credentials - with riders such as Johann Zarco, Fabio Quartararo, Aleix Espargaro and Maverick Vinales.

However, while it isn't a closely held secret, BS Battery's profile as an OEM battery manufacturer gets less attention, and it is the demands of meeting or exceeding OEM specifications that has driven the manufacturing quality, power and features of its aftermarket battery and charger programmes.

Certified to ISO 9001, ISO 14001 and ISO/TS 16949, BS Battery "went through very long quality validation processes and audits to obtain manufacturer approvals," says Benjamin, and supplies major manufacturers worldwide, including the **Brough Superior** reincarnation seen here, headed up in France by **Thierry Henriette**.

"We have been partnered with Brough Superior for a couple of years now," Benjamin explained. "We started together with our lead acid battery and we recently upgrade their bikes with our lithium solutions - our newest lithium range design, distinguished by the red top."

"Renowned as the 'Rolls-Royce of



motorcycles', we are proud to be Original Equipment Manufacturer for Brough Superior and Aston Martin bikes, and happy that the new iteration of the brand is built right here in France. "Both our companies share the same vision of leading through passion and excellence, and now both companies are bringing their expertise together to perpetuate the brand's legendary heritage. Brough Superior is revolutionising the luxury motorcycle industry by combining timeless design with its exclusive patented engine.

"The fact that Brough Superior chose our batteries for such an up-scale undertaking shows how well regarded our technology and manufacturing quality is. Over 100 years after George Brough founded the original company, respected motorcycle designer Thierry Henriette is at the helm of a passionate team that carefully handcrafts each bespoke motorcycle that leaves its workshop.

"Led by the same passion for adventure, technology and excellence, the connection between Brough Superior and BS Battery was unmistakable. In alignment with its DNA of quality and excellence, every masterpiece that comes out of the Brough Superior workshops is powered by the BSLi-04/06 Lithium LifePO4 battery.

"Lighter weight, high cold cranking performance, robust brass terminals, extensive cycle life, low self-discharge and strong heat resistance - the BSLi-04/06 was indisputably the technical choice to meet the requirements of its high-performance engine. In addition, we also provide our BS10 smart charger and maintainer, which comes with each Brough Superior and Aston Martin bike."

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



## GO WILD! IN TOTAL SAFETY

F25R

### THE "CLASSIC" HYDRAULIC CARTRIDGE

Fully adjustable on **Compression, Rebound and Preload** (symmetric or asymmetric system) also available to fit on Showa fork type BPF-BFF-SFF

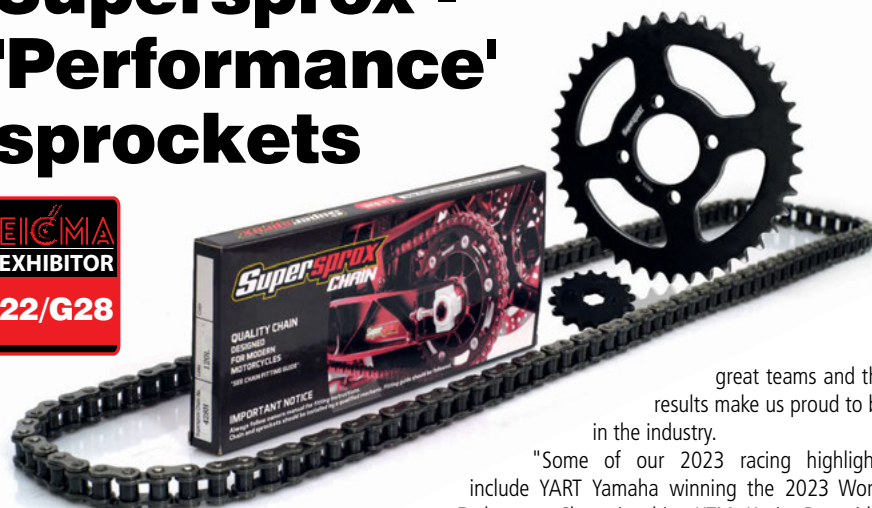
**Symmetric system**

**Asymmetric System**

**MATRIS SRL**  
Camisano Vicentino (VI) Italy · Tel. (+39) 0444 411636  
[info@matrisdampers.com](mailto:info@matrisdampers.com) · [www.matrisdampers.com](http://www.matrisdampers.com)



# Supersprox - 'Performance' sprockets



Supersprox is introducing a range of sprockets for people who are looking for economy over brand, for lower cost and entry level motorcycles.

"The riders of these bikes do not have the same demands compared to racers. The kits are referred to as 'Performance' rather than 'Race', and this is the focus of the range. Whilst still retaining the aesthetic appearance and brand image, the sprocket and chain kits are designed to provide great value for money." Featuring applications for bikes such as Benelli TRK 502, CBR 125, YZF-R 125 the Voge Valico 500, there are 27 bikes in the range and the complete kits will be targeting a consumer price in the region of €40-60.

Supersprox CEO DJ Maughfling says: "We entered this market category in 2019, with kits for the Cub type scooters. In certain markets, we have seen successful sales and we wish to expand the range. "Our goal is very clear. Sell kits, where we don't have sales today, don't damage the business done by dealers' and distributors' existing sales opportunities and provide great value for money to the rider - who may become a future repeat customer in another sector of the market.

"We are great at making racing sprockets and we have a keen perception of market trends. Even at the entry level, people want confidence in the parts they buy. This will be a replacement market, not upgrade." Even in exceptional circumstances, Supersprox has not lost sight of its USP. "Racing is at the heart of our culture, and we have been lucky enough to support

great teams and the results make us proud to be in the industry.

"Some of our 2023 racing highlights include YART Yamaha winning the 2023 World Endurance Championship, KTM Kevin Benavides winning the 2023 Dakar rally - the 13th consecutive Dakar victory for Supersprox - and BMW taking 3rd in the 2023 World Endurance Championship."

Turning his attention to one of the many direct impacts of the war, DJ told IDN that "since the start of the war in Ukraine, Supersprox has not been able to sell the waste metal and we currently hold approximately 500 tons of steel and aluminium scraps at Zhytomyr.

"As the steel production market has collapsed, the resale market for waste metal also collapsed, and material scraps are currently 60% undervalued.

"We will be obliged to sell the scraps in the near future, at the low market price. It is growing into a small mountain outside - even at the knockdown prices. This is a hidden cost of the conflict. Waste material contributed 8% of Ukraine company income before the war."

DJ also told us that Supersprox has donated an ambulance to the Ukraine "as our way to help anyone injured in the war. We would prefer to give some support that can save lives, rather than taking lives."

**SUPERSPROX**  
Czech Republic, Poland, Ukraine  
[sales@supersprox.com](mailto:sales@supersprox.com)  
[www.supersprox.com](http://www.supersprox.com)

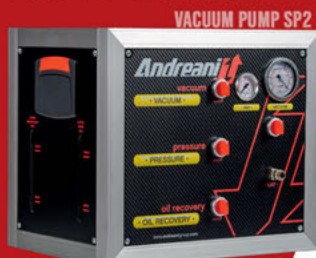




# PROFESSIONAL SUSPENSION TOOLS

SERVICE,  
TUNING,  
REPAIR.

ANDREANIGROUP.COM  
ANDREANITOLS.COM



**Andreani**

**4 YEARS  
WARRANTY**



TECHNICAL  
PARTNER



The **NEW** X-RINGS have more  
retention and durability to give the  
chains **HIGHER WEAR RESISTANCE**



**D.I.D.**<sup>®</sup>  
POWERED by TECHNOLOGY

Upgraded from DID ZVM-X

**525ZVM-X<sup>2</sup>**



Upgraded from DID 520ERV3

**520ERV7**



**DIRECT X-RING RACING SOLID DUSH**  
**SILVER STEEL GOLD BLACK**

www.dideu.it

**EICMA 2023**  
HALL 24 · BOOTH N70



**bitubo**



**HIGH PERFORMANCE  
RIDE-CONTROL!**

**COMPRESSION**  
RANGE: 20 MM/CLICKS

**PRELOAD**  
RANGE: 10 MM/CLICKS

**REBOUND**  
RANGE: 20 MM/CLICKS

**JBH FORK  
CARTRIDGE**  
TOURING | M8 SOFTAIL  
DYNA | SPORTSTER

For more information, contact your local dealer or [customerservice@bitubo.com](mailto:customerservice@bitubo.com). In order to know the available products for your bike, contact us on [bitubo@bitubo.com](mailto:bitubo@bitubo.com).



[bituboracesuspension](https://www.bituboracesuspension.com) / [bitubousa](https://www.bitubousa.com)  
[www.bitubo.com](https://www.bitubo.com)

# Transalp windshield options

In recent editions IDN featured new Ducati Diavel V4 Husqvarna Norden 901 adventure touring model (2022-2023) windscreens manufactured in Italy by Tavullia (PU) specialist WRS.

Since then, its prolific new application programme has moved on to the immediately popular Honda XL750 Transalp. Made using high quality DOT626 approved, 3 mm thick PMMA plexiglass, WRS says its screens are easy to assemble and install using the original fairing mounts and hardware.

Available in clear and a selection of tints, WRS has added a choice of Sport, Caponord and Touring style design screens for improved aerodynamics and rider comfort on the Transalp.

Easy to assemble, the original fairing is removed and the WRS fairing is simply mounted as a replacement upgrade using the same screws.

This Touring version is 5 cm higher than the original fairing at 45.5cm; for sportier style riders, WRS offers the 35.5 cm high Sport style design (which is 5 cm lower than stock, but for those who anticipate doing most of their riding - whether on or off-road - in more extreme conditions, the Caponord screen is a full 10 cm higher than stock at 50.5 cm. Model-specific install kits are included, with all necessary hardware. "Our windscreens will remove the slight visual distortion present in the original windshield and decrease the turbulence on the helmet and on the shoulders," Sales Manager Michele Maresi. "The designs of our three options for the Honda Transalp 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.

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) and the Suzuki 650 XTV-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 Michele.

Capnord, transparent



Touring, smoked



**WRS SRL**  
**Tavullia (PU), ITALY**  
**Tel: +39 0541 1797778**  
**[www.wrs.it](http://www.wrs.it)**



Sport, smoked



Also available for the Honda Transalp, the WRS navigator support frame bracket is manufactured in lightweight, high-strength 12 mm tube (in black), which gives riders an ergonomic mount option above the dashboard display for the navigator and smartphone.

[www.idnmag.com](http://www.idnmag.com)





PERFORMANCE IN MOTION

www.racing.reginachain.net

## PRESENT THE FIRST MAINTENANCE FREE CHAIN

### BENEFITS

- ✓ NORMAL LUBRICATION NOT REQUIRED
- ✓ NO TIME WASTED CLEANING THE LUBE SPATTER FROM YOUR BIKE
- ✓ MORE POWER TO THE WHEEL
- ✓ MONEY SAVINGS ON LUBE, FUEL CONSUMPTION AND BIKE CLEANERS
- ✓ ENVIRONMENTALLY FRIENDLY



Proudly made in Italy  
since 1919

**ALPI-TECH®**  
by  
**GPRtech** >>>

AVAILABLE SIZE: 26L - 35L - 45L - 55L

MADE IN ALUMINIUM BLACK OR SILVER

SPECIFIC PLATES AND ROOF RACKS



WE WANTED DISTRIBUTORS  
support@gpr.it - Phone 0039-02-98112058  
www.gprtechparts.com  
GPR ITALIA SRL

# All in the family - the Optimate DUO range of battery chargers

Part of OptiMate's BRONZE series, the OptiMate DUO family of battery chargers are designed to make charging and maintaining of a battery easy - even eliminating the need for your customer to know what type of 12V battery is in their vehicle.

Able to charge any motorcycle or powersport battery, including all lead-acid (Pb, flooded cell, sealed VRLA including AGM and GEL) and lithium-ion (LiFePO4/LFP) types, OptiMate DUO automatically adapts its charging method to the connected battery type.

This is especially important during the longest period of connection - battery maintenance - where lead-acid batteries need to be kept 100% fully charged and lead-sulphate free, and where, to prolong the life of the battery, lithium batteries should be kept within

'multi-talented member of the family'

a window of 70% to 90% state of charge.

All OptiMate DUO battery chargers include a set of battery clips for direct connection to the battery and a premium fused battery lead with ringlets that fit directly to the battery posts. This creates a permanent and easy method of connection to the battery when it needs charging or maintaining.

The **OptiMate 1 DUO** is the most popular and is a balance between function and price, delivering up to



0.6A of charge current. This is enough to recharge any powersport battery, yet still smart enough to offer an adaptable recovery mode - low current for lithium or low voltage pulse for a sulphated lead-acid, after which it recharges and then maintains the battery.

The **OptiMate 2 DUO** is the multi-talented member of the family. It delivers up to 2 amp of charge current for a faster charge, and tests if a deep discharge battery is recoverable. If not, it 'red lights' the bad battery, preventing unnecessary charge of a

damaged battery. Finally, it also comes in a two-station/2-bank and a four-station/4-bank option for charging and maintaining of multiple batteries.

The **OptiMate Solar DUO** offers the possibility of off-grid charge and maintenance, using innovative pulse technology for more efficient solar charging, and then overnight it indicates battery charge level. There are three sizes of OptiMate Solar DUO - the 10W is ideal for 24-7 maintenance; the 20W works best for faster charge of smaller batteries; and the 40W is best for faster charging of larger batteries. A Travel Kit option in each size is also available, and includes the panel, charge controller, connection accessories and other hardware such as suction mounts or rear fold-out stand. It's all contained in a nylon storage bag.

The other unique off-grid option is the OptiMate DC-DUO, which delivers up to 2 amps of charge to a 12V battery, while drawing power from another 12V



## OptiMate



source, such as the 12V battery on a different motorcycle or in another vehicle. The OptiMate DC-DUO is an essential tool for the Adventure rider or racer that might find themselves stuck with a flat battery where AC power is not available. It's also

'BMS reset pulse to re-activate a smart lithium battery'

great for the customer who wants to maintain a battery in a motorcycle, or even their car, when it is parked in a storage or other "off-grid" area.

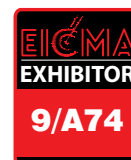
For a flat lithium battery, the DC-DUO offers a safe jump charge option that can bring it back to life without any damage. The **OptiMate DC-DUO** can

deliver a BMS reset pulse to reactivate a smart lithium battery with built-in protection. It can also save and charge a sulphated lead-acid battery. The charger's smart long-term maintenance and monitor mode reduces power draw from the source battery, only delivering charge to the recipient battery when needed.

Martin Human, CEO of TecMate, says: "Never mind the powersport battery type, chemistry or size, one of the chargers in the OptiMate DUO family will make riders' battery problems a thing of the past."

## tecMATE

**TECMATE**  
Tienen, BELGIUM  
Tel: +32 (0)16 805 440  
[www.tecmate.com](http://www.tecmate.com)  
[www.optimate1.com/usb](http://www.optimate1.com/usb)





# NEW! Jetstream®

# Kellermann



The world's most  
spectacular motorcycle  
sequential lighting  
indicator is approaching!

**Made in Germany®**

**5 years warranty**

Phone: 0049 (0) 241 938 0815 | From USA & Canada: 011 49 241 938 0815

Email: [info@kellermann-online.com](mailto:info@kellermann-online.com) | Auf der Hül's 184 - 186 . 52068 Aachen . Germany

# RIDE BRIGHT.

LIGHTING UP MOTOCROSS' FUTURE

COMING UP NOVEMBER '23



Introducing the all-new **SX1 PRO ECUs** for 2T and 4T fuel-injected machines. Experience enhanced features, improved performance and unrivaled control.

The kits include **SX1 Connect** for quick WiFi map adjustments and the revolutionary all-in-one **SX1 Controller** for mapping selection, traction control settings, quick shifter and launch control activation.

**The new benchmark for performance, control, and reliability.**



SX1 CONTROLLER



SX1 PRO 2T



SX1 PRO 4T



SX1 CONNECT

A BRAND OF / **ATHENA**

[getdatait](#) @ [AthenaMotorsport](#) [f](#) [@](#) [athena.eu](#) [p](#)

# Honda CB 750 Hornet

Italian suspension specialist Matris has added a full new range of front and rear suspension options to optimise performance and comfort on the 2023 Honda Hornet CB750.

To improve and upgrade the setting and the handling, Matris has its well-known quad-valve 20 mm asymmetric hydraulic cartridge for the naked twin's front forks.

Fully adjustable on compression, rebound and preload, a fully reversible genuine 'plug and play' install, they simply replace and upgrade the OEM fork internals without any modification.

At the rear, Matris recommends its M46KDPK mono shock. Offering rebound and easy-change remote-knob spring preload adjustment, a choice of load-based specific spring rates are available.

In addition, for sport use and to reduce front shaking, the adjustable "speed-sensitive" Matris offers a choice of steering damper kits in its SDR and SDK range - supplied with all necessary hardware.



**MATRIS S.R.L.**  
**Camisano Vicentino (VI), ITALY**  
**Tel: +39 0444 411636**  
**info@matrisdampers.com**  
**www.matrisdampers.com**



# HP Corse for Honda Transalp

Italian exhaust manufacturer HP Corse has introduced Euro 5 homologated SP-1 options for the 2023 92 hp/75 Nm torque twin-cylinder Honda Transalp XL 750 - available with low or high-style silencers, in natural or black ceramic-coated titanium (for the high-pass exhaust) or carbon (for the low-pass exhaust).

The SP-1 Short Titanium (high pass) muffler is oval in shape and has a seamless cylindrical nozzle to optimise gas billet coupling bushings and reinforced TIG-welded frame mounting brackets.

Inspired by enduro styling, it is made of titanium in natural or black ceramic finish, is very light and thanks to its oval shape streamlines the look of the



rear of the Honda Transalp with an aggressive, genuinely 'off-road' style.

The 300 mm SP-1 Carbon Short Titanium (low-pass) has a connection with a double "S" curve that - together with the compact lines of the silencer - seems to give the Transalp's rear-end an extra boost. The casing is oval and is the same as the SP-1 Short, but the end piece has an extremely elaborate shape



and it made of carbon fibre for a new and beautiful personality".

The stem is a slip-on type, the fitting is equipped with two heat shields, the support brackets are TIG welded, the coupling bushings machined from billet, and the HP Corse logo is laser engraved.

The SP-1 Carbon Short Titanium has the silencer body available in titanium or black ceramicised titanium or carbon, and the end cap is in carbon.

The high passage SP-1 Short Titanium can be fitted with OEM or aftermarket cases while the SP-1 Carbon Short Titanium (low passage) can only be fitted with OEM cases.

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



# GPR Tech - Tuareg 660

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 Aprilia Tuareg 660 - "Italian style and production for an Italian motorcycle".

Made of aluminium and equipped with an internal



padded lining to protect the contents, including helmets, they are available in black and silver colour in 35, 45 and 55 litre capacity. The kit is equipped with a specific mounting plate, designed especially for the geometry of the Tuareg 660.

**GPR ITALIA S.R.L.**  
**Riozzo di Cerro al Lambro (MI), ITALY**  
**Tel: +39 02 98112058**  
**info@gpr.it**  
**www.gprtechparts.com**





# SIP - combo instruments and more



German scooter parts and accessory specialist SIP Scootershop has added several new products to its programme in recent months, including the SIP Tacho Karacho - a speedo and rev counter combination instrument for Vespa PX80-200 E Lusso/'98/MY/'11 - also suitable for the 124 to 300 cc Vespa GTV/GT 60.



T5 tachometer multi-instrument for Vespa T5 models

Since their introduction in 2010, SIP speedo/rev counter combination instruments have "fundamentally changed the market," says CEO Ralf Jodel. Functions that were previously only available by using a number of devices have now been brought together in a single, unobtrusive product design.

Available in 100 mph and 160 km/h versions and featuring race-style optics in analogue or digital display options, the new "Tacho Karacho" version, with its hand hanging at 6 o'clock, is reminiscent of the instruments on sports and racing cars of the 60s and 70s. In addition to rpm and speed, it can

also display temperature and can be switched between AF and EGT connection in the menu.

A small press button allows an elegant change between the different displays, and it can be discreetly mounted on or under the light switch. As an extra quality control step, every time the engine is started, the rev counter performs a self-test - creating a touch of Grand Prix feeling.

Also seen here, the SIP T5 tachometer is a multi-instrument for Vespa T5 models in the look of the original analogue instruments. It displays analogue tachometer, speed and fuel gauge in original optics style - national and international versions are available.

Among a number of ergonomic touches and innovative functions, on longer journeys riders can distinguish between two individual distances with driving time and average speed - perfect for distinguishing between daily and touring distances - with the total distance also able to be set. Another special function is a gear indicator that compares the number of revolutions and the speed travelled to calculate the gear ratio.

An internal memory means all data remains safely backed up; it operates on 12V AC/DC, so no battery is required. SIP Performance, Vespatronic and Parmakit ignitions can be connected.

Finally, this stainless steel rear lowering kit (with ABE) for 125-300 cc Vespa GTS/GTS Super/GTV/GT 60/GT/GT L models reduces the height by approx. 2 cm, improving seat height ergonomics for shorter riders - it is designed to work with the original rear shock absorber and exhaust.

The rear shock absorber retains its full height, the kit mounts to the two rear



Tacho Karacho speedo and rev counter combination instrument for Vespa

shocks. On the right side, two new plates are mounted instead of the original shock absorber mount. On the left side, the suspension strut is lowered by means of an adapter. This lowers the vehicle while the suspension strut retains its full working travel. Further comfort for the pillion rider is provided by SIP footrest adapters.

Lowering kit



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



## BRAKE COOLERS

For latest Supersport Bikes

**Puig**  
Hi-Tech Parts

VISIT US AT **EICMA**  
HALL 11P - STAND M40

[www.puig.tv](http://www.puig.tv)

# Yoshimura - 'Going Big' on the R7

When Yoshimura gets a bike in its crosshairs, it has the habit of really 'going to town' on its possibilities - really wanting to 'own it'.



Late last year, Yoshimura R&D America confessed to its latest addiction with a slew of parts for the Yamaha R7. From suspension linkage and swingarm pivot kits to a 4 lbs lighter-than-stock aluminium sub-frame kit, airbox kit and R7 camshafts, 'Yoshi' decided to 'go big'.

Earlier this year it released details of an AT2 titanium race series exhaust, and this summer it followed that up with an AT2 stainless race series system.

"When it came to crafting a special race exhaust for the Yamaha R7, we pulled out all the stops. Modelled after the titanium version, this Works Finish stainless system is the perfect balance between performance and value.

"Created with premium alloy material, then



prototype after prototype until we reached the final test system. On a stock engine with no mods and 91 octane pump fuel, this new system creates +5.7% max. hp and +2.7% max. torque. This system is designed to create even more performance with motor work and our airbox, so the gains we publish are just the start of a powerful package.

"Losing 9.6 lbs from the stock system, our AT2 is ready to make any R7 'really move'. The design of the



2023 Kawasaki ZX-4RR slip-on

AT2 tucks nicely under the lower cowlings to keep it away from harm as much as possible".

Obviously for "closed course competition use only", it features a full stainless steel construction and includes an M18 lambda sensor bung at the tailpipe. This system works with a stock bike, but is designed for highly modified race-tuned engines and was developed by Yoshimura while building #ProjectR7 piloted by Ari Henning and tested by 2022 MotoAmerica Twins Cup Champion Blake Davis. An optional sound insert kit is available for -4 dB if required.

Additional new exhausts from Yoshimura R&D so far this year include slip-ons for the Kawasaki ZX-4RR (+3.0% hp, +4.3% torque) and for the Suzuki V-Strom 800 DE (+1.7 hp and +1.6% torque).

**YOSHIMURA R&D**  
Chino, California, USA  
Tel: 909 628 4722

[sales@yoshimura-rd.com](mailto:sales@yoshimura-rd.com)  
[www.yoshimura-rd.com](http://www.yoshimura-rd.com)

## Carbon parts for Multistrada models

Respected Italian premium parts and accessory designer and manufacturer Lightech is always a prolific new accessory and component designer and is one of the quickest to offer dealers access to advanced parts programmes for recent models.

Noted for high-quality materials, precision manufacturing and an 'eye for detail', its designs are increasingly technically avant-garde with a high level of aesthetic taste, with nothing left to chance.

No surprise then that its latest offerings sit right at the top of the 'art of the possible' with a range of advanced, lightweight, high strength carbon parts for the equally advanced Ducati Multistrada V4 and Multistrada 'Pike's Peak'.

"In all the motorcycle equipment offered by Lightech, the study and research that is the foundation of the development of our products is always evident in the end results we achieve," says Sheila Zaccaron, Export Manager for Lightech.

"The use of high-quality materials and the options that those materials present is central to our design approach and down the years, the use of carbon fibre-based composite has become the preferred lightweight material to replace conventional fibreglass or metallics. It is appreciated for its lightness and at the same time for its strength, the two characteristics that make it ideal for the motorcycle industry.

"The Lightech catalogue lists a rich assortment of carbon products, some with a glossy finish, others in

matt, for multiple customisation options. Some components are more sought after from an aesthetic point of view, with the aim of enhancing the lines of the bike, such as the tank cover, while others respond to technical and safety needs as well as looking great - such as the frame guards or swingarm guards that protect the motorcycle in case of impact.

"Hence with our new designs, those two critical requirements are merged, combined into a single end result - aesthetics with integral technical quality, technical quality with integral aesthetics. This is the concept behind our new launch of a range of carbon fibre products for Ducati's V4 and 'Pike's Peak' Multistrada models."

Available in a choice of gloss or matt finished and manufactured in an autoclave for optimised quality



and mechanical stability, the choice is wide - from front and rear mudguards to the clutch cover, from fairing side panels to under windshield deflectors, hand guards and heel guards, with more to come.

"These parts give the bike a unique design that perfectly matches the livery and lines of the bike itself," says Sheila.





**Lightech**

**LIGITECH S.R.L.**  
Lucia de Piave (TV), ITALY  
Tel: +39 0438 453010  
[info@lightech.it](mailto:info@lightech.it)  
[www.lightech.it](http://www.lightech.it)




Tyres for the serious adventurer



**SPECIALISED  
ENDURO, DESERT,  
ADVENTURE, HYBRID  
AND MOTOCROSS  
TYRES**

**Motoz**  
HI PERFORMANCE OFFROAD TYRES



[motoztyres.com.au](http://motoztyres.com.au)

  @MotozHQ

**NEW**

**BAAS**  
bike parts



1,5 m

**USB17**  
**USB-TWIN-TANKBAG**  
**CABLE 3,6A (USB-A+USB-C)**

[baas-parts.de](http://baas-parts.de)

**WRP**  
WORKS RACING PARTS




since 1999 official supplier of  
MXGP, Enduro & Supermoto factory Teams

[wrpracing.com](http://wrpracing.com) - [windtrading@windtrading.it](mailto:windtrading@windtrading.it)



# WRP replacement component kits

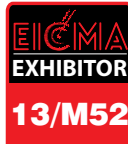


Available through Wind Trading (Ravenna, Italy), the WRP components programme offers one of the industry's most comprehensive lines of bearing and seal kits, drive line, suspension kits and cables. WRP components are manufactured at leading OEM factories and all products meet or exceed OEM quality and specifications to ensure maximum quality, performance and high durability. "Thanks to quality design and construction to meet the toughest riding conditions, whether you ride on or off-road, WRP have you covered with the bearings

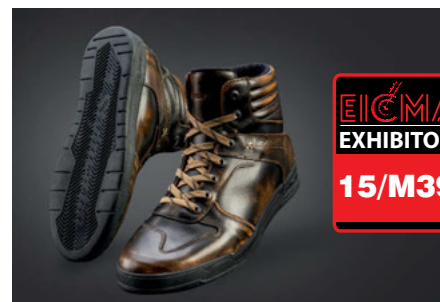
or drive line components you need in one convenient package at affordable prices.

"The kits contain all the parts needed for rebuilding the engine and can be used in combination with all other WRP or OEM related products".

**WIND TRADING SRL**  
Ravenna, ITALY  
Tel: +39 0544 64024  
[windtrading@windtrading.it](mailto:windtrading@windtrading.it)  
[www.wrpracing.com](http://www.wrpracing.com)



# Stylmartin Iron WP Bronze



One of Stylmartin's sneaker models, Iron WP is "CE-certified according to EN 13634:2017 standard, unisex and comfortable when riding and walking, offers protection for the foot and is characterised by its 'dry' line and a vintage, metropolitan look". A new Iron WP Bronze version is now available with a bronze Graffiti leather upper, which is hand-brushed to achieve a 'worn' bronze effect.

Decades of experience gained in the design and production of technical motorbike footwear, Stylmartin "knows how to skilfully combine highly technical and functional details with refined and unconventional aesthetics".

Safety features offer "protection when riding and a high level of comfort when walking". There are PU protectors on both sides along with a leather gear protector.

The boots are constructed using waterproof and water-repellent materials. Further features include a breathable membrane to ensure correct air circulation and an anatomical and micro-perforated insole. Lace-up closure in two-colour versions and the total black rubber sole guarantee excellent grip. The boots are available in sizes 36-47.

**STYLMARTIN**   
Montebelluna (TV), ITALY  
Tel: +39 0423 603033  
[info@stylmartin.it](mailto:info@stylmartin.it)  
[www.stylmartin.it](http://www.stylmartin.it)

A VAST RANGE  
OF CLUTCHES  
*Beating*  
MEETING YOUR  
EXPECTATIONS







WEB



INSTAGRAM



FACEBOOK



EICMA INFO



**NEWFREN**  
BRAKE & CLUTCH TECHNOLOGY



**HALL: 22 - BOOTH: I48**  
**8 - 12 NOV 2023**

 **EICMA**

# MEET THE *DUO* CHARGER FAMILY!



**"No brainer" maintainers for any 12V battery!**



**OptiMATE**  
**(DUO)**



**More info**  
[optimize1.com/duo](http://optimize1.com/duo)





# Compact multifunctional emergency starter

Italian specialist BC Controller's BC K1500 Air is a compact and multifunctional booster and jump starter that fits neatly under the seat on most popular makes and models.

The company says it is "the most compact and lightest emergency starter in the BC Battery booster range and is hugely versatile - being compatible with all motorbikes, cars and vans up to 2000 cc (petrol, diesel and hybrid)."

A special feature are the smart clamps that are designed to make them particularly safe - no risk of sparks, total battery protection, under-discharge protection and vehicle back current protection.

It is equipped with a high-intensity LED light with three functions - torch, SOS light and strobe. It also integrates a USB socket (5V, 2A) making it usable as



## Technical Data Sheet

Dimensions - 125 x 65 x 20 mm

Weight - 260 g

Battery Capacity - 9000 mAh

Output - 5V / 2A ; 12V jump start

Input - 14V / 1A ; 5V / 1A

Starting Current (Ca) - 200A

Peak Current (Pa) - 400A

Warranty - 2 years



a Powerbank to recharge devices such as smartphones, tablets and more.

The BC Battery range is manufactured by Forelettronica Srl, an Italian company that produces the BC Battery range in its own factories in Italy. The

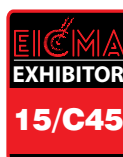
company has been active in the automotive and motorcycle sector for over 18 years.

**BC BATTERY CONTROLLER**  
Cislano (MI), ITALY

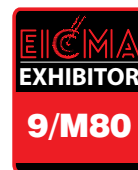
Tel: +39 02 9038 5059

info@batterycontroller.it

www.batterycontroller.it



# Twist grip mount phone holder



UK bodywork specialist Pyramid Motorcycle Accessories has added a brand-new handlebar-mounted phone holder design which incorporates a twist grip mounting solution - "a quick and easy install with a wide adjustability for perfect fit and orientation," says Managing Director Adam Bowser. "The twist grip mounting is a unique feature which allows the phone holder to be mounted and moved very easily. It also means that a wide variety of bar shapes and sizes can be accommodated without any additional parts.

"All contact faces are rubberised to ensure that both the bike and phone remain completely protected during use. It is designed to be suitable for most bikes provided there is sufficient space on and around the handlebar to accommodate."

## PYRAMID MOTORCYCLE ACCESSORIES

Gainsborough, Lincs, UK

Tel: +44 (0)1427 677 990

sales@pyramidmoto.co.uk

www.pyramidmoto.co.uk



# Classic look 'MaXcone' series mufflers

Italian exhaust manufacturer QD's (Milan) MaXcone series mufflers are designed for those who want a classic look. Seen here on the Ducati Scrambler, the "megaphone" line and the use of polished AISI 304 stainless steel give the MaXcone mufflers an aggressive and elegant character.

The die-cast magnesium end cap with the logo in relief simulates the classic "counter-cone" used in racing motorbikes of the 70s. The end caps of the

MaXcone series are designed internally to guarantee maximum performance and phonometric yield, the system used internally includes a perforated barrel with a 5 mm diameter hole with an 8 mm pitch.

The layering of the sound-absorbing material has been designed to give a sound characterised by low frequencies below 800 Hz. At the same decibel level, the timbre of the MaXcone series QD mufflers is low and deep, the best you could ask for to give your motorbike a "voice" with a strong character.

The MaXcone series QD mufflers are equipped with the QD GAS-EXTRACTOR system. This system promotes the flow of exhaust gases by increasing the extraction from the exhaust system - the GAS-EXTRACTOR creates a so-called "pulsation" area which absorbs the pressure waves generated by the engine, lowering the decibel level.

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



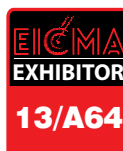
## QD EXHAUST

Vercelli (VC), ITALY

Tel: +39 0161 805666

info@qdexhaust.it

www.qdexhaust.it





# Barkbusters application additions



Mounting kit



The ever-growing range of model-specific handguard kits available from Australian handguard specialist Barkbusters continues to expand, "allowing discerning riders to switch out inferior OEM offerings with the best quality hand protection on the market".

There are two new items seen here. First, a new mounting kit to fit straight 22 mm (7/8") handlebars. Designed specifically to fit handlebars when cable clearance is required, this is an universal clamp kit only for 22 mm handlebars - there is no backbone or



handguards included with this multi-fit kit. Secondly, an addition to Barkbusters' huge range of model-specific fit-kits includes all the necessary hardware needed to fit Honda's 2023 and up CL500 A2 licence compatible A2-compliant twin-cylinder Street Scrambler. The full wrap-around, two-point mount kit, with aluminium hardware, is compatible with Barkbusters' Jet, VPS, Storm and Carbon handguards.

**BARKBUSTERS**  
Victoria, AUSTRALIA  
Tel: +61 242 718 244  
[barkbusters.net/what-fits-my](http://barkbusters.net/what-fits-my)



Ducati Panigale V2 by Lightech

Experience our new original ideas

BORN TO BE MOTO

follow us [www.lightech.it](http://www.lightech.it)

LightTech  
Italian racing components



# X3 EVO - "a perfect exhaust for off-road models"

*LeoVince*



LeoVince's X3 EVO is described as representing the "off-road evolution - we combined all our experience in the off-road world with cutting-edge materials and Italian design, enhancing freedom in its purest form".

With a body made of AISI 304 stainless steel with TIG welds, "handcrafted by experienced craftsmen to guarantee long-lasting performance", X3 EVO "will allow you to face the most extreme environments and conditions because it does not

fear water or mud, nor wear over time".

"The LV logo is our tribute to a motorcycle culture that we have loved for 70 years and is laser-etched on the body of the exhaust. We manufacture the end cap in 100% real carbon, with our special 2x2 twill carbon fibre, specifically designed to resist high temperatures and make the X3 EVO even lighter.

"In addition to enhancing the carbon texture, the matt clear coating protects the end cap from wear and UV rays, keeping the X3 EVO in a perfect shape. The sound of X3 EVO is unmistakable straight away - even at low revs. A smooth flow interior has been specially conceived for optimised exhaust gas flow in an optimal way and to unleash a deep sound.

"We think that the X3 EVO is a perfect exhaust for off-road motorcycles. The brackets have been specially designed to guarantee maximum resistance in difficult terrains, offering strength and reliability, and, depending on the model, our technicians have designed two different types of

brackets - TIG welded directly to the body of the exhaust, equipped with anti-vibration elements, or in full carbon".

Additional features include a USFS-approved spark arrester, a model-specific repack kit and a rubber tail pipe plug specifically designed for washing operations. It is available for Husqvarna FE 250/350/450/501, KTM EXC-F 250/350/450/500, GasGas EC 250/350 F, Kawasaki KLR 650 and Suzuki DR 650 SE.

**LEOVINCE**  
**Monticello d'Alba (CN), ITALY**  
[info@leovince.com](mailto:info@leovince.com)  
[www.leovince.com](http://www.leovince.com)



## Redbike jet helmets with ECE 22.06 and 'Corso' sneaker

German specialist Kochmann has four new Redbike jet helmets available. The company says: "As one of the first firms in Europe we offer the classic jet helmet with the smallest possible fibreglass shell and European sizing, which now corresponds to ECE 22.06."

"Our Redbike helmets offer a perfect fit, optimal optics and craftsmanship, a super soft inner lining as well as a practical ratchet closure." Available in sizes XS to XXL and two shell sizes, a helmet bag and a visor are included.

In addition to top selling models 'Gasoline' (seen here) and 'Italia', two further versions in white (Silverstone) and black metallic

(Evolution) are available.

Also seen here, the 'Corso' CE-approved motorcycle sneaker is made of finest nubuk leather and available in grey/blue or sand/brown in sizes 38 to 48. It is 13 cm high, has a breathable textile inner lining, ankle protectors, reflectors, a sporty sneaker sole and laces in two colours.

**KARL KOCHMANN**  
**Troisdorf, GERMANY**  
**Tel: +49 (0)2241 3942-0**  
[info@kochmann.de](mailto:info@kochmann.de)  
[www.kochmann.de](http://www.kochmann.de)



**AIMEXPO**  
 POWERSPORTS TRADESHOW | MC • ATV • SXS  
**LAS VEGAS '24 | TUES - THUR, FEB 6-8**

*See you next year*



# VStream windscreens - KTM 390 Adventure

Seen here for 2020-2023 KTM 390 Adventure models, Maywood, Illinois windscreen specialist National Cycle's taller and wider size replacement windscreens "are perfect for almost every rider - offering improved wind protection and riding

comfort compared to the OEM or other aftermarket windscreens".

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

This windscreen is made from tough 2.0 mm Quantum hardcoated polycarbonate - a high quality material which, along with National Cycle's internationally recognised state-of-the-art manufacturing techniques, provides an outstanding level of optical clarity, impact strength and scratch resistance that is "unmatched by any OEM or aftermarket windscreen maker in the world".

Quantum hardcoated polycarbonate "is the material of choice for serious motorcycle riders". It is rated at 10 times more scratch 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 3-year warranty against breakage.

**NATIONAL CYCLE INC.**  
Maywood, Illinois, USA  
Tel: +1 708 343 0400  
[sales@nationalcycle.com](mailto:sales@nationalcycle.com)  
[www.nationalcycle.com](http://www.nationalcycle.com)



## Bonamici - MT-09

With Yamaha's MT-09 riding high in its class in the lists of the top-selling models in much of Europe, EICMA will see Italian race and street parts and accessory manufacturer Bonamici Racing unveil a comprehensive line-up of CNC-machined parts featuring some of the most commonly changed and upgraded components - including rearsets (gear and brake sides), lever protectors (in aluminium or carbon), clutch levers and gas tank and oil caps. The rearset kits and 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 personalised with laser engravings such as logos, numbers or names.

Bonamici is a race engineering company, with all the R&D and manufacturing quality and precision that it requires. In addition to being an HRC sponsor, it is a technical partner with a whole range of top teams including Leopard Racing, Snipers Team, BMW World Superbike Team RoKiT and GTR Yamaha.

Additional products available for a range of models include engine protectors, handlebars with steering damper brackets, top triple clamps, dashboard protector, brake levers with remote adjuster or racing style remote adjuster, complete lever kits and mirror blocks.



**BONAMICI RACING**  
Magliano Sabina (RI), ITALY  
Tel: +39 0744 719132  
[info@bonamicingracing.it](mailto:info@bonamicingracing.it)  
[www.bonamicingracing.it](http://www.bonamicingracing.it)



# RAINERS

## URBAN LINE

### T400



[www.rainers-sports.com](http://www.rainers-sports.com)

# Side downforce spoilers for Streetfighter V2 and other 'Naked's

Devised in the pits of the WorldSBK and MotoGP championships, the experience gained together with the Kawasaki Racing Team has allowed Spanish manufacturer Puig to develop new downforce spoilers with racing aesthetics and a downforce effect that will increase the downward vertical



aerodynamic load at high speeds.

"This effect will improve the stability of the motorcycle and reduce the risk of losing control over the front axle," says Export Manager Carles Puig. "Thanks to testing in our virtual wind tunnel software (which dealers and riders can use on our portal), the floating of the front wheel has been minimised.

"This load allows for greater tyre grip and contributes to the anti-shimmy and anti-wheelie effects that occur during aggressive acceleration. In addition, the design will improve cornering and handling in all conditions."

Designed and manufactured in Barcelona using the company's advanced and avant-garde technologies, "you will be able to equip your street naked with top-end competition-bred innovations and features. In addition to providing an aggressive aesthetic, they can be personalised to match the motorcycle and rider's taste by selecting from the wide range of available colours.

"Our testing shows an additional load of 3.4 kg of downforce is generated at the front axle, which results in an improvement in the stability of the motorcycle, especially at high speeds, avoiding the dreaded shimmies.

"Thanks to the air channels created by the side spoilers, more stability is gained in the front wheel, and greater stability in changes of direction - preventing the front wheel from rising during strong acceleration ('anti-wheelie effect').

"They have been manufactured to meet or exceed current safety regulations, with rounded edges and a radius of >2 mm. Assembly is simple as they do not require drilling holes in the fairing for a fully reversible install".

**PUIG/MOTOPLASTIC S.A.**  
Granollers (BCN), SPAIN  
Tel: +34 93 8490 633

info@puig.tv  
www.puig.tv

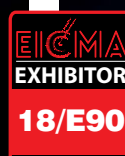
**Puig**  
Hi-Tech Parts



## Airoh - 2024 'Strycker' RACR•

Created in collaboration with RACR•, Airoh's special edition 'Strycker' RACR• has been designed in association with international Motocross legend Antonio Cairoli's RACR• clothing and streetwear brand and is described as "the must have of the season".

"With a simple, minimal and cool design and all the innovative features of the 'Strycker' helmet, it is the perfect mix of style and performance", featuring a



wind tunnel optimised shape and performance and is the Italian brand's latest ECE 2206 approved off-roader.

"Making no compromises and leaving nothing to chance, especially when it comes to safety, comfort and style, 'Strycker' is made in three sizes of carbon composite carbon shell with anallergic, breathable, fully removable and washable inner lining equipped with AEFR (Airoh Emergency Fast Release)".

Safety is enhanced with what Airoh describes as its "revolutionary" AMS<sup>2</sup> (Airoh Multi-action Safety System) - designed to reduce the amount of energy

that reaches the head in the case of angular impact. The ventilation features five air vents with two rear extractors "which are perfectly designed with the contours of the wind-shaped shell".

Additional features include removable crown padding, cheek pads, adjustable and extended peak, chinstrap cover and anti-dust net kit. Spare parts are available. Retention is by DD ring, and 'Strycker' ships with peak screws and Airoh stickers.

**LOCATELLI S.P.A.**  
Almenno San Bartolomeo (BG), ITALY  
Tel: +39 035 553101

info@airoh.com  
www.airoh.com

**AIROH**

## T-400 urban style boot

New from long-established Spanish boot manufacturer Rainers is the "comfortable and casual T-400 urban ankle boot, made from top quality full grain leather with a highly resistant inner lining fabric".

It has a different coloured rubber sole "for a youthful touch" and fastening is by zip and Velcro straps, and it also has additional laces.

Available only in brown, additional features include foam-covered TPU protectors for the ankle area and a

leather protector for gear shift. It has CE approval, category 2, according to EN 13634:2017. Rainers is looking for European distributors.

**RAINERS SPORTS**  
Elche, SPAIN  
Tel: +34 96 5422774  
ricardo@rainers-sports.com  
www.rainers-sports.com

**RAINERS**





EXPERIENCE PERFORMANCE  
RELIABILITY



FIND CLUTCHES FOR YOUR BIKE  
[BARNETTCLUTCHES.COM](http://BARNETTCLUTCHES.COM)

PATENTED

### BILLET CLUTCH BASKETS

- CNC precision machined billet aluminum
- Replaceable stainless steel inserts virtually eliminate grooving
- Increases oil flow for longer clutch life



### KTM HEAVY DUTY BELLEVILLE CLUTCH SPRING

- Available for select 450 and 500cc models
- 15% stiffer than stock

### DIRT DIGGER CLUTCH KITS

- Designed to run cooler, last longer
- Stronger, smoother engagement
- Includes frictions, steels, and heavy duty springs



DIOGO MOREIRA  
MT HELMETS - MSI TEAM

ROOKIE OF THE YEAR 2022  
MOTOGP - MOT03

FIND  
YOUR  
FLOW

SPEED & SAFETY

### GALFER RACING SETUP



FLOATECH DISC



NEW  
G1310  
RACING PADS



**GALFER**  
GALFER.EU *Racing*





**TRACTIVE**

**EICMA**  
**2023**

Visit us at Hall 15  
Booth A46

 7-12 November

# SC-Project slip-on options for Ducati Scrambler 800

Cassinetta di Lugagnano (Mi) based SC-Project's new slip-ons for the 2023 Ducati Scrambler 800 are described as a "next generation", with three types of slip-on silencers now available in different versions to "enhance the technical, visual and acoustic performance of a current 800 cc Scrambler: the CR-T, the S1 and the Rally-S".

All three are Euro 5 compliant and designed with "compact dimensions, the best materials and the

highest manufacturing precision - such as discreet and durable TIG welding. Fully designed and made in Italy, they have been extensively dyno and street tested to deliver significant weight reduction, a noticeable optimisation of the power and torque curves as well as an attractive sound".

The CR-T doesn't hide its race ambitions - having been originally designed by SC-Project for racing series such as MotoGP and Moto2. Available in either a titanium or carbon fibre body version, it saves more than 1 kg in weight compared to the OEM design. "The large, round exhaust end cap with its sporty titanium mesh underlines the style of the Scrambler and gives it an exclusive racing touch."

The S1 - one of the best-selling exhaust design programmes for SC-Project - delivers "sporty elegance with its conical shape and the chic, discreetly turned carbon fibre end cap, making it the benchmark in terms of aesthetics. Customers can choose between a pure titanium body version and or a body with a high temperature-resistant, matt black ceramic coating".

Finally, the look of the Rally-S is inspired by hot off-road adventures. Its lightweight titanium body has a large-volume, round exhaust end and it produces a deep, satisfying sound. Like the S1, it offers a weight reduction of 0.5 kg compared to the OEM exhaust. Installation of all these three slip-on models is as easy as plug-and-play with no ECU remapping required. Included with each CR-T and S1 kit is a carbon fibre heat shield "with an elegant matt black finish that perfectly matches the 800 cc Scrambler."



**SC-PROJECT**  
Cassinetta di Lugagnano (MI), ITALY  
Tel: +39 0294 22313  
[info@sc-project.com](mailto:info@sc-project.com)  
[www.sc-project.com](http://www.sc-project.com)



# Putoline - new eco-friendly engine oils



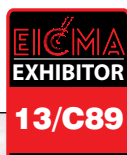
As Putoline Oil prepares to launch a new N-TECH additive technology-based line of eco-friendly engine oils, the company told IDN that "Ten Kate Racing is the world's fastest laboratory for Putoline Oil and our long-standing collaboration with the team has been a major advantage in our search for a more sustainable racing future."

"However, the ultimate objective is to create sustainable high-quality engine oils for everyday use. This process has led to the development of a new product that incorporates base oils from high-quality re-refining processes, combined with a significant proportion of renewable, non-mineral sources such as vegetable oils". Added to the formula is Putoline Oil's renowned N-TECH additive technology "to create a ground-breaking engine oil, which makes a significant contribution to sustainability efforts."

"Thanks to the partnership between Ten Kate Racing and Putoline Oil, this advanced new product range complies with the latest JASO MA2 and API SN standards. This not only enhances performance, but also plays a vital role in reducing its carbon footprint".

With a commitment to performance, environmental responsibility and a brighter future, Putoline Oil says it is "driving change both on and off the track. Be prepared to witness this green movement in the world of motorcycle engine oil. Stay tuned for more updates at EICMA and get ready to embrace the future of motorsport".

**PUTOLINE OIL**  
**Almelo, NETHERLANDS**  
 Tel: +31 (0)546 818165  
[info@putoline.com](mailto:info@putoline.com)  
[www.putoline.com](http://www.putoline.com)



**A COMPLETE RANGE OF PRODUCTS  
 FOR ALL THE MOTORCYCLES**

**polini**®  
*trasforma il meglio in massimo*



# Polini - complete braking system

Italian scooter specialist Polini Motori has announced a new and complete braking system. The system includes an 11 mm right and 13 mm left side pump, four-piston brake caliper, brake line, M8x1 connection screw, adapter and a radial support for Piaggio Zip SP. The four-piston caliper is machined from billet and made of hard anodised aerodynamic aluminium.

"The development of the brake calipers from 2 to 4-pistons has many advantages," says Polini. "It gives 30% additional friction surface on the brake pads, reducing the temperature peaks for improved reliability and durability."

The 24 mm pistons increase the braking force, and the caliper design has been engineered to maximise stiffness and reduce volume. It can be installed both

on the right and left side by just inverting the connection and bleeding the front and rear side. The 8 mm radial connection has an 84 mm centre holes distance. It comes with high-quality sintered pads, but carbon-ceramic mixture pads are separately available.

By using Polini's application-specific support bracket, the caliper can be installed with the Piaggio Zip SP fork. The caliper can be connected to the new Polini

**INTERNATIONAL  
DEALER NEWS  
HOT 100  
AWARD**



pumps with the machined-in 8 mm union. The level position can be adjusted to adapt to the rider's needs. An adaptor for 10 mm brake lines is separately available.

**POLINI MOTORI SPA**  
Alzano Lombardo (BG),  
ITALY  
Tel: +39 035 2275 111  
[news@polini.com](mailto:news@polini.com)  
[www.polini.com](http://www.polini.com)



## G.RUE Aquatech for urban riders

The new G.RUE Aquatech boot from Gaerne presents "a stylish option for any urban rider and sporty motorcycle user". The main upper is made from a technical fabric with suede inserts. A Drytech membrane is 100% waterproof for effective wet weather performance. There is malleolus reinforcement on both sides and the boot is closed with laces. Available colours are a

choice of Ocean Blue, anthracite and black. A high sole with superlight insole ensures grip and durability.

**GAERNE SPA**  
Coste di Maser (TV), ITALY  
Tel: +39 0423 923169  
[sales@gaerne.com](mailto:sales@gaerne.com)  
[www.gaerne.com](http://www.gaerne.com)





**PYRAMID**  
MOTORCYCLE ACCESSORIES

**EICMA 2023**

**VISIT US IN HALL 9  
ON STAND M80**

**7TH-12TH NOVEMBER**

[www.pyramidmoto.co.uk](http://www.pyramidmoto.co.uk) - [sales@pyramidmoto.co.uk](mailto:sales@pyramidmoto.co.uk) - [@pyramidmoto86](https://twitter.com/pyramidmoto86)





THE SCIENCE OF FRICTION

# RACE AHEAD AS AP RACING DISTRIBUTOR

Are you seeking a brake pad supplier that has:

- ECE R90 certified product range
- NUCAP Retention System (NRS) on brake pads
- High standard homologatic quality
- And is fully compliant in production certifications

Then become AP Racing Distributor.

Apply to global sales office at: [www.windtrading.it](http://www.windtrading.it)



## SETTING NEW STANDARDS

AP Racing motorcycle disc brake pads are setting new standards for performance and quality. Developed and manufactured in Europe under strict quality control systems and dedicated to riders appreciating the ultimate brake power and durability of AP Racing.

NUCAP  
Retention  
System

**NRS**



[www.apracing-mc.com](http://www.apracing-mc.com)



# 'Ready To Ride' - Triumph Modern Classics

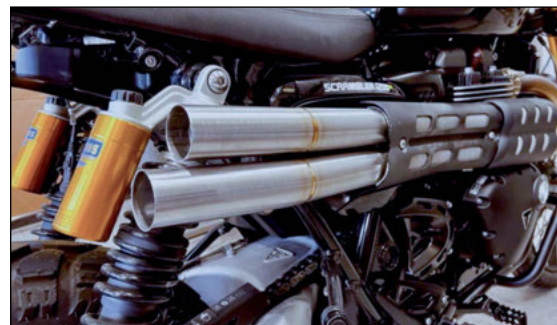
A new name to us here at IDN, Hitchcox Motorcycles is a relatively new UK exhaust manufacturer whose engineering literally is 'race-bred'. The founders of the company have surrendered to their love for riding classic inspired motorcycles and pivoted towards the motorcycle exhausts industry after a decade of experience in F1.

Handcrafted in the UK, Hitchcox Motorcycles has a full line-up of exhaust options for all of Triumph's Modern Classics range. "Every product from the Hitchcox Motorcycles range is engineered and made by us at our Brackley UK facility - just across the street from the Mercedes AMG Formula 1 team factory. We use the engineering skills and techniques acquired from working in Formula 1 to design handcrafted exhaust systems that come with a unique style and sound. A sound that is not just available for one-off custom motorcycles.

"Designed to connect true craftsmanship with consumer convenience, we have engineered a full line-up of exhaust options that serves all models from the Triumph Modern Classics range. Each product is handmade, but thanks to efficient engineering and the use of model-specific jigs, they are guaranteed to fit each model like an OEM aftermarket product while offering the look and feel only a custom-made exhaust brings.

"Adding to the OEM feel is the package each 'Ready To Ride' product comes in, including all necessary mounting materials, gaskets and O2 sensors where applicable.

"Each exhaust has been engineered to offer the Hitchcox Motorcycles sound, but in terms of style and finish there is a lot to choose from in our 'Ready To Ride' line-up. You can pick between lightweight titanium or durable 304 stainless steel, depending



on the product, and headers can be either mandrel bent or built up from pie-cut sections. And with sound and style both being at the forefront of the Hitchcox promise, there is the option to go for a brushed stainless look or a deep black ceramic coating.

"From Bonneville to Thruxton and any model in between, from drag pipes to a reversed-cone style, each 'Ready To Ride' exhaust option offers a unique style and sound while shaving up to 9 kg in weight compared to the stock exhaust system.

"We also offer a 'Design Your Own' service if none of our existing options aren't quite what you are looking for. Combining crafting skills with engineering experience, we make sure each exhaust looks the way it should, while making sure it doesn't affect the durability of the engine. Under the 'Design Your Own' programme, Hitchcox Motorcycles has helped bring life to some of the most creative custom motorcycle designs. And for classic or exotic motorcycles, it is a great solution to acquire a perfect recreation of an exhaust system that is no longer available."

Founded in 2022 by Tom Hitchcox, an exhaust engineer in Formula 1 during weekdays and an avid rider on the weekends and motorcycle customiser, Tom brought those two parts of his life together when starting Hitchcox Motorcycles. "Our ambition is simple - to make the highest level of exhaust engineering available for motorcycle enthusiasts who are looking for nothing but the best."

**HITCHCOX MOTORCYCLES**

**Brackley, UK**

[www.hitchcoxmotorcycles.com](http://www.hitchcoxmotorcycles.com)



**RED SERIES**  
**SOFT**

FOR ENDURO & CROSS  
READY TO RACE  
FOR RIDERS WHO WANT LOWER  
PRESSURE AND MORE GRIP

**BLACK SERIES**  
**STANDARD**

FOR ENDURO, CROSS & RALLY  
FOR RIDERS WHO WANT PERFORMANCE,  
RELIABILITY AND SENSITIVITY IN  
OFF-ROAD RIDING




[WWW.TECHNOMOUSSE.COM](http://WWW.TECHNOMOUSSE.COM)

♡ @official\_technomousse

👍 /technomousseofficial





KAPPAMOTO products have been tested and approved by K-LAB, obtain more information at [kappamoto.com/Corporate-en/k-lab-en/](http://kappamoto.com/Corporate-en/k-lab-en/)

**KAPPA**

SINCE 1956

[kappamoto.com](http://kappamoto.com)

MOTORRADZUBEHÖR  
**FEHLING**

MOTORCYCLE ACCESSORIES  
SINCE 1945



HANDLEBARS, PROTECTIVE BARS, LUGGAGE RACKS  
SISSY BARS, CHROME ACCESSORIES.



ERNST FEHLING GMBH & CO. METALLWARENFABRIK  
MENDENER STRASSE 1 · 58739 WICKEDÉ (RUHR) · GERMANY  
FON. +49 (0) 23 77 - 20 33 · FAX +49 (0) 23 77 - 16 35  
EMAIL [INFO@FEHLING.DE](mailto:INFO@FEHLING.DE)



**Barkbusters**

INTRODUCING ALL NEW **GRIPS**

GRIP IT AND RIP IT WITH BARKBUSTERS NEW OPEN-END GRIPS

Created using a dual compound rubber with a larger super soft diameter for comfort and performance, Barkbusters Grips are designed to provide greater control and reduce hand fatigue in all weather conditions. The universal fit allows for use on street, dirt or dual sport bikes.



- ✓ Compact design
- ✓ Easy Installation
- ✓ Compatible with Barkbusters products



@BARKBUSTERSHANDGUARDS



UNIVERSAL FIT

[WWW.BARKBUSTERS.NET](http://WWW.BARKBUSTERS.NET)

[kappamoto.com](http://kappamoto.com)

*Ride your life.*



**K'MISSION**

→ ALUMINIUM CASE

Italian Design since 1956  
[kappamoto.com](http://kappamoto.com)



# INTERNATIONAL DEALER NEWS

This INTERNATIONAL DEALER NEWS INDEX is a complete listing of all the items in this edition. It includes all our advertisers and the product, feature and news items published this month. The INDEX will act as a quick reference guide, and will be useful when searching this and other editions either for contact details for a particular company, or for a specific item that has appeared. The INDEX appears in every edition of IDN.

## THIS MONTH'S ADVERTISERS

|  |    |
|--|----|
| AFAM Group (BE) AFAM tool to rivet chains.....                                 | 35 |
| AFAM Group (BE) MIW filters.....   | 9  |
| AIMExpo/MIC Events (US) AIMExpo 2024 .....                                     | 52 |
| Andreani Group International (IT) Professional suspension tools.....           | 39 |
| AP Racing (GB) Become a distributor .....                                      | 59 |
| Athena (IT) SX1 Pro ECUs .....   | 43 |
| BAAS Bike Parts (DE) Bike parts & accessories .....                            | 47 |
| Barnett Clutches & Cables (US) Off-road clutches .....                         | 55 |
| Bitubo (IT) JBH fork cartridge .....   | 40 |
| Bruce Collins Enterprises (AU) Barkbusters open-ended dual compound grips..... | 61 |
| BS Battery (FR) Power for adventure.....                                       | 25 |
| Calzaturificio Antis (IT) Stylmartin Zed WP sneakers .....                     | 28 |
| Cross-Center International (SE) Stainless steel spokes.....                    | 36 |
| D.I.D Europe (IT) New X-Ring chains .....                                      | 39 |
| Fehling (DE) Parts & accessories .....   | 61 |
| Givi (IT) Outback EVO cases .....  | 63 |
| GPR Italia (IT) Alpi-Tech case by GPR Tech .....                               | 41 |
| Hevik (IT) 'Stelvio Light' two layer jacket and trousers.....                  | 21 |
| Industrias Galfer (ES) "Find your flow" Racing setup .....                     | 55 |
| Johannes J. Matthies (DE) YSS suspension kits .....                            | 29 |
| Kappa (IT) K'Mission aluminium case .....                                      | 61 |
| Kellermann (DE) Jetstream indicator .....                                      | 43 |
| Landport (NL) LP batteries .....   | 11 |
| LeoVince (PL) X3 EVO .....   | 17 |
| Lightech (IT) Accessories for Ducati Panigale V2 .....                         | 51 |
| Locatelli (IT) Airoh 'Commander 2' helmet .....                                | 27 |
| Matris (IT) F25R Hydraulic cartridge .....                                     | 37 |
| Motocorse (IT) Aluminium alternator crankcase .....                            | 22 |
| Motoplastic (ES) Puig brake coolers .....                                      | 45 |
| Motoz (AU) Adventure tyres .....   | 47 |
| National Cycle (US) Windscreens for Ducati Scramblers .....                    | 17 |
| New Fren (IT) Brake & clutch technology - connect on socials .....             | 49 |
| Ognibene (IT) TROFEO high power chains .....                                   | 5  |
| Omnia Racing Special Parts (IT) Parts & accessories .....                      | 10 |
| Oxford Products (GB) Armourlite fabric trousers .....                          | 2  |
| Phil Ayliff Products /DP Brakes (GB) Brakes & clutches .....                   | 63 |
| Polini Motori (IT) Complete range of products for all motorcycles .....        | 57 |
| Pyramid Motorcycle Accessories (GB) Bespoke aftermarket accessories .....      | 58 |
| Rainers Sports (ES) T-400 urban style boot .....                               | 53 |
| Regina Catene Calibrate (IT) HPE maintenance-free chain .....                  | 41 |
| Rick's Motorsport Electrics (US) Starters, chargers & ignitions .....          | 4  |
| SBS Friction (DK) 'Better Brakes' compounds .....                              | 15 |
| SIP Scootershop (DE) SIP aluminium rims 'SERIE PORDOI' .....                   | 23 |
| Stein-Dinse (DE) Distributor .....   | 64 |
| Supersprox (CZ) World Enduro Championship winning sprockets .....              | 29 |
| Surflex (IT) Clutches .....  | 48 |
| Technomousse (IT) New Red Series/Soft & Black Series/Standard .....            | 60 |
| TecMate International (BE) OptiMate DUO range .....                            | 49 |
| TracTive Suspension (NL) Come and visit us at EICMA .....                      | 56 |
| Vertex Pistons - VP Italy (IT) New 2024 range.....                             | 19 |
| Wind Trading (IT) WRP handlebars .....   | 47 |
| WRS (IT) Windshields for Ducati Diavel V4 .....                                | 13 |

## THIS MONTH'S EDITORIAL

|  |    |
|--|----|
| AIMExpo/MIC Events (US) NewsBrief: AIMExpo 2024 exhibitors ..... | 24 |
| AIMExpo/MIC Events (US) NewsBrief: AIMExpo 2024 .....            | 64 |
| ANESDOR (ES) Spanish registration data .....                     | 7  |

|  |       |
|--|-------|
| Aprilia (IT) RS457 - ultimate in A2 licence performance .....                            | 26    |
| ANCMA (IT) Italian registration data .....   | 6     |
| Athena (IT) Aprilia-Suzuki 250 cylinder kit .....  | 34    |
| Barnett Clutches & Cables (US) 75th anniversary .....                                    | 20    |
| BC Battery Controller (IT) Compact multifunctional emergency starter .....               | 50    |
| Benda Motor (CN) Napoleon 450 .....  | 24    |
| BMW Motorrad Deutschland (DE) 2024 new models .....                                      | 31    |
| BMW Motorrad Deutschland (DE) NewsBrief: New head of BMW Motorrad Design .....           | 8     |
| Bonamici Racing (IT) MT-09 accessories .....   | 53    |
| Bruce Collins Enterprises (AU) Barkbusters application additions .....                   | 51    |
| BS Battery (FR) Brough Superior powered by BS Battery .....                              | 37    |
| CIMAMotor (CN) NewsBrief: Noteworthy electric PTW introductions.....                     | 8     |
| Ducati Motorcycles (IT) Monster 30 Anniversario .....                                    | 28    |
| Editrice Custom (IT) NewsBrief: Italian Bike Week .....                                  | 20    |
| EGLI Motorradtechnik (CH) NewsBrief: Company closing .....                               | 64    |
| EMX (NL) Winds first ever FIM E-Xplorer World Cup .....                                  | 23    |
| Energica Motor Company (IT) NewsBrief: Further expansion of dealer network .....         | 10    |
| Energica Motor Company (IT) NewsBrief: MCN Best Electric Motorcycle award .....          | 30    |
| Gaerne (IT) G.RUE Aquatech for urban riders.....   | 58    |
| Givi (IT) 45th anniversary celebrated with motorcycle tourism .....                      | 8     |
| GPR Italia (IT) GPR Tech for Tuareg 660 .....  | 44    |
| Hitchcox Motorcycles (GB) Triumph Modern Classics exhaust options .....                  | 60    |
| Honda Motor (JP) Twin-motor hybrid .....   | 31    |
| Honda Motor (JP) NewsBrief: 75th anniversary .....                                       | 64    |
| HP Corse (IT) SP-1 options for Honda Transalp .....                                      | 44    |
| Industrias Galfer (ES) Racing brake products in Moto3 .....                              | 18    |
| IVM Industrie-Verband Motorrad (DE) German registration data .....                       | 7     |
| Jopa Racing Products (NL) Now distributing NEXX and more .....                           | 21    |
| Karl Kochmann (DE) Jet helmet and 'Corso' sneaker .....                                  | 52    |
| Kawasaki (JP) Ninja models get official launch .....                                     | 25    |
| KSR Group (AT) Files for Bankruptcy Protection .....                                     | 22    |
| Landport (NL) 'New Gen' batteries at EICMA .....   | 8     |
| LeoVince (PL) X3 EVO .....   | 52    |
| Lightech (IT) Carbon parts for Multistrada models .....                                  | 46    |
| Locatelli (IT) Airroh 2024 'Stryker' RACR .....  | 54    |
| Matris (IT) Honda CB 750 Hornet .....  | 44    |
| MIPS (SE) NewsBrief: Sensor technology investment .....                                  | 30    |
| Motoplastic (ES) Puig downforce spoilers .....   | 54    |
| Motorcycle Industry Association (MCIA) (GB) UK registration data .....                   | 6     |
| Motorcycle Industry Council (MIC) (US) Q2 motorcycle sales .....                         | 6     |
| Motoz (AU) 'Terrapactor' MX tyre options .....   | 14    |
| National Cycle (US) PCQ Electric Assisted Vehicles.....                                  | 20    |
| National Cycle (US) V-Steam windscreen for KTM 390 Adventure .....                       | 53    |
| New Fren (IT) Brake discs after year-long R&D programme .....                            | 10    |
| Nimbus (DK) Brand comeback.....  | 24    |
| Oxford Products (GB) Making life on bikes more sustainable .....                         | 32-33 |
| Piaggio & C. (IT) Roberto Colaninno dies.....  | 64    |
| PIERER Mobility (DE) NewsBrief: Connected Vehicle Ecosystem .....                        | 16    |
| Polaris Industries (US) NewsBrief: Q2 results .....                                      | 26    |
| Polini Motori (IT) Complete braking system .....   | 58    |
| Putoline Oil (NL) Eco-friendly engine oils .....   | 57    |
| Pyramid Motorcycle Accessories (GB) Twist grip mount phone holder .....                  | 50    |
| QD Exhaust (IT) Classic look 'MaXcone' series mufflers .....                             | 50    |
| Rainers Sports (ES) T-400 urban style boot .....   | 54    |
| Royal Enfield (IN) Bullet 350 .....  | 25    |
| SC-Project (IT) Slip-on options for Scrambler 800 .....                                  | 56    |
| SIP Scootershop (DE) Combination instruments.....  | 45    |
| SMK Helmets (IN) 'Agnar' and 'Laminar' helmets .....                                     | 22    |
| Stylmartin (IT) Iron WP Bronze.....  | 48    |
| Supersprox (CZ) Letter from Ukraine .....  | 12    |
| Supersprox (CZ) Performance sprockets .....  | 38    |
| Surflex (IT) Honda CRF 250/450 R clutch disc kits .....                                  | 36    |
| TecMate International (BE) Optimate DUO .....  | 42    |
| The Norton Motorcycle (GB) Pensions fraud saga still ongoing .....                       | 16    |
| Triumph Motorcycles (GB) NewsBrief: Unveils 250 cc MX .....                              | 10    |
| Verge Motorcycles (FI) NewsBrief: New CRO .....  | 8     |
| Vertex Pistons - VP Italy (IT) More Vertex champions .....                               | 16    |
| Wind Trading (IT) Replacement component kits.....  | 48    |
| WRS (IT) Transalp windshield options .....   | 40    |
| Yamaha Motor (JP) NewsBriefs: Racing news .....  | 16    |
| Yamaha Motor (JP) NewsBrief: Change of Chinese manufacturing Joint Venture partner ..... | 20    |
| Yoshimura R&D of America (US) Yamaha R7 exhaust options .....                            | 46    |
| Zero Motorcycles (US) Liquid cooled future? .....  | 28    |
| Zero Motorcycles (US) NewsBrief: Gold award for SR-X.....                                | 30    |
| Zhejiang CFMoto Power (CN) CFMoto 450CL-C .....  | 26    |
| Zhejiang QImotor (CN) Developing electronic clutch .....                                 | 30    |
| Zonsen (CN) RE650 revives Norton twin .....  | 30    |





45<sup>th</sup>  
SINCE 1978

**GIVI**



**OUTBACK  
EVO**

58-LITRE OUTBACK EVO  
-LITRE MONOKEY® TOP CASE, WITH FRICTION  
ROTATION SYSTEM FOR THE LID (ARHS), MAKES  
POSSIBLE TO ADJUST THE CLOSING SPEED AS  
DESIRED. ALSO AVAILABLE IN BLACK

37-LITRE OUTBACK EVO  
CAM-SIDE COUPLING/RELEASE SYSTEM  
WITH NEW ANTI-VIBRATION POINTS.

33-LITRE OUTBACK EVO  
EQUIPPED WITH A HOOK SYSTEM THAT MAKES IT POSSIBLE TO TILT THE  
CASE WITHOUT RELEASING IT COMPLETELY FROM THE FRAME

Advanced technology, redesigned ergonomics and new features for the new trio of Outback EVO aluminium hard cases. 58-litre top cases and 37-litre side cases, right and left, make up the Adventure set-up. The line is completed with a brand new item: the 33-litre contoured right side case.

[givimoto.com](http://givimoto.com)



# Ride. Grip. Feel the Trust.



- More durable than OEM -
- Extra smooth delivery -
- Ready to fit -
- No pre-soak needed -

- Less Inventory -
- Higher Margins -
- OEM Upgrade -
- No Brake Dust -
- No Brake Squeal -

## OFF THE SHELF PERFORMANCE UPGRADE

The First. The Best. The Leader in Sintered Braking Technology... [www.dp-brakes.com](http://www.dp-brakes.com)



## NEWS BRIEFS

September 24, 2023, saw Honda marking the 75th anniversary of the founding of the company in 1948, starting with 34 employees. The first motorcycle to be mass-produced was the 98 cc two-stroke Dream D-Type in 1949. Shortly after the launch, at which Soichiro Honda met Takeo Fujisawa, who turned out to be his ideal business partner and company Managing Director, investing some of his own money into the company as it increased its capital despite the difficult economic situation in post-war Japan. The Cub F-Type was a bicycle with a 50 cc two-stroke auxiliary engine that was sold in more than 15,000 bicycle shops and the rest, as they say, became history, becoming the largest motorcycle manufacturer in the world just 10 years later.

**Celebrating its 10th anniversary in 2024, AIMExpo is the largest and most important powersports tradeshow in North America and will be back in Las Vegas, NV, February 6-8, 2024. Open only to dealers and industry professionals, AIMExpo offers an immersive experience for the powersports industry - a platform for key brands, manufacturers, dealers and distributors to learn about and discuss the important issues currently facing our industry. The venue is the Las Vegas Convention Center, South Hall, and international visitors can register on-line at [www.aimexpousa.com](http://www.aimexpousa.com)**

Internationally recognised Egli Motorradtechnik AG (Bettwil, Switzerland) has closed its doors. In the absence of a successor to take the business forward, founder and inventor Fritz W. Egli (now aged 80) has reluctantly had to take new orders with a close-down sale to happen soon. Egli is famed for his central tube frame designs and bike tuning.

# Italian business titan and Piaggio Chair Roberto Colaninno dies at age 80

Following the announcement of the August 15th death of Piaggio Chair and CEO Roberto Colaninno at the age of 80, Piaggio & C. S.p.A. (PIA.MI) moved to confirm a new senior management corporate structure in early September. His two sons, who inherit their father's 51.1% controlling stake in Piaggio parent company IMMSI (IMSI.MI), have been appointed to the key senior management roles. Director Matteo Colaninno, 52, has been appointed to the post of Executive Chair, with powers largely consistent with those he held previously.

Director Michele Colaninno, 46, who was already Chief Executive of global strategy, product, marketing and innovation, has been appointed Chief Executive Officer. Michele Colaninno is additionally CEO and COO of IMMSI and is the current serving president of the Association of European Motorcycle Manufacturers (ACEM, Brussels). The Piaggio board also coopted Carlo Zanetti as a new non-executive director, so keeping the number of board members unchanged. The nine members of the Piaggio & C. S.p.A. Board of Directors are now therefore Matteo Colaninno (Executive Chair), Michele Colaninno (CEO), Graziano Gianmichele Visentin (independent director), Rita Ciccone (independent director), Patrizia Albano (independent director), Federica Savasi, Micaela Vescia (independent director), Andrea Formica (independent director) and Carlo Zanetti.

Roberto Colaninno was admired and reviled in equal measure, but there is no doubting the profoundly positive impact he and his family have had in turning Piaggio from a famed but failing Italian business into a profitable and increasingly progressive conglomerate. Colaninno acquired Piaggio in 2003

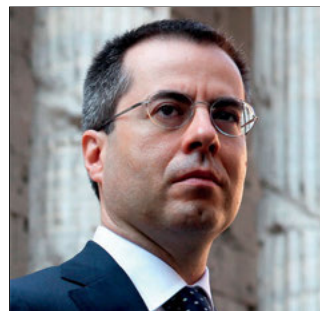


**Roberto Colaninno**

and moved quickly to buy both Aprilia and Moto Guzzi in 2004. One of Italy's best known financial deal makers, per Reuters, Colaninno was a central figure in the country's industrial landscape



**Michele Colaninno**



**Matteo Colaninno**

who managed to turn around a number of failing companies, but also left a mixed corporate legacy.

"He is most famous for his surprise \$58bn leveraged buyout of Telecom

Italia (TLIT.MI) in 1999, at the time the world's largest hostile takeover. Many investors applauded him for masterminding the deal, but allies grew disenchanted over his plans to cut the debt mountain he had created and forced him to sell control of the group to tyre-maker Pirelli (PIRC.MI) just two years later.

"While Telecom Italia struggled to recover from the debt burden that drained its finances for years, Colaninno emerged from the deal with a fortune of his own, enabling him to buy IMMSI (IMSI.MI), a Telecom real estate business that he turned into an investment company.

"In 2008, Colaninno looked to revive another struggling Italian icon, national carrier Alitalia, investing heavily in the airline in 2008 and becoming chairman in the process.

"However, like many before him, he failed to turn the company around, and it was eventually shuttered. He was sent to trial last year along with 13 other defendants accused of fraudulent bankruptcy at the airline. He denied wrongdoing. The case has yet to come to court.

"Colaninno started his career at auto parts maker Fiamm, then hooked up with one of the giants of Italian business, Carlo De Benedetti. They founded a finance company, Sogefi, that bought Fiamm from its British owner and transformed it into one of the most successful car parts suppliers in Europe.

"De Benedetti subsequently asked Colaninno to take charge of his floundering Olivetti company. Colaninno ditched the firm's loss-making computer unit and focused on the telephone business - which he subsequently used as a vehicle to launch the Telecom Italia bid."

**STEIN DINSE**

Moto Guzzi > Ducati  
Aprilia > Brembo  
Dellorto > Accessories

**SD-TEC**

**A must-have for all hobby mechanics and motorcyclists!**



[www.stein-dinse.com](http://www.stein-dinse.com)