

INTERNATIONAL DEALER NEWS

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THE BRADLEY REPORT
PAGES 12-22



PDG/Hoco Parts acquires France Equipement

Powersports Distribution Group (PDG) has announced its acquisition of France Equipement, the latest in a long running acquisition programme.

The owner of the Hoco Parts Group, AFAM Group, Motorcycle Storehouse and other European distribution and producer businesses, PDG has concluded the purchase of the assets of the 1979 founded trade distributor with a broad product offering - including consumables, accessories and tyres for motorcycles, ATVs and scooters.

France Equipement carries a range of high-quality brands, including its own well-known and high-quality France Equipement brand brake components, parts and accessories. France Equipement will become part of Hoco Parts Group.

The company's sales and product management team will continue to support customers from its office located in Nevers, close to the famous Magny Cours Grand Prix circuit in France. Arno van de Glind, Managing Director of Hoco Parts Group, said: "We are very pleased to welcome France Equipement and its experienced team to our Group. France

Equipement is our first French based acquisition, and it fits perfectly with our ambitions to build our position in the French market via both organic growth and acquisitions.



Rudy Lartigot, Director of France Equipement (left) and Arno van de Glind, Managing Director of Hoco Parts Group

"Hoco Parts will fully support the France Equipement team in Nevers, with both the distribution of and the continuous development of the FE brand and product portfolio."

Rudy Lartigot, Director of France Equipement, added: "The acquisition

of France Equipement will be the next step in the development for our company and brands. Joining forces with a real European distribution group will be a great opportunity for our employees, customers and suppliers. It will further strengthen our position and most importantly help us to offer an even greater level of service to our customers."

A fast emerging and leading European group, PDG is headquartered in Breda (the Netherlands) and says that its "value proposition" is to be the "preferred partner for its customers and suppliers based on its broad premium product assortment, ease of ordering, availability, service level and perfect fit".

The Group currently consists of three divisions - general motorcycle aftermarket B2B distribution with Hoco Parts and Motorcycle Storehouse; own brands with AFAM GROUP with transmission and battery brands including AFAM, Nitro and Shido; and Vintage Parts Distribution with CMS.

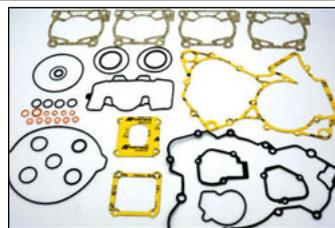
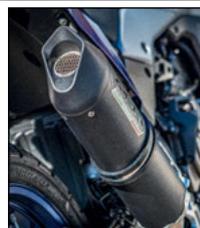
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COMMENT - Madness from the EU Parliament 4

ACEM's response to the draft report on the EU Commission's proposals for 2013 Driving Licence Directive revisions was a study on professionalism and precision. It's all too easy for those of us who are invested in the motorcycle industry to react emotionally when it looks our market is under fire - but ACEM can usually be relied upon to get it right. *Kudos.*



EICMA: Do visitor number claims matter anymore? 25-34

They certainly can't be relied on. Whatever the true data about attendance at EICMA in November 2023, the aisles were packed - but were they high value riders? Were they there because they intend to buy? And despite eight halls being (mostly) full, how come 30% of exhibitors were 'first timers'?



REVOLUTION: What was old is new again 12

In Western markets, the once high level of demand for middleweight four-cylinder sports bikes has all but disappeared. But in China? Quite the opposite - it is a whole different story. A tidal wave of new four-cylinder 'race-reps' from familiar and new brands is flooding the market.



HYDROGEN: Suzuki shows a hydrogen-powered scooter 19

Part of the HySE industry collaboration between Honda, Yamaha, Kawasaki and Suzuki, the Japan Mobility Show saw Suzuki present a modified Burgman 400 with essentially the same engine that powers the conventional version, but modified to run on hydrogen.



BRADLEY REPORT: CFMoto pushing its way towards the top table 12-22

The tentacles of the Chinese major CFMoto are everywhere these days, with a deal as Yamaha's Chinese partner of choice the latest turn of the wheel. From the new 450MT to the CL-C Low Ride, 675 cc triple and concepts a-plenty, CFMoto is 'on the march'.



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DLD revisions challenged by Transport Committee

The committee in question is the EU Parliament's committee on transport (and tourism) - known as 'TRAN'. As with all Parliamentary committees, it has the responsibility of acting as the liaison between the EU Parliament and the Commission on all matters within its brief. Sometimes even to act as a brake on Commission proposals.

In September, in her role as rapporteur, 'TRAN' chairperson Karima Delli, a French Green/European Free Alliance MEP for the Greater Paris area, presented the EU Commission with a draft of her committee's report on their scrutiny of the EU Commission's plans to update and revise the existing (2013) Driving Licence Directive (DLD).

That report contained recommendations for amendments to the DLD revision proposals that the Commission currently has before it for the present L-category (moped, light motorcycle and quadricycle) licencing regulations.

The original DLD was itself based on up to a decade's worth of work and analysis, scrutiny, research, proposals and counter proposals in order to bring a consensus framework to the statue book.

Such things take a long time. They have to. Better to get them right than to implement regulations that compromise citizens' lifestyle choices, safety and the economy on which their lives are dependent. It is perfectly right and proper that there should be a process of review and, if deemed necessary, that there should be a process of refinement of such regulations if circumstances or operational experience suggest it would be advantageous to EU citizens and markets to do so.

The proposals to revise and update the existing 2013 DLD that the EU has before it come after exactly just such a long period of work and analysis, consultation and consideration. Transport policy needs regular analysis - it is one of the most fluid and fastest changing of all policy areas, and much has indeed changed since the existing regulations were finally arrived at.

These proposed EU policy revisions have already been the subject of detailed scrutiny and, though I am no longer an expert in the detail of EU regulatory procedure (there has been much evolution in such matters since my involvement in such processes in the 1990s), one assumes that the scrutiny of the Parliament's oversight committees would be one of the necessary but final stages.

The Commission's proposals for DLD revisions have been arrived at by consensus, including agreement on their effects by our own industry - the primary commercial sector with 'flesh in this game'.

The clear position of ACEM, the Brussels based international motorcycle industry trade association, is that it regards the present proposed DLD revisions as satisfactory. On behalf of the motorcycle industry in Europe, ACEM has long advocated for an "effective" revision of the existing (2013) DLD and says it supports the present EU Commission package of proposals - proposals into which it and many other transport and road-use experts have had considerable input.

"The revision of the Driving Licence Directive (DLD) will have significant implications for mobility, road safety, sustainability and the economy across the EU. ACEM supports the European Commission's proposal for the revision of the Driving Licence Directive.

"This proposal considers the specificities of the L-category vehicle sector and respects the diverse realities of the sector, allowing Member States (MS) to select the most appropriate licencing system to their national contexts".

So, here's the 'kicker'. The counter proposals that emerged from 'TRAN' in September demolish large parts of the existing DLD revisions planned by the Commission and consulted on by ACEM and other 'stake holders' - and not in a good way.

The primary concern is that the draft 'TRAN' report appears to come from a by-gone-age when a juvenile Commission still thought its job was to implement a uniform policy environment in the pursuit of European homogeneity.

"ACEM has concerns about the Parliament rapporteur's draft report, which would apply a one-size- fits-all approach to complex and different environments. ACEM urges the co-legislators to align to the EC proposal regarding, 1 - Maintaining age requirements; 2 - Preserving the flexibility of MS in regulating access to the different L-category vehicles and 3 - Refraining from the concept of setting speed limits in traffic for different licence categories".

Altogether the draft recommendations from 'TRAN' amend or add at least 14 of the EU's recommended 2013 DLD updates - some of which militate against the priority that the EU gives to derogation - the concept that drives member states' rights in many policy areas to vary regulations in line with their specific needs, some of which militate against the priority that the EU is now obliged to place on protecting and promoting PTWs as a socially positive transport solution in the widest sense, and as an important contributor to

the European economy; and some of which are just plain foolish and potentially downright dangerous.

To summarise ACEM's position in response to the draft 'TRAN' report, in terms of the changes to age requirements proposed by 'TRAN', ACEM "urges MEPs to reject the age adjustments proposed by the rapporteur, maintaining age requirements in line with the EC proposal".

Regarding the impacts that the 'TRAN' proposals would have on PTW access, ACEM "urges MEPs to maintain the Commission

proposal's approach to L-category vehicles, preserving Member States' options (category A motorcycles and equivalences)".

Finally, and maybe most inappropriately, is the suggestion by 'TRAN' that in a mixed-use traffic environment, different categories of road-going vehicle licence holders should be governed by different speed limits. *Wahnsinn!*

In addressing the dangers of seeking to regulate differing public highway speed limits for different licence categories, ACEM states that "the draft rapporteur report includes proposals to limit the speed in traffic of multiple licence categories for L-category vehicles and category B for cars.

"This will lead to differences in speed between multiple vehicle classes in traffic, resulting in more overtaking manoeuvres, which, specifically for powered two-wheelers, being part of VRUs (Vulnerable Road Users), is expected to negatively impact safety".

We are talking about people's lives here - their safety, their lifestyle options, their livelihoods and, especially as it affects young consumers, potentially their access to education and the impact on outcomes that mobility poverty can have.

Surely the only responsible way forward here is for the EU Parliament to respect expert opinion.

“ flesh in this game ”

Robin Bradley
Publisher
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CE: EN17092-4:2020 2016:425

DISTRIBUTOR/ IMPORTER OPPORTUNITIES



At JAWA, we are proud to announce an exciting opportunity for industry and business professionals. With a heritage that spans nearly 95-years, JAWA has been a driving force in the motorcycle industry since 1929, and we invite you to be a part of our remarkable journey.

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Our journey, dating back to the early 20th century, has been filled with innovation, precision engineering, and an unyielding commitment to quality. Today, JAWA stands as a successful and thriving motorcycle manufacturer. We are eager to extend our reach and invite companies with a passion for motorcycles and a strong background in the automotive business to partner with us.

As we expand our horizons, we are actively seeking partners to **cooperate with JAWA worldwide**

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If you are ready to embark on this exciting journey with us, we would be delighted to discuss the possibilities in detail. For more information and to express your interest, please reach out to us through the below contact details:

JAWA 650 OHC



JAWA 300 CL



SHOW ZONE 2024

Motor Bike Expo (MBE)

Verona, IT • Jan 19-21

www.motorbikeexpo.it**MC Massan**

Stockholm, SE • 26-28 Jan

www.mcmassan.se**Motorraddwelt Bodensee**

Friedrichshafen, DE • 26-28 Jan

motorraddwelt-bodensee.com**International Motorcycle Exhibition Hessen**

Wiesbaden, DE • 2-4 Feb

www.motorradmessen.de**MP Motorcycle Show**

Helsinki, FI • Feb 2-4

mp.messukeskus.com**AIMExpo**

Las Vegas, NV, US • Feb 6-8

www.aimexpousa.com**Motorradd Messe Leipzig**

Leipzig, DE • 9-11 Feb

www.zweiradmessen.de**Classic Dirt Bike Show**

Telford, GB • 10-11 Feb

classicdirtbikeshow.co.uk**IMOT**

Munich, DE • 16-18 Feb

www.imot.de**MCN London Motorcycle Show**

London, GB • 16-18 Feb

mcmotorcycleshow.com**Motorbeurs**

Utrecht, NL • 22-25 Feb

www.motorbeursutrecht.nl**Hamburg Motorcycle Days**

Hamburg, DE • 23-25 Feb

www.motorradmessen.de**Motosalon**

Brno, CZ • Feb 29-Mar 2

www.bvv.cz/motosalon**Motorrader Dortmund**

Dortmund, DE • 29 Feb-3 Mar

www.zweiradmessen.de**Moto Festival**

Bern, CH • 29 Feb-3 Mar

www.motofestival.ch**Daytona Bike Week (83)**

Florida, US • 1-10 Mar

www.officialbikeweek.com**Salon De La Moto**

Metz, FR • 2-3 March

www.metz-expo.com**Salon du 2 Roues**

Lyon, FR • 7-10 Mar

www.salonduroues.com**RideOn MotoDays**

Fiera di Roma, IT • 8-10 Mar

www.motodays.it**Motorraddmesse Erfurt**

Erfurt, DE • 9-10 Mar

motorraddmesse-erfurt.de

JAWA importer opportunities in Europe and Asia

The 95-year-old Czech JAWA brand is back "in-play" here in Europe in terms of looking to push ahead with building additional importer and distributor relationships for its network here in Europe and in Asia.

Based in the Czech Republic, JAWA Moto is seeking partners for its eight-model EU homologated, Euro 5 model range.

At EICMA, Regional Sales Manager Vladimir Kapitonov told IDN: "The JAWA brand is a major opportunity. Our motorcycles successfully combine the look and feel of our 95-year legacy with contemporary design values.

"The traditional shapes that are the historical JAWA design language from the 1940s and 1950s remain our canvas, they are the canvas on which they can meet the design and riding experience expectations of 21st century riders - contemporary curves meeting design authenticity in a modern package."

According to JAWA motorcycle sales statistics, the models that carry forward the design values of the historically successful JAWA models remain the most popular and have been exported to more than 120 countries around the world.

The JAWA 300 CL and JAWA 350 CL Pérák are among the best-selling models and are manufactured in cooperation with the Indian automobile giant Mahindra. "The styling clearly carries forward the mid-20th century authenticity that riders appreciate," says Kapitonov.

The JAWA 350 OHC, JAWA 350 OHC Sport, and their larger siblings, the 650 OHC and 650 OHC Sport, draw from a later stage in the JAWA design - reflecting the brand's evolution into



Jawa 300 CL



Jawa 350 CL Pérák

DISTRIBUTORS WANTED EUROPEAN AND SELECTED MARKETS

contemporary in terms of modern technological solutions and Euro 5 compliance."

As a traditional Czech manufacturer, recent years have seen JAWA Moto focused on domestic Czech sales, but it believes the time is now right for it to expand again into additional European and global markets, so now seeks the partners who can help it grow the brand again.

www.jawa.eu

the 1970s.

"Of course, while the styling is deliberately intended to sit comfortably within the JAWA heritage, all the current models are fully

Dainese - new CEO

The Dainese Group (Dainese apparel, AGV helmets and TCX boots) has announced Angel Sánchez as its new Chief Executive Officer (CEO).

Sánchez has previously held CEO and senior leadership roles at leading international groups including Keter, ABM Italia and Conserve Italia. At the same time, former Ducati man Cristiano Silei, CEO of Dainese since 2015, becomes non-executive Chairman of the company.

Supported by majority shareholder Carlyle (NASDAQ: CG) - a global investment firm - Dainese Group has been seeing double-digit growth

reaching sales revenue of some €300m in 2022 with what the company says is "best-in-class profitability".

The Group says it is investing to support an expansion strategy that saw it establish a direct presence in China and open a new production facility in Vietnam in 2022. Dainese says that "as CEO, Sánchez will be responsible for leading the company into its next stage of growth, including continuing the international expansion of the Group, development of its multi-channel proposition and its shift toward an increasingly Direct-To-Consumer distribution strategy".



www.dainese.com

New leader for BMW Motorrad

Markus Flasch is to take over the position as Head of BMW Motorrad - he succeeds Markus Schramm, who is retiring after five very successful years as Head of BMW Motorrad.

Schramm joined the BMW Group in 1991. After numerous management positions in sales, aftersales, controlling, group planning and product strategy, the passionate motorcyclist Schramm took over the position as Head of BMW Motorrad in May 2018. After several record results, BMW says he led the brand to number one in the global premium motorcycle market for the first time.

"Following the record 2022 result with 202,895 motorcycles and scooters handed over to customers, BMW Motorrad is targeting another record result in its 100th anniversary year".

In Markus Flasch, BMW has apparently found another "passionate motorcyclist" prowling the corridors of its management suites. He will take over as Head of BMW Motorrad on 1st November, 2023. In his most recent role as product line manager, Flasch has been responsible for the development and conception of all BMW vehicles in the middle and luxury classes, as well as the Rolls-Royce brand.

"The passionate motorcyclist has worked for the BMW Group since 2015 and was previously Head of BMW M GmbH, among others. Under his leadership, BMW M GmbH rose to become the world's leading supplier of performance and high-performance cars, as well as the fusion of BMW M GmbH with BMW Motorsport".



Flasch is quoted as saying: "As a rider, I am delighted to have the opportunity to build on BMW Motorrad's great successes so far. Together with the highly motivated BMW Motorrad team, I will do everything I can to lead our brand to continued success in the future."

Autoliv airbags on bikes by 2025

By Ben Purvis

For more than 70 years, Autoliv (Stockholm, Sweden) has been manufacturing safety equipment for cars and in a landmark move it's turning to motorcycles with the aim of bringing airbag technology to the mass market in 2025.

Autoliv might not be a household name, but the company has been at the forefront of car safety for decades. It developed the first car seatbelt back

'world's biggest automotive safety supplier getting on two wheels'

in 1956, the seatbelt pretensioner in 1989, the knee airbag in 1995 and the side curtain airbag in 1998. In 2021, it signed a deal with **Piaggio** to develop an affordable on-bike airbag system for motorcycles and scooters.

Now the company says its on-bike airbags will reach production in the first quarter of 2025 as part of the company's ambitious goal of saving 100,000 lives per year by 2030. At the moment, Autoliv estimates its safety equipment saves around 35,000 lives per year, so the prospect of reducing motorcycle-related fatalities could be a significant step towards that target. Although **Honda** has been equipping some Gold Wings with airbags across



two generations of the bike, starting in 2006, the technology hasn't spread. Autoliv believes that by applying airbags to small-capacity bikes and scooters - the sort of vehicles that are vastly popular in places like China and India - there's scope to save a large number of lives. In those markets there's a lower use of helmets and a large proportion of motorcycle traffic is concentrated in cities.

The Autoliv airbag system is generally similar to the one on the Honda Gold Wing, inflating a bag in front of the rider when it senses a frontal impact. It's suited to scooters and most motorcycles with upright riding positions.

While airbags are only intended to be effective in frontal crashes, Autoliv sees them as part of a holistic safety solution. The company is also developing worn airbags, to be fitted in vests or even in backpacks, and has also teamed up with Airoh to develop a helmet-mounted airbag system.

Given the existing relationship between Autoliv and Piaggio, it's likely that the first production versions of the airbag will appear on bikes from one of the Italian manufacturer's brands, which also include **Aprilia**, **Vespa** and **Moto Guzzi**. In 2022, Piaggio showed a prototype airbag-equipped version of the MP3 scooter at **EICMA** in Milan.

SHOW ZONE 2024

Osaka Motorcycle Show

Osaka, JP • 15-17 Mar

www.motorcycleshow.jp

Tokyo Motorcycle Show (51st)

Tokyo, JP • 22-24 Mar

www.motorcycleshow.org

Warsaw Motorcycle Show

Warsaw, PL • 22-24 Mar

www.motorcycleshow.pl

Motobike Istanbul

Istanbul, TR • 28-31 Mar

motobike-istanbul.tr
messefrankfurt.com

Poznan Motor Show

Poznan, PL • 4-7 Apr

www.motorshow.pl

Nagoya Motorcycle Show

Nagoya, JP • 5-7 Apr

www.motorcycle-show.jp

Motorcycle Taiwan

Taipei, TW • 17-20 Apr

taiwanmotorcycleshow.com

Feria de las 2 Ruedas

Medellin, CO • 2-5 May

www.feria2ruedas.com

MC Messen

Lillestrom, NO • 4-5 May

www.mcmessen.no

Biker Fest International (38th)

Lignano Sabbiadoro, IT

9-12 May

www.bikerfest.it



Inabike

Jakarta, ID • 15-17 May

www.inabike.net

Distinguished Gentleman's Ride (DGR)

Worldwide • 19 May

www.gentlemansride.com

Polis Mobility

Cologne, DE • 22-24 May

www.polis-mobility.com

Dhaka Bike Show

Dhaka, BD • 23-25 May

www.dhakabikeshow.com

Euro Bike Fest

Pasohlavky, CZ • 23-26 May

www.eurobikefest.cz

Concorso d'Eleganza Villa d'Este

Como, IT • 24-26 May

concorsodeleganzavilladeste.com

Bike Shed Show

London, GB • 24-26 May

www.bikeshedmoto.com

Isle of Man TT

IOM, GB • 27 May-8 Jun

www.iomtt.com

RELOAD.LAND

Berlin, DE • 1-2 Jun

www.reload.land

SHOW ZONE 2024

Custombike Show

Norrtaelje, SW • 3 Jun
www.custombikeshow.se

**Wheels & Waves**

Biarritz, FR • 12-16 Jun
www.wheels-and-waves.com

IRF24 Indian Riders Fest (5th)

Budweis Custom Show
 Ceske Budejovice, CZ
 13-16 Jun
www.indianridersfest.eu

**Club of Newchurch Festival**

Neukirchen am Grossvenediger, AT • 20-23 Jun
www.newchurch.at

BMW Motorrad Days

Berlin, DE • 5-7 Jul
www.bmw-motorrad.com

World Ducati Week

Misano, IT • 26-28 Jul
www.ducati.com

Polish Bike Week

Karpacz, PL • 1-4 Aug
www.polishbikeweek.pl

Sturgis Motorcycle Rally (84th)

Sturgis, SD, US • 2-11 Aug
sturgismotorcyclerally.com

Glemseck 101

Leonberg, DE • 30 Aug-1 Sep
www.glemseck101.de

European Bike Week

Lake Faak, AT • 3-8 Sep
www.harley-davidson.com

Automechanika

Frankfurt, DE • 10-14 Sep
automechanika.messefrankfurt.com

Italian Bike Week

Lignano Sabbiadoro, IT
 12-15 Sep
www.italianbikeweek.net

**Eternal City Motorcycle Show**

Rome, IT • 28-29 Sep
eternalcitymotorcyclideshow.com

Biketoberfest

Daytona Beach, FL, US • 17-20 Oct
www.biketoberfest.org

Oslo Motor Show

Oslo, NO • 25-27 Oct
www.oslomotorshow.no

Bigtwin Bikeshow & Expo

Houten/Utrecht, NL • 1-3 Nov
www.bigtwin.nl

SEMA

Las Vegas, US • 5-8 Nov
www.semashow.com

EICMA (#81)

Milan, IT • 6-10 Nov
www.eicma.it

Custombike Show

Bad Salzflufen, DE • 29 Nov - 1 Dec
www.custombike-show.de

Scooter class debut at Glemseck 101



Ralf Jodl and the team at German specialist SIP Scootershop (based near Munich) are avid 'FlameKeepers' where the passion for scooters in general, and older machines in particular is concerned - especially the older Vespas, and especially scooter racing.

But even they have managed to 'take it to another level this year' with the debut of a Scooter Class at the popular Glemseck 101 on the former 'Solitude' racetrack outside Stuttgart (September 1-3, 2023).

The centrepiece of the weekend is a classic acceleration race - old-school, hand-started with a flag, without timing, over 200 m with handmade motorbike conversions putting their unique combinations of performance and style to the test. Grass-roots racing at its best. A spiritual home for customisers with oil under their fingernails.

This was the first year with a class specifically for scooters with an invitation from the 'Rocket Race Club', the pathway on half an hour on the



the Glemseck 101 weekend. "Spectacular café racer conversions with lots of bang for the dragstrip populated the paddock when our time came, and we were allowed to join them this year with our racing scooters.

"We were called to the start at 14:30 on the final afternoon and my adrenalin shot through the roof. I have rarely ridden in front of a grandstand with thousands of spectators - almost exclusively motorcyclists. How would the scooters be received?



track in a very crowded schedule that has people on a wait list for a chance to get on the track.

Unfortunately, it seemed impossible to simply take part in the Glemseck 101 race with a scooter. There was no class that scooters fit into. "You had to apply for each class, and there were more than enough riders who would like to take part," says Ralf. "The waiting list was long, and the organisers were not exactly waiting for request from scooter owners."

Eight scooters competed in a knockout format in front of an event crowd that can number as many as 40,000 motorcycle enthusiasts off all kinds for the weekend. The "Rocket Race Club" organises its own racing classes within

"The flag drops, I ride the first race. On the way back, I was curious to see how the scooters would be accepted as starters. Then the surprise: the grandstand applauds and celebrates. Hardly anyone had expected the performance of the old 'Gear Pulleys'. In the end, everyone there was a petrolhead, and whoever delivers is respected. The spirit of this event is unique.

"I am lucky enough to win the scooter class in a final against Tobi Meusburger from Austria. A Vespa Smallframe with a high-end BFA plate rotary engine. Tobi not only has one of the fastest scooters, he also rode extremely strong and gave me and my VNA racer with a 400 Egig cylinder a



close race. We put on the best show we could for the Glemseck crowd.

"In the end the organisers allowed a race against a motorbike after all. The winner of the scooter class against the winner of the Big Coffee Class. So, it was me against a Suzuki GSXR Dragster. Generally, I am quite optimistic about such duels, but with this opponent I was afraid it might be a bit predictable.

"I win the start by a narrow margin and fight back until the middle of the second gear and about halfway. Then the Gixxer comes by. I shift into third gear and luckily don't lose many metres to the finish. Second place in this duel for me, but one of the most brilliant races I have ridden."

This was the 16th 'annual' holding of the Glemseck 101, and will Ralf and the happy band of scooter maniacs be back for the 17th? "You bet we will!" The riders of the scooter class: Andre' Jüterbock, Falco Engelfried, Jesco Schmidt, Michael Ziesel, Nico Gnisci, Patrick Brändle, Tobias Meusburger, Veit Nübel.

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Vertex - dominating the podiums, again!

The 2023 off-road season has again proven to be the ultimate showcase for Italian made Vertex Pistons. Thanks to its partnerships with many of the top factory teams and leading riders, it has scored successes in **motocross, enduro and supermoto.**

Vertex won the manufacturers' world championships in both **MXGP** (Yamaha Monster Energy Wilvo) and **MX2** (with Kemea); the MX2 vice championship (Jago Geerts) and placed in four of the top five positions in the MXGP class with Romain Febvre (Kawasaki KRT) in 2nd place, Jeremy Seewer (Yamaha Monster Energy MXGP) in 3rd, Glenn Coldenhoff (Yamaha Monster Energy MXGP) in 4th and Ruben Fernandez (Honda HRC) in 5th.

The performances that Vertex Pistons

helps create shone bright in the **Motocross of Nations** too, with world champions Febvre and Maxime Renaux, who also starred in the Open class; and in EMX125 with the Estonian Janis Reislulis (Yamaha MJC). The **Enduro** season saw them win the world title with **Beta Factory Racing** riders Steve Holcombe (EGP and E2) and Brad Freeman (E3), also ensuring first place in the manufacturer rankings reserved for the EGP, E2 and E3 classes. In supermoto they dominated the season with S1GP champion Marc Reiner Schmidt (L30 Racing TM Factory).

www.vertexpistons.com



Romain Febvre



Jeremy Seewer



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Italy +14.81%

Motorcycle registrations were +19.66% (11,217 units) in September and +33.08% (10,548) in October for a +14.81% (133,666 units) YTD market performance. Total PTW registrations were +19.09% YTD at 294,225 units in total - the highest total for the first ten months of the year since before 2011. As usual, the top selling scooters were the Honda SH 125, 150 and 350 (30,471 YTD units combined); the KYMCO Agility 125 R16 was fourth, the Piaggio Liberty 125 ANS fifth. The top selling motorcycle YTD was the Benelli TRK 502/X (4,007 units YTD), followed by the Honda 'Africa Twin' (3,663 units YTD). Total scooter sales YTD were 160,559 units (+22.89%).



Germany +18.22%

Motorcycle registrations were +29.95% (9,576 units) in September and +33.42% in October (6,838). They were +18.22% to October at 119,491 units YTD - the highest total for the first ten months of the year since before 2008. Total PTW registrations were +13.85% (16,884) and +17.98% (12,772 units) for September and October respectively. They were +10.35% YTD (204,601 units). Top selling motorcycle was the BMW R 1250 GS (7,409 units YTD) for a 6.20% market share. Next were the Kawasaki Z900 (Z650 in fourth spot), Honda CB 750 Hornet third, and Yamaha MT-07 in fifth. Electric (light) motorcycle sales remain low, with only 1,532 units sold YTD in total. Best-selling brands were Zero, Vmoto, Tinbot, KTM and Horwin.

Spain +14.71%

Motorcycle registrations were +7.36% in September (17,072 units) and +30.23% (18,647 units) for October. The YTD motorcycle total was 171,287

units (+14.71%) - the highest total for the first ten months of the year since before 2009. Total PTW registrations YTD in Spain were +13.29% (184,106 units). The moped and small displacement sector in Spain continues to decline YOY (-2.78%/12,819 units).

United Kingdom -0.42%

Motorcycle registrations were +12.30% in September - one of the two months a year in the UK when the licence plate numbers change - at 12,730 units and +0.27% (7,373 units) for October. The YTD total was -0.42% at 96,501 units - the second best first ten-month market performance in the UK since before 2009. Total PTW registrations were -1.91% YTD (101,268 units) due to the small and declining still further moped and small displacement market in the UK. Total scooter sales were 21,454 units YTD (-9.5%). The most popular motorcycle segment in the UK market YTD was the ADV sector at +1.1% (19,018 units). Electric powertrain units were -38.3% YTD at 3,567.

Japanese Exports

According to JAMA, the trade association that includes the Japanese motorcycle manufacturers in its membership, the latest available data (to September 2023) put Japanese made motorcycle exports to Europe (Honda, Yamaha, Kawasaki and Suzuki) at 177,192 units (+30.06%). This is the highest figure for the first nine months of the year since 2009. The records in the IDN statistical archive show the number of Japanese made motorcycles (of over 250 cc) peaking at 359,379 units for the first nine months of the year 2000. Much of the decline is the result of overall market atrophy and increased production at Japanese owned or JV factories outside of their home market. The total of Japanese made total PTW exports to Europe YTD 2023 was 191,435 units (+24.31%), also the highest comparative figure since 2008. The worldwide total of Japanese made motorcycle exports to all global markets was +21.28% YTD at 293,501 units - the highest comparative number since 2009.

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Chinese four-cylinder sports bike revolution

By Ben Purvis

In Western countries, the once vast market for middleweight four-cylinder sports bikes has all but disappeared over the last two decades - with big adventure bikes and naked roadsters stepping in to replace them as the default choice for riders who want one do-everything machine. But in China, there's a tidal wave of new four-cylinder race-reps from brands both

'Little-known brands target middleweight sports market'

familiar and new as the country's huge population realises the appeal of such machines.

The recent CIMA show in Beijing was the launchpad for multiple new homegrown four-cylinder models, all



Zonsen Cyclone RC680R

'inspired' by Honda, as the bike's steel frame is also remarkably similar to the CBR650R's, sharing similar shapes and even an identical 1,450 mm wheelbase. The kit bolted to it is higher spec, though, including **Brembo** brakes and adjustable Marzocchi

(100 hp), it uses a 660 cc four-cylinder engine made by Voge's parent company, **Loncin**. A single-sided swingarm gives the RR666S an exotic look - it's a signature of several of China's latest sports bike models. Although other details remain under

China eventually.

Another company that's increasingly being seen outside China is **Zonsen** (formerly Zongshen) with its high-end Cyclone sub-brand. The company is already making overtures to the European market, launching its **Norton twin-cylinder-based RX650** in Europe at EICMA this year, but in China it's also heading into the four-cylinder sports bike arena with the RC680R.

Like the QJMotor, the RC680R's engine bares a distinct resemblance to Honda's CBR650R four, once again hitting a claimed 75 kW (100hp) and combining it with a chassis that also looks rather Honda-esque, but with the addition of a single-sided swingarm and Brembo brakes. Tech includes a large TFT dash and, unusually, a **front-facing camera**. At 206 kg, the bike is 1 kg lighter than the 207 kg claimed for QJMotor's SRK800RR.

Getting into the less familiar brands,



Yingang 400RR

stepping into a market where four-cylinder options have previously been limited to the 600s from **Benelli** and **QJMotor** and, more recently, **Kove's 450RR**.

QJMotor, part of the giant Qianjiang group (sister company to the Benelli business), is at the head of the charge, launching its new SRK800RR. Although QJMotor already has the SRK600RR, based on the Benelli-designed four-cylinder engine from the TNT600i, the SRK800RR uses a completely different design that - like many of the latest Chinese fours - is copied from the layout of **Honda's long-lived CBR650R** engine.

The QJMotor adds a long 55 mm stroke to the same 47 mm bore used in the Honda design to reach a capacity of 778 cc and achieve a peak power of 75 kW (100 hp) at 10,000 rpm. But it's not just the engine that's

suspension.

In competition to the SRK800RR, there's a new rival in the form of **Voge's RR666S**. Also making 75 kW

wraps at the moment, Voge's presence on the international market means there's a strong chance that the RR666S could be offered outside



Voge RR666S

another new Chinese four-cylinder comes from newcomer Vinto, which showed a machine with MotoGP-inspired aerodynamics, single-sided swingarm and a homegrown engine. Specs for the bike are limited at the moment, but it's claimed to weigh 208 kg and features a 1,452 mm wheelbase, putting it right in the same class as QJMotor, Voge and Cyclone machines.

Finally, there's a smaller, higher-revving four-cylinder in the form of the **Yingang 400RR**, designed to compete with the **Kawasaki Ninja ZX-4R** and **Kove's 450RR** in the reborn 400 cc class. Putting out a claimed 40 kW (54 hp) at 11,000 rpm and 39 Nm of torque at 9,000 rpm, the 400RR still appears to be some way from being production-ready, but could appear in showroom form by 2025.



QJMotor SRK800RR



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NEWS BRIEFS

Triumph's 2017 Moto2 engine supply contract came as a surprise to many, but the relationship with rights holder Dorna appears to have gone well, with a new deal signed for another five years. Used in its 765 Street Triple road bike range, Triumph will continue developing the engine with a new gearbox and other updates for 2024.

The BSA Gold Star 650 single-cylinder retro-roadster has won MCN's Best Retro Bike award for 2023.

Peugeot owned French electric motorcycle manufacturer DAB is partnering with Gates - future models will feature Gates' Moto X5 belt "allowing for quieter and more efficient performance". The partnership with Peugeot Motorcycles will see DAB Motors going into serial production. "This collaboration will empower us to create electric two-wheelers that set new standards in performance. The advanced belt drive technology from Gates is a game-changer," says Simon Dabadie, founder and CEO of DAB Motors.

A member of the Connected Motorcycle Consortium (CMC) since its inception in 2016, Ducati was involved in a September demonstration event at the Lausitzring, Germany, to demonstrate the effectiveness of the motorbike-car connectivity systems developed during this consortium's research cycle. The event saw Ducati involved in simulating three of the most common cases in which communication between motorcycle and car can help reduce the number and risk of accidents. The methodologies for applying vehicle communication (V2V) focused principally on IMA (Intersection Movement Assist) when a motorbike is approaching a reduced-visibility intersection at which a car is arriving at a secondary road; LTA (Left Turn Assist) and DNPW (Do Not Pass Warning).

Legendary Swiss chassis builder Fritz Egli has finally retired and closed down his Bettwil (near Zurich), Switzerland based Egli Motorradtechnik AG business. Egli passed control of the business to Alexander Frei in 2015 - with the brief of finding a buyer within five years. However, eight years later with no buyer having been found, the business has now closed. Among many specialties and inventions, Egli was noted for special centre-tube frames and tuning for Japanese motorcycles.

Yamaha XSR900 GP and new MT-09

By Ben Purvis



XSR900 GP

When Yamaha showed the XSR900 DB40 Prototype at this year's **Goodwood Festival of Speed**, it was pretty clear that a full-production model with a similar retro-race-rep look was on the cards. With the 2024 XSR900 GP that's exactly what it's launched.

Essentially identical to the DB40, the XSR900 GP is more than just a faired version of the existing XSR900, gaining revisions to the chassis as well to ensure its handling matches the race-inspired styling.

That styling takes its inspiration from 1980s race bikes including the YZR500 and the era's TZ and TZR two-strokes, with a new nose fairing and tail as well as paintwork that harks back to a golden era in Yamaha's racing history. Other alterations include the addition of low, clip-on bars that move the rider's weight forwards over the front wheel, while the steering stem is now alloy instead of steel to change the rigidity and the wheels are the lightweight 'Spin-forged' alloys used on the MT-09. At the back, the subframe is revised and reinforced.

The suspension is made up of fully-adjustable **KYB upside-down forks** and a rear monoshock from the same brand, and the brakes gain a **Brembo** radial master cylinder to improve their feel. On board, a 5-inch TFT dash gives a modern touch, including the usual smartphone connectivity for media and navigation, and Yamaha has added self-cancelling indicators and an emergency brake warning system that flashes the rear hazard lights under heavy braking.

A six-axis IMU means there's cornering ABS and traction control, and the XSR900 GP also gets

Yamaha's 'third generation' bidirectional quickshifter.

Power still comes from the 890 cc 'CP3' triple, with 87.5 kW (117 hp) at 10,000 rpm and 93 Nm (69 lb-ft) at 7,000 rpm, and while that power figure might be dwarfed by modern superbikes, it's not actually that far below the 80s race bikes that the XSR900 GP pays tribute to.

At exactly 200 kg, including a full 14-litre tank of fuel, it's a reasonably light machine too, and the combination of retro style, strong performance and high technology looks set to make it a hit in 2024.

If the retro, race-rep look isn't for you, Yamaha has also updated the **MT-09** for 2024 with a more modern style and tech improvements. Both the standard MT-09 and the MT-09SP are renewed, with the same 87.5 kW, 890 cc triple as before but endowed with a new airbox that promises a better aural experience thanks to acoustic amplifier grills on top of the tank that give a direct route to take intake noise to the rider.

The MT-09's **electronics are improved** with updated riding modes for the IMU-operated

traction control system, plus a new back slip regulator to stabilise the rear wheel under engine braking. Like the XSR900 GP, it also gets Yamaha's new third-generation quickshifter.

Chassis tweaks include a slightly steeper head angle and the same Brembo radial master cylinder that's been adopted by the XSR900 GP, while the triable between the bars, seat and pegs is sportier than before, and the bars and pegs are both adjustable. A new full-colour TFT dash is also added, with all the usual connectivity, as is the same brake warning system adopted by the XSR.

The MT-09SP gets the same tweaks but adds upgraded suspension, combining KYB forks with an Öhlins rear shock, plus Brembo Stylema calipers and extra track-oriented riding modes that can be accessed by the same updated TFT dash used on its sister models.



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NEWS BRIEFS

Unlikely though it may seem, Italian electric sports bike manufacturer Energica has joined forces with the Malaysian oil giant Petronas Lubricants International. Petronas has become Energica's Industrial Partner and was Energica Racing's main sponsor for 2023. Supporting Tyltlers Cycle Racing in the Roland Sands Design's Super Hooligan National Championship, part of the MotoAmerica series, Energica was the only electric manufacturer to compete alongside ICE (Internal Combustion Engine) motorcycles for the full season.

BMW may finally have found a way of making the kind of 'winglets' increasingly seen on sport bikes actually useful. A patent filing shows BMW integrating LED lights into the 'winglets' on a S 1000 RR-style superbike. The design gives the manufacturer the option of eliminating protruding, stand-alone indicator lamps.

Reports suggest that Royal Enfield has targeted 2025 for the launch of its first new electric motorcycle. Having acquired a 10% stake in internationally respected Barcelona based Stark Future (of Stark Varg eMX vehicle), it is thought that Royal Enfield will be leveraging Stark's expertise to launch a global EV - based on RE's Harris Performance developed chassis capabilities.

With the cold, hard realities of life cast adrift from the European Union that legendary Brit Conservative Prime Minister Winston Churchill first called for some 75 years ago starting to become apparent, the United Kingdom has abandoned the new, post-Brexit UKCA (United Kingdom Conformity Assessed) mark. The scheme was intended to reduce complexity and cost for vendors selling on the UK market, allowing their products to diverge from EU standards - namely become poorer quality. But it turns out the scheme was actually increasing complexity and cost and was starting to reduce consumer choice as nobody wanted poorer quality goods than riders elsewhere could buy. With brands starting to decide that the extra overhead on building down to the new UK standards for a diminishing market would not likely result in an acceptable ROI, the British Conservative government, the same one, in essence, that thought commercial isolation was a "good thing" in the first place, has now surrendered to the Johnny Foreigners' nasty rules and abandoned the UKCA scheme. Who'd-a-thunk it!

Ducati joins the singles scene: Hypermotard 698 Mono

By Ben Purvis

Ducati's longstanding obsession with 90-degree V-twins took a huge hit with the introduction of the Panigale V4 and the growing range of four-cylinder models that followed it - and now the company is heading in the other direction as well, by introducing its **first mass-produced single cylinder for half a century.**

Debuting in the new Hypermotard 698 Mono, we see the latest creation of Ducati's engine department, the **Superquadro Mono**. A 659 cc, DOHC, liquid-cooled single, its design is based on that of the 1299's Superquadro V-twin, which lends its 116 mm bore and combustion chamber design. In the new Superquadro Mono it's paired with a 62.4 mm stroke to create a high-revving, oversquare design that claims



recipe of a steel trellis frame, the Hypermotard 698 Mono weighs in at just 151 kg without fuel.

Like the company's other bikes, electronics are a strong part of the Hypermotard single package. There's cornering traction control and ABS, of course, but also launch control, three power modes, four riding modes, wheelie control, launch control and engine brake control as part of a suite of electronics that far exceeds most single-cylinder bikes. There's even an **optional wheelie-assist system** that helps keep the front wheel in the air if that's what you want to achieve. The suspension comprises 45 mm **Marzocchi USD forks** and a **Sachs rear monoshock**, offering long travel - 215 mm at the front and 240 mm at the rear - a hint that the Hypermotard 698 Mono could result in an off-road-oriented derivative in the future. As usual, the brakes are **Brembos** with a single M4.32 four-piston front caliper gripping an oversized 330 mm disc. Those brakes are fitted with an advanced cornering ABS system that not only has multiple sensitivity settings, but also allows a 'slide by brake' function that allows

the back wheel to be drifted into corners in some modes.

A higher-spec 'RVE' version of the bike is also offered, with more eye-catching graphics and a standard-fit up/down quickshifter.

Ducati will also offer a restricted 43.5 hp version of the bike to suit A2 licence rules in Europe, with its peak power arriving much lower at only 6,250 rpm. Meanwhile, a track-only **Termignoni exhaust** will take power higher still, adding an extra 7 hp to the standard bike at the expense of road legal emissions and noise levels.

Ducati's single-cylinder revolution will continue into 2024 with the planned launch of the company's **first modern motocross bike** and a works entry into the Italian Motocross Championship. Ducati has already signed nine-times world champion **Antonio Cairoli** as test rider for the project.

Claudio Domenicali, Ducati CEO, said: "I am proud to announce Ducati's entry into motocross. A totally new world for Ducati in which we want to bring our talent in designing lightweight motorcycles with excellent components and high performance."

'New 659 cc single and upcoming 450 motocrosser show the V-twin-only era is long gone'

to be the most powerful single-cylinder ever to grace a production street bike.

The peak is 57 kW (76 hp) at 9,750 rpm, enough to beat **KTM's** larger-capacity, 693 cc '690' single-cylinder engine, and the Ducati engine redlines at an impressive 10,250 rpm, reflecting its unusually high-revving design. Max torque is 63 Nm and doesn't arrive until 8,050 rpm.

While Ducati's 1990s Supermono single is fondly remembered, it was a race-only machine made in limited numbers - fewer than 70 were made - and the company hasn't made a road-going, showroom single-cylinder model since the demise of the bevel drive, desmo singles in **1974.**

The new Hypermotard 698 Mono is the first home for the Superquadro Mono engine, but probably won't be its only application. It's a lightweight supermoto-style machine, along the lines of the existing V-twin Hypermotard 950, but with less weight and an even more focused appeal. Built around Ducati's usual



Honda's new three-motor drive technology

By Ben Purvis

Honda's tradition of pushing radical new ideas in motorcycling is being upheld with a new development project for a future three-motor electric bike and with the E-Clutch system that reaches showrooms in 2024.

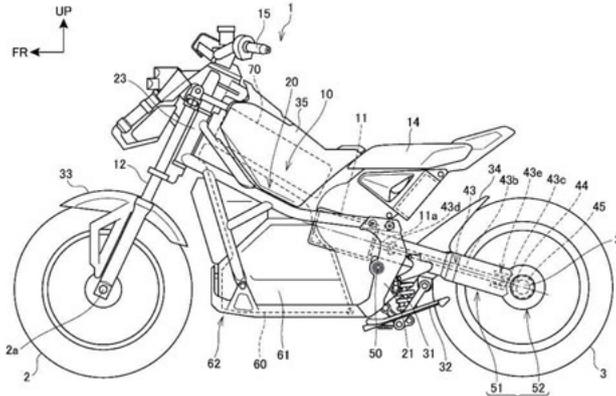
Patent applications have emerged showing a development of the radical Riding Assist-e electric concept bike, (which debuted in 2017 with computer-controlled steering and a variable steering head angle to change the wheelbase), allowing it to **balance itself** even without a rider aboard. The new development of the idea takes the concept of rider assistance a step further by adopting as many as **three electric motors - two powering the rear wheel and a third driving the front** - to create an unprecedented level of computer assistance while leaving the rider in control.

On the face of it, having two motors powering the rear wheel, with one chain final drive on each side, seems illogical. After all, the wheel is going to turn at the same speed as it would with one motor and chain driving it. But Honda isn't thinking about the drive that the motors provide - the focus here is on the influence that they have on the bike's **balance**. Both motors are mounted longitudinally but turn in opposite directions. Anyone who's ridden a boxer **BMW**, a **Gold Wing** or a V-twin **Moto Guzzi** will know that the torque reaction of a longitudinal engine will try to tilt the bike as you rev it, and that's exactly the effect that Honda is using here.

In normal use, both rear motors work together and because they counter-rotate, they cancel out each other's torque reaction. However, Honda envisages using that torque reaction, modulating the torque from the two motors to help the bike tip into corners faster and to stand it back up again on the way out of them. The left motor, turning clockwise, will tug the bike over to the left if used on its own. The torque from the right motor, turning

counter-clockwise, tilts the bike to the right. So, by juggling the torque from both, the electronics can influence the bike's lean angle.

The third motor, mounted in the front wheel hub, uses the same phenomenon. With both wheels on the ground, it helps spread the total power output across the two tyres,



making the most of their potential traction, but Honda also believes it will be useful under hard acceleration when the front wheel lifts.

With the wheel in the air, reverse torque is used on the front motor, creating a reaction that tries to bring the nose back down again, allowing

'E-clutch reaches production'

the bike to accelerate faster without flipping over backwards.

While that piece of drivetrain technology is clearly still years away, Honda's **E-Clutch** - introduced on the 2024 CB650R and CBR650R but likely to be adopted across many more bikes in years to come - will be available by the middle of next year.

It's perhaps the simplest and cleverest attempt yet to make a **semi-automatic transmission**, using a computer-controlled servo motor to operate a completely standard clutch while retaining the normal bar-

mounted lever and cable operation, allowing it to be overridden at any time or switched off entirely if you'd prefer conventional clutch operation.

Adding just 2 kg to a bike's weight, the E-Clutch features two small electric motors and a set of reduction gears, all mounted inside the clutch cover and attached to the conventional clutch

linkage, allowing a normal cable or hydraulic clutch system to be retained. Pulling the bar-mounted lever overrides the electronics, leaving the rider in ultimate control, and gears are still shifted using the normal, mechanical left foot lever.

When active, the E-Clutch is controlled by its own ECU, taking information from the bike's speed, revs, throttle position and gear position. A quickshifter-style load sensor on the gear linkage tells the system when you want to change ratios, and there are three settings - hard, medium and soft - to change how much pressure is needed on the manual gear shift before the clutch operates. Come to a halt and the **clutch automatically dips** to ensure the engine doesn't stall, and when the system is active pulling away from a standstill, it is simply a case of engaging first gear and opening the throttle. The E-Clutch does the rest, ensuring a smooth getaway and preventing any chance of a stall.

Since the system is also tied into the engine's ride-by-wire throttles, the injection and the ignition, it promises to make up- and down-shifts faster and smoother, and an on-dash display will show if you're in too high a gear and should change down.

Simpler, lighter and cheaper than Honda's DCT semi-auto gearbox, and able to be fitted to virtually any bike without major changes to the existing transmission and clutch, there's every chance that the E-Clutch will be offered across a huge **part** of Honda's range in years to come.

NEWS BRIEFS

Finland based electric sport bike manufacturer Verge has been reshaping its senior leadership team as it chases international growth and stakes a claim to a place in the U.S. electric two-wheel space. It has hired Haydn Baker as its new Chief Programme Officer. Baker's career has included senior roles at McLaren Automotive in the UK and at U.S. EV manufacturer Rivian. Former CFO at the British Aston Martin Lagonda set-up, Mark Wilson has been tasked with looking after the money at Verge.

BDN has reported that intercom maker Cardo has acquired the Austria based Pierer Mobility (KTM etc.) linked Riser bike navigation app - giving Cardo access to navigation functions with expanded social media utilities. Cardo CEO Alon Lumbroso: "Riser has created an innovative motorcycle app that enhances the riding experience. This acquisition will enable us to provide our customers with an even wider range of solutions, including navigation, community and safety." Stefan Pierer added: "I am delighted to see Riser find a new home with Cardo, and we have every confidence that together they will achieve great success."

Leatt has introduced a Helmet Replacement Programme, offering discounts on new helmets if a less than three-year old, damaged helmet no longer offers the expected safety levels. The Leatt Crash Replacement Programme will see Leatt helmet partners worldwide offering up to a 40% discount on a new replacement helmet within three years from purchase.

Yamaha Motor has changed its Chinese joint venture partner. Effective November 2023, Yamaha added itself to the already crowded stable of CFMoto collaborators, after agreement was reached for Chongqing Jianshe Mechanical and Electric Co., Ltd., the previous partner in Yamaha's motorcycle manufacturing joint venture in China (Zhuzhou Jianshe Yamaha Motor Co., Ltd./ZJYM), to transfer ZJYM's equity interest to Zhejiang CFMoto Power Co., Ltd. (CFMOTO). The name of the new business is 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 CFMoto going forward, with the aim of further raising competitiveness.

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



Triumph 2024 range update continues

By Ben Purvis

Triumph has stepped away from the old format of launching all its new models in a single shot and moved to a programme of continual updates and new bike releases throughout the year - and the latest updates include **changes for the Scrambler 1200 range.**

The big news here is that the old Scrambler 1200 XC model has been dropped for 2024, replaced with a new Scrambler 1200 X that promises

down to 820 mm. That's 20 mm lower than the old XC and a full 50 mm down from the XE version, and a low seat option can bring it down even more to 795 mm.

On board, the Scrambler 1200 X gets new instruments with a white-on-black LCD display above a smaller colour TFT dash, all housed in a single, circular pod.

For riders who want real off-road capability, the updated 2024 Scrambler 1200 XE still has a large 250 mm of suspension travel and huge ground clearance, like its predecessor, but it also swaps to Marzocchi suspension in place of the old Showa and Öhlins parts. It also keeps the Brembo brakes but updated from the 2023 model's M50s to **Stylema** calipers, with cornering ABS as standard.

Both the Scrambler 1200 X and the XE get engine revisions for 2024, with a new 50 mm single throttle body, revised exhaust headers and new mapping that shifts the peak power and torque points to lower in the rev range. The exhaust changes also reduce the heat that reaches the rider, and both models have multiple riding modes and traction control settings. Peak power and torque figures are unchanged at 89 hp (66.2 kW) and 81.1 lb-ft (110 Nm).

Elsewhere in Triumph's 2024 range, the company has introduced a new set of **limited-edition models in the Modern Classics range with the one-year-only 'Stealth' variants** of the Bonneville, Speedmaster,



Thruxton 'Final Edition' model

More updated models for next year

to open the door to more customers - lowering the price and increasing the gap between the lower-cost Scrambler 1200 X and the more upmarket Scrambler 1200 XE that remains available.

The new 1200 X sacrifices some off-road ability in favour of a more accessible height, replacing the old XC's **Showa** front, **Öhlins** rear suspension combination with new **Marzocchi** parts at both ends. They're non-adjustable and lower, with 170 mm of travel instead of the XC's 200 mm. The brakes are also revised, with twin-piston **Nissin** front calipers instead of the old **Brembo** four-pots, backed up by a **Continental** ABS system. Unlike the old XC, the X's ABS works in corners thanks to an IMU.

The changes help bring the seat height

Bobber, Speed Twin and Scrambler 900. These are the follow-ups to 2022's Gold Line bikes and 2023's Chrome Collection, and like those previous models, numbers aren't restricted but the Stealth bikes will be sold for just one year to ensure exclusivity in the future, with a relatively small price premium over the standard variants.

Each Stealth bike gets a fuel tank that fades from black at the front to a candy metallic colour at the rear - with different colours for each model. It's a finish that's achieved with a silver base coat with the black fade sprayed on top, followed by several coats of coloured lacquer to build up the pigment.

The Bobber gets 'Purple Stealth', while the Speedmaster is finished in 'Red Stealth'. The Bonneville T100 and T120 come in 'Blue Stealth' and the



Scrambler 1200 X

Bonneville Black Stealth Edition has a tank that fades from black to silver. The Speed Twin 1200 comes in 'Red Stealth', the 900 version gets a 'Green Stealth' finish, and the Scrambler 900 gets an 'Orange Stealth' paint scheme. You'll notice that the Thruxton isn't included among the Modern Classic models in the Stealth range. That's

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because **2024 will be the last year of Thruxton production**, and the occasion is being marked with a one-year-only 'Final Edition' model. Offered in the same spec as the Thruxton RS, with 105 hp, Showa forks, Öhlins shocks and Brembo M50 brakes, the 'Final Edition' gets a 'Competition Green' paint scheme with hand-applied gold pinstripes and a certificate of authenticity signed by members of the Thruxton design team and by Triumph CEO Nick Bloor. In future, the Café Racer duties in Triumph's Modern Classics range will be covered by the Speed Twin. More 2024 news from Triumph comes in the form of the company's new 250 cc single-cylinder motocross bike, the

TF 250-X, which will form the basis of a two-bike works attempt at the FIM Motocross World Championship in the MX2 class in 2024, as well as the US SuperMotocross World Championship. Featuring a 250cc engine with a remarkable 14.4:1 compression ratio, forged aluminium pistons and titanium valves in an aluminium spine frame, the company claims it has the highest power-to-weight ratio in its class. Bold words for a company that's going head-to-head with the best that Japan and Europe can offer.

TF 250-X



Impressively, Triumph intends to open a network of specialist motocross and enduro dealers to sell the bike, its optional accessories and a range of clothing developed for it in

conjunction with Alpinestars. Triumph says there will be 300 such centres open across the US, Europe and Australia by the end of 2024. The bike itself uses KYB suspension front and rear, with a chassis and engine developed 100% by Triumph, which has taken guidance from Ricky Carmichael and Ivan Cervantes throughout the project's progress. An enduro version is expected to join it by the end of 2024, along with a pair of 450 cc models, and Triumph has already tied in with aftermarket accessory brands for a range of optional parts including an Akrapovic exhaust, an MX Tune wi-fi module, Athena LC-GPA launch control and an XTrig holeshot device.

Suzuki shows hydrogen-fuelled scooter By Ben Purvis

Suzuki has been flirting with hydrogen-fuelled bikes for nearly two decades, but its latest attempt at the idea is very different - using a hydrogen-burning combustion engine as part the **HySE collaboration alongside Honda, Yamaha and Kawasaki**. All Suzuki's previous hydrogen projects have used the gas to provide

electricity, via hydrogen fuel cell technology, for electric bikes. The company started down that path in 2007 with the **Crosscage concept**, tying in with British brand Intelligent Energy to pursue the idea. It went on to make fuel-cell-powered Burgman scooters in 2010 and even trialled them with the Metropolitan Police in London in 2017 and 2018. However, under the HySE project, Japan's 'Big Four' are joining forces with other companies including Toyota to work on hydrogen-fuelled combustion engines specifically for motorcycles and other small vehicles, and that's where the latest Burgman comes in. Revealed at the **Japan Mobility Show**, which is the new name for the Tokyo Motor Show, it's a modified Burgman 400, using essentially the same engine that powers the conventional gasoline

version, but with changes to suit hydrogen power. Suzuki hasn't revealed details of the alterations to the engine, but they're believed to include direct fuel injection to allow

to allow a respectable range. A filler below the rider's seat allows the bike to use a hydrogen filling system when the tank needs to be replenished. To make space for the tank, the whole engine and swingarm unit is moved backwards by around 200 mm, extending the wheelbase by the same amount but ensuring the under-seat storage isn't sacrificed, as it was on Suzuki's fuel-cell Burgman designs. Other HySE projects include a four-wheeled off-road vehicle that's due to compete in January's **Dakar Rally**, using a supercharged 998 cc four-cylinder engine developed by **Kawasaki** to burn hydrogen instead of gasoline. The same engine, based on the company's H2 superbike motor, is eventually intended to appear in Kawasaki's proposed hydrogen-powered sports-touring bike, drawings of which were revealed in 2022.

'Hydrogen combustion engine is part of HySE industry collaboration in Japan'

the hydrogen adaptation to work. The hydrogen itself sits in a tank between the rider's feet, pressurised at a remarkable 700 bar (about 10,000 psi) to get enough of the gas in there



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CFMoto By Ben Purvis

CFMoto has firmly established itself at the forefront of the Chinese motorcycle industry and is rapidly making headway globally thanks to bikes like the new 450MT.

Exploiting a niche that few others have tried, the 450MT uses a 449 cc **parallel twin** engine, similar to the one in the 450NK roadster and 450SR sports bike, bolted into a high-spec **adventure bike chassis** to create something with the tall riding position and tough style associated with the class, but much less weight than the bigger-engined alternatives.

The 450MT puts out a claimed 32.5 kW (43.6 bhp) at 9,500 rpm to slide into the A2 licence class, but has a much more serious adventure bike look than rivals like Honda's new NX500, which replaces the CB500X for 2024. The Chinese bike's torque peaks at 44 Nm and 6,250 rpm.

The parallel twin slots into a steel tube frame with adjustable **KYB suspension** at each end, upside-down forks at the front, monoshock at the rear. There's 200 mm of wheel travel and 220 mm of ground clearance, plus a 21-inch wire front wheel and 18-inch rear. Coming in at

'Lightweight adventure bike with go-anywhere appeal'

only 175 kg, the package is far lighter than most adventure bikes, suggesting the CFMoto might actually be more usable off-road than larger competitors. A relatively accessible 820 mm seat, adjustable down to 800 mm, adds to the appeal.

There's lots of technology, too, with a curved 5-inch colour TFT dash, **USB-C** power socket and switchable **Bosch ABS** via **J.Juan brake calipers**.

CFMoto's EICMA display also included several **concept offerings**, all indicating potential future production bikes. Of these, the **MT-X** is the most intriguing and one of the closest to production. Based on the **799 cc parallel twin** engine designed by **KTM** that's already used in the CFMoto 800MT adventure tourer, the MT-X takes a much more serious approach to its off-road ability, with long-travel **KYB suspension**, a 21-inch front wheel and low-mounted fuel tanks on either side, reminiscent of KTM's 890 Adventure. That KTM connection comes thanks to the **joint venture** that CFMoto and KTM have long cooperated on in China, with



450MT



MT-X Concept



CL-C Low Ride

CFMoto manufacturing engines and complete bikes on behalf of the Austrian company. In previous years, CFMoto's concepts have become production bikes within 12 months, including the 450SR and the 800NK, so the MT-X has a strong chance of

being a showroom model by 2025. The same applies to the **125NK**, shown as a **concept**, but clearly close to being a production model. With styling similar to CFMoto's other 'NK' naked bikes, but power from a liquid-cooled, **single-cylinder** 125 cc



125NK Concept



675 cc three-cylinder engine

engine, it's a clear overture to learner riders in European markets, which CFMoto doesn't currently cater to. No specs have been released, but expect a **licence-legal 11 kW (15 hp)** from the production bike, which is also likely to lose elements like the single-sided swingarm and carbon-fibre rear wheel that feature on the concept model.

Launched in China earlier this year, CFMoto also introduced its **CL-C450 cruiser** to the European market for the first time, and added a concept version called the **CL-C Low Ride** to give it a bobber twist. The CL-C450 will clearly be a competitor for the likes of **Honda's Rebel 500** and **Kawasaki's Eliminator**, with a 30 kW, 449 cc parallel twin that places it in the A2 licence category, but the Low Ride concept takes the standard bike's frame and adds a **girder-style fork** with an unusual, transverse front shock from **Öhlins**, operated via a system of bell-cranks to make it more compact than the usual vertical spring seen on bikes with a girder front end. That, in turn, allows the headlight to be set lower and further back.

A bobber model with styling like the CL-C Low Ride certainly makes sense for CFMoto, although that unusual front suspension might be less likely to reach showrooms in the future.

One thing that is guaranteed to be in production bikes very soon is CFMoto's **675 cc three-cylinder engine**, which also made its European debut on the company's EICMA stand. Due to be launched very soon in the **675SR sports bike**, the company claims it makes more than 100 hp, revs to more than 12,300 rpm and is the lightest engine in its class, weighing in at **under 55 kg**.

The company previewed the 675SR at an event in China earlier this year, albeit in disguised form, as well as a **four-cylinder** 500 cc sports bike called the 500SR. In addition to the 675SR, the three-cylinder engine is likely to appear in a range of other models in the future.

Royal Enfield Himalayan enters the 21st century

By Ben Purvis

For decades, Royal Enfield has represented a step back in time that's welcomed by riders longing for a simpler age, but doesn't offer a lot of competition to rivals operating at the cutting edge of motorcycle technology. That's all changing now with the new Himalayan - the first liquid-cooled, six-speed DOHC bike in the company's long history.

The original Himalayan, launched in 2015, was a tentative step into the modern era for Royal Enfield, ditching retro looks in favour of a utilitarian style from former Ducati design boss **Pierre Terblanche**. But underneath laboured an old-fashioned air-cooled single and ultra-simple chassis. The new model brings everything up to date, with the focus on an engine that nearly doubles its predecessor's output thanks to truly modern design. The **DOHC, four-valve, liquid-cooled single** manages 40 hp at 8,000 rpm, up from 24 hp for its air-cooled predecessor, from a capacity of 452 cc. It sits beneath a steel twin-spar frame that replaces the cradle design of the original Himalayan, with

upside-down 43 mm forks instead of right-way up 41 mm versions, and an aluminium swingarm with a rising-rate monoshock. That redesign means the new bike, despite its liquid-cooled engine and the radiator, water pump and pipework that entails, is **3 kg lighter** than the old model, coming in at 196 kg including a 90% full tank of fuel. It's a bigger, 17-litre tank as well, up from 15 litres on the older model.

As before, the Himalayan is designed to cope with the terrain its name suggests, with a 21-inch front wheel wearing 90/90-21 rubber and a 17-inch rear with a 140/80-17 tyre. There's 200 mm of wheel travel at each end and 230 mm of ground clearance, and the seat can be adjusted from 825 mm to 845 mm. Brakes are from **Brembo's ByBre subsidiary**, with a two-piston front caliper and a 320 mm disc, plus a single-piston rear and 270 mm disc, with ABS that can be switched off for off-road use.



The styling is an updated take on the rugged original, with a sleeker look that retains signature elements like the round headlight and the distinctive luggage racks on each side of the fuel tank. From the rider's seat, there's more evidence of the bike's modernity thanks to an appealing circular dash that's actually a colour TFT display, developed with the help of Google to include map-based navigation when paired with a smartphone.

Royal Enfield has also signalled its intentions for the future by revealing a prototype electric Himalayan, featuring a purpose-made alloy chassis that doubles as the battery casing. It's been under test in the Himalayas to check whether electric bikes offer the sort of capability in remote settings that the combustion engine version achieves.

BMW R 1300 GS By Ben Purvis

BMW's R-series GS models have dominated sales charts around the globe for the last 20 years, and that trend shows no sign of changing in 2024 thanks to the launch of the widely reported and test-ridden all-new R 1300 GS.

It's a genuinely new bike, with arguably the biggest changes ever seen in the evolution of the GS - including completely revamped styling, a new sheet-steel chassis and the most powerful engine ever seen in a GS model.

That frame is a huge departure, dropping the tubular steel concept of its predecessors in favour of **pressed steel sheets** - a concept that BMW has already trialled in the F-series GS models. It is said to be a concept that combines low weight, rigidity and the ability to cope with the rigours of off-road use without suffering the metal fatigue that an aluminium frame might be susceptible to.

The chassis is in a large part responsible for the **12 kg weight reduction** compared to the previous R 1250 GS. At the back, there's a cast alloy seat subframe instead of the old steel tube design,

and BMW has even rethought the Telelever front suspension system, introducing a new **'EVO' Telelever** design that adds more stability and steering precision by taking its inspiration from the sports bike Telelever systems previously used on bikes like the HP2 Sport.

Below it hangs a boxer twin engine that's grown to a genuine 1,300 cc capacity, pushing out 107 kW (145 hp) at 7,750 rpm and 149 Nm at 6,500 rpm. As before, it's a water-cooled design, with BMW's ShiftCam variable valve timing and lift system, and there's a huge suite of rider aids including Dynamic Brake Assist, Driving Modes Pro, Dynamic Traction Control, Dynamic Cruise Control with brake function and, optionally, Active Cruise Control that uses a front-facing **radar** to monitor the vehicles in front and keep pace with them, as well as intervening on the brakes when



needed. There's also a rear sensor that enables **lane change warnings**.

Optionally, the new GS can be fitted with electronic Dynamic Suspension Adjustment that alters not only damping, but also the front and rear spring rates, bringing them into line with the selected riding mode and compensating for loads including passengers and luggage. Further options include height control, raising or lowering the suspension, depending on the situation, and making it easier to reach the ground at a standstill.

The four standard riding modes add an **'Enduro' setting** to the previous Road, Rain and Eco option.

Visually, the new GS offers a much sleeker look than its predecessors. The lopsided headlight design of the last few generations is gone, replaced with an X-shaped design that's tucked into the top of the front nacelle that helps disguise the radar sensor, when fitted. As before, there's a choice of wire or alloy wheels, as well as a huge array of options and variants available, but as yet, BMW has NOT launched an 'Adventure' variant - that is likely to come for the 2025 model year.

NEWS BRIEFS

BDN reports that Yuasa has just delivered the biggest energy storage plant in the world, in northern Hokkaido, Japan. The installation, which stores power from a wind energy transmission network, has no less than 3.3 million cells, a power output of 240MW and a capacity of 720 megawatt-hours.

Vmoto headed into EICMA with a new Guinness World Record in the bag - for the "greatest distance on an electric scooter in 24 hours by a team in relay". Team Vmoto achieved the distance of 1,931 km, improving the previous record by 151 km, on the Circuito Tazio Nuvolari in Cervesina near Pavia. The scooter used was a standard Vmoto CPx PRO, driven by a crew of five pro riders and journalists.

Boise, Idaho based Rekluse has launched what is describes as "Next-Generation Auto Clutch Tech" with its EXP 4.0. Said to offer riders "more direct power delivery to the rear wheel, unmatched durability even under high temperatures, and an enhanced lever feel for more connected and precise control", highly responsive engagement is due to an improved base and wedge design with pins and bearings that enable rolling instead of sliding to expand the disc - reducing resistance in engagement.

Following the launch of the Open Bluetooth Intercom (OBI) protocol, a new software update for cross-industry Bluetooth connectivity allows Cardo wireless communication systems to connect seamlessly with a non-Cardo Bluetooth unit "as seamlessly and fluidly as connecting via Bluetooth to another Cardo communicator".

Triumph has introduced seat-lowering tech for its Tiger 1200. A new enhancement to its advanced Showa semi-active suspension, the new Active Preload Reduction feature reduces the rear suspension preload as the Tiger slows, allowing seat height settings to be reduced.

The residents of Strasskirchen near Munich, Germany, have voted overwhelmingly to welcome the building of a new BMW Group facility for high-voltage battery assembly. BMW has a 105-hectare site awaiting development there, with rights to a further 29 hectares of adjacent land.

NEWS BRIEFS

Motorcycle thefts in USA rose 7% last year, according to a new NICB report. Motorcycle thefts increased 7% from 2021 to 2022, marking a third year of rising thefts according to the NICB's 2022 Vehicle Type Theft Report. An average of 4,561 motorcycles were reported stolen each month in 2022. Thefts climbed steadily from a low of 2,879 in February, peaking in July at 6,394. Californians again led the pack in reporting the most motorcycle thefts with 9,838 stolen bikes in 2022 (30% of all motorcycle thefts in USA), followed by Florida (4,563) and Texas (4,145). The top 10 states for motorcycle thefts made up 60% of the 54,736 motorcycle theft reports in the U.S. in 2022. More than 40% are recovered.

Peugeot Motorcycles Deutschland (PMD - which includes the BSA brand in Germany) has appointed Éric Apode as new CEO, with former Triumph Germany dealer network director Boris Grimm as the new Country Manager Germany, and long-time marketing executive Priscilla Sellier as press director for Germany and Europe. Indian conglomerate Mahindra & Mahindra Ltd. (M&M) sold a 50% equity share and a controlling 80% stake in its Peugeot Motorcycles subsidiary to private equity investor Mutares SE & Co. KGaA - a Germany based holding company. The decision to effectively offload the financial heavy lifting that Peugeot Motorcycles required is thought to have been prompted by the long-term potential that M&M sees in focusing its capital resources primarily on the BSA brand.

Kawasaki unveils first hybrid bikes

By Ben Purvis

The world's first 'strong' hybrid production bikes have been launched in the form of Kawasaki's Ninja 7 Hybrid and Z7 Hybrid - but are they answers to a question that nobody asked?

The two bikes are essentially identical, differing only in their fairings and bar heights, with the Ninja taking a sportier role and the Z7 Hybrid a more upright roadster stance, and the technology both share is undeniably impressive.

Power comes from a 451 cc **parallel twin** engine that's related to the twin in the new **Eliminator 500** and the **Ninja 500** and **Z500** models that replace the previous Z400 and Ninja 400, but in the two Hybrid models it puts out a peak of 43.5 kW (58.3 hp) as there's no intention to meet the 'A2' licence rules that the other

Z7



Ninja 7

'Ninja 7 Hybrid and Z7 Hybrid break new ground'

models comply with, leading to their sub-35 kW (47 hp) outputs. However, the Ninja 7 Hybrid and Z7 Hybrid don't stop there, as both also get a 9 kW (12 hp) electric motor coupled to a 48V lithium-ion battery that hides under the seat. The **two powertrains can be used separately** - allowing the bikes to operate in pure-electric mode for up to 12 km at low speeds, in petrol-only mode (also recharging the battery) when out of town or, by using the **'E-Boost' function**, combining both the electric and combustion engine power for a peak of 51.1 kW (68.5 hp) to maximise performance for brief periods.

operated lever - or can work in a full-automatic mode. E-Boost is activated using its own separate button.

Like most four-wheeled hybrids, there's also an idle-stop system, so the combustion engine stops when you come to a halt, and in 'Eco' mode, the bike will pull away using pure electric power before kicking the engine into life once on the move.

The electric motor also allows Kawasaki to include a 'Walk' setting that lets the bike use its electric power to shuffle forwards or backwards at low speeds, helping when it comes to parking or moving the bike around a garage.

As with most electric bikes, it's the torque of the electric motor rather than its peak power that really adds to performance, and Kawasaki says that the two hybrid machines offer performance that's on a par with a 650 cc-700 cc bike, but with off-the-line acceleration that matches a 1,000 cc superbike and economy that's better than a 250 cc machine.

These two power units are combined via a shared transmission, an automated six-speed manual that's controlled by buttons on the left bar - **there's no clutch lever or foot-**

The tech is impressive, but the chassis spec is less imposing, with similar suspension and brakes as the Ninja 650 and Z650 models.

Whether customers will buy these new hybrids remains to be seen, but given the relatively good fuel economy already achieved by bikes like **Suzuki's GSX-S800** - while offering more performance - and the expected high prices of Kawasaki's hybrids, they could be facing a tough challenge to attract buyers beyond the most dedicated of early-adopters.

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



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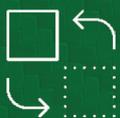
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EICMA 2023

RHO-FIERA, MILAN, NOVEMBER 8-12, 2023



Words by Robin Bradley



Pictures by Sara Viney

According to ANCMA, the Italian Motorcycle Industry Trade Association that owns and operates EICMA, the 80th edition/110th anniversary year saw "over 560,000 people attend the exhibition". That is some +19% up on 2022, and describing it as a "Gold Medal Edition", that is actually still some 200,000 or more visitors lower than the peak pre-pandemic claims made for the attendance, but, whether an overestimate or not, there were more than enough people there to keep the aisles and booths of the eight occupied halls busy. That was two more halls than in 2022 and three more than in 2021. Some 2,036 brands were "present" according to the organisers, with more than 700 direct exhibitors - confirming the long and growing list of aftermarket parts and accessory and gear and apparel absentees. Some 67% or those exhibitors were international, representing 45

countries. EICMA says that more than 30 percent of the exhibitors were "first timers" - another 'tell' in terms of the underlying trend that continues to affect all the major shows in terms of the 'core' international motorcycle industry vendor community, with consolidation, market changes and atrophy continuing to have their effect. EICMA says there were 39,392 selected and profiled industry professionals present with updated quality criteria that were introduced in 2022 intended to improve dealer (and press) day attendee scrutiny. There were though several tens of thousands more people than that in the aisles on the so-called "Trade Day". Of the "industry professional attendance", 52% was theoretically recorded as "international", from 120 countries. In media terms, EICMA claims that just over 7,000 journalists, technicians and communication professionals and content creators attended from 62 countries - there were though several thousand more people than that in the aisles on the so-called "Press Day".

www.eicma.it



Puig: The Barcelona based parts specialist (Motoplástico S.A.) has revisited Yamaha's MT-09 with an update to the Diablo 'Everflowing Design' project that it unveiled in 2022. The start point had been to evaluate what features and accessories motorcycles of the future will give us and, in an ideal world, where could free-flowing accessory design creativity take us? Creativity that isn't compromised by factory production. The answer that the Puig design team came up with was its 'Everflowing Design' concept as showcased by the original 'DIABLO'. EICMA 2023 saw the unveil of a second iteration of that thinking - 'DIABLO X' - as a second stage in the translation of design philosophy into design language. Parts developed include frontal spoilers, a smart display, height-adjustable seat design and rear seat cowl, side panels, rear spoiler, drag-reducing lenticular rim, side fins that modify the airflow and a fairing with an electronically adjustable windshield and full LED headlight. The most important boxes that the Puig design studio seeks to tick are to produce accessories that not only look great, but that are fully functional - "without purpose, there is no design"; adaptable - "versatile designs that can be purposed to different uses and needs"; aerodynamic - "the basis of everything"; ergonomic - "designs for every kind of rider"; minimalistic - "designs with nothing unnecessary getting in the way" and 'Smart-Electronic' - "technological, useful and interactive - "a bike that responds"; www.puig.tv

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MIPS: The internationally respected Stockholm based motorcycle helmet safety specialist has advanced its helmet testing technology with its Virtual Test Lad (VYL) - "with the potential to lower the environmental impact while significantly reducing costs and time-to-market for new helmets". The MIPS safety system is categorised as an "ingredient brand" business model, with the MIPS system being sold to the global helmet industry as a patented additive safety technology. Rotational motion is a common cause of concussions and more severe brain injury in oblique hits to the head. The MIPS system consists of a low friction layer that is mounted inside the helmet. In a crash, the low friction layer is designed to move slightly inside the helmet to help redirect forces away from the head. This is intended to help reduce the risk of brain injury. Recent news from MIPS include a US\$7.3m investment into Quin, a sensor-based technology company specialising in 'event detection' and data-driven emergency response protocols; www.mipsprotection.com



Mytech: New luggage from the Italian brand includes its 'Raid Pro' line - new aluminium cases with "an innovative design, featuring integrated corners". An upgrade to its popular 'Raid' line, the set consists of a 44-litre top case and a pair of 41 and 48 litre side cases in natural or black painted finish; www.mytechaccessories.it



Ognibene S.p.A: Founded by Dante Ognibene in 1948 as a gears and motorcycle and industrial components manufacturer, over time, Ognibene S.p.A. has specialised in transmission chain production. Since the 1960s it has played a leading role in the sale and assembly of chains in both its sectors of activity (industrial and motorcycle). Now in third generation family ownership, the company has over 10,000 m2 of warehouses, production, R&D, offices and shipping. As exclusive Italian importers of chains and gears for over 70 years, including D.I.D/Daido Kogyo Ltd., in 2023 Ognibene S.p.A will have sent 5,900 km of chain to customers all over the world, and the company has diversified with its TROFEO and Sense Advance brands; www.ognibenechaintech.com



Delta Braking: Founded in the Netherlands in 2001, Delta offers dealers access to a broad programme of on and off-road, scooter and ATV/Quad brake pads for vintage, pre-2000 and twin shock model applications for brands from Adiva, AJP and AJS to Yamaha, Zero and Zontes; www.delta-braking.com



Kellermann: Recent new products from the award-winning Aachen, Germany motorcycle lights specialist have included its 'Dayron' ECE-approved intelligent DRL system with smart control. Internationally respected for innovative, high quality, ECE-approved LED lighting solutions that set the benchmark for durability, design and safety, 'Dayron' is the world's first high performance daytime running light for motorcycles with intelligent light control and ECE approval. 'Dayron' can be completely integrated into the onboard electronics of the motorcycle, it is offered as a pure daytime running light with position light and indicator function option; www.kellermann-online.com



Haan Wheels: Former Maico MX racer Arie den Haan took his first steps as a wheel builder more than 45 years ago - in a small garage behind his house. Building spoked wheels for street and MX bikes remains its core business. He gave over the running of the business to his son Rob den Haan in 2002 and sequential moves has seen them grow into a 1,500+ sq m building in the Netherlands where it has a full stock of 8,000+ rims and 300,000+ spokes. Haan exports its wheels worldwide from Europe to Japan, Australia, Thailand, Canada, Russia and many more countries. Used by many of the best teams and riders in the world, they have helped many riders to more than 35 world championships and countless European and national championships in professional and amateur racing divisions; www.haanwheels.com



AFAM Group: Owned by the fast-expanding Breda, Netherlands based Parts Distribution Group (PDG - expect some major fresh acquisition news soon!), Nazareth, Belgium based AFAM Group sells AFAM branded chains, sprockets and kits, ISON oil filters, Shido lithium-ion batteries, NITRO lead-acid batteries and is master distributor in Europe for the Japanese made MIW oil and air filter ranges; www.wwww.afam.com



Bergamaschi: Big news from the Milan based distributor - it is extending its long-standing domestic Italian market partnership with Magneti Marelli as pan-European distributor for the legendary Italian performance engineer's motorcycle spare parts, electronics and components product ranges; www.bergamaschi.com



Koso Europe: Recent new products from the Germany based European office of the internationally respected Taiwanese manufacturer have included the KOSO lightweight, multifunction DB EX-03 - a compact, lightweight and multifunctional meter with speedometer, odometer, (operating) hour meter, clock, stopwatch, voltmeter, and shows the trip and maintenance mileage and records values such as maximum speed, maximum voltage and average speed; www.kosoeurope.com



SHOEI: An updated Neotec flip-up helmet, the P/J approved Neotec 3, features an innovative flip-up mechanism, ECE 22/06 homologation, a sleek helmet shape, internal sun visor, three outer shells, newly designed cheek, integrated SENA SRL3 (Shoei Rider Link3) intercom system and a new 3D-moulded visor (CNS-3C) with new centre lock mechanism for extra wide vision and unique shape for optimum sealing. Also new at EICMA, the ECE R22/06 GT-Air3 is a SENA SRL3 ready full-face (Shoei Rider Link3) with all-new visor, micro-ratchet chin strap, and moisture-absorbing quick-drying fabric. There are three outer shell sizes and newly developed ventilation system with increased inflow (including a removable filter on the lower intake) and improved exhaust efficiency; www.shoei-europe.com



Meteor Pistons: The Milan based manufacturer specialises in the production of aluminium alloyed pistons for internal combustion engines, compressors - forged and cast 2 and 4-stroke pistons; www.meteorpiston.com



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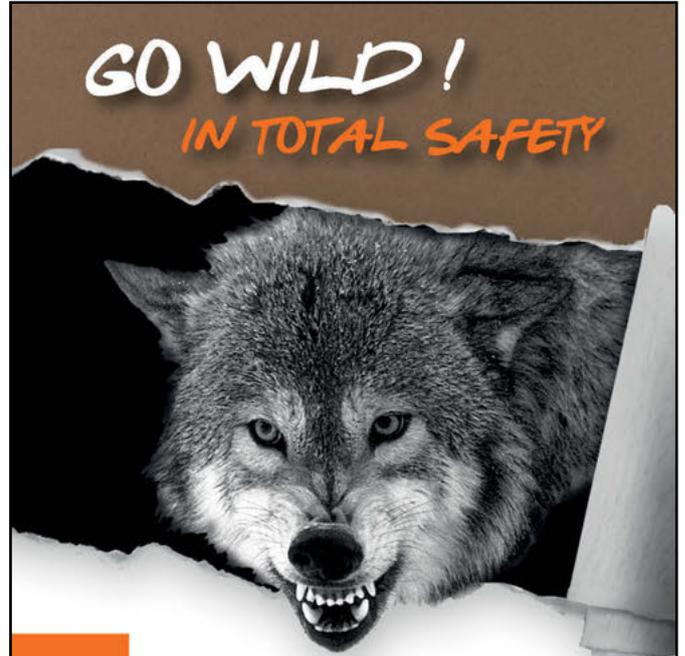
Brenta: Based at Rovereto near Lake Garda in Italy, Brenta brake pads are made in Italy by Frenotecnica. Brenta brake pads are manufactured in organic, on and off-road sintered and ceramic formula compounds. Its products are KBA ABE and ECE R 90 certified - its production and management systems are ISO 9001:2015 certified by TÜV Germany. Brenta is chosen by leading race teams in SBK, MotoGP, MX GP. Seen here are founder Silvano Stenech and Anna Pedrolli (Head of Customer Care); www.brentabrakes.com



Plastic Bike: The Italian performance bike conversion specialist's advanced design, high-performance, strong, yet lightweight material race kits are favoured by leading independent and OEM race teams as they strive to shave tenths and even hundredths of seconds off lap times; www.plastic-bike.com



TracTive Suspension: With a pedigree that makes designing KTM suspension upgrades a natural fit for the Dutch specialist, TracTive says that its suspension kit for the KTM 1290 Super Adventure R has been a "natural fit" for its product range. For the front forks, it developed a closed cartridge kit - a pressurised system using a large 35 mm piston for optimal damping performance and a wide adjustment range. To prevent diving of the fork, the kit comes as standard with firmer springs. For the rear, it recommends its X-TREME shock with its integrated PDS II anti-bottoming system, a hydraulic preload adjuster, high and low speed compression and rebound damping adjustment; www.tractivesuspension.com



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Gaerne: Founded in 1962, the legendary Italian boot manufacturer's decades of experience "carries through each step and infuses the entire production process with an artisan touch. A sure hand and the shrewdness that comes from knowing the secrets of the craft come together with precision and ingenuity to set Gaerne products apart"; www.gaerne.com



Pyramid Motorcycle Accessories: Founded in 1986 and historically best known for its 'Extenda Fenda' programme, recent new products from the British manufacturer include fly screens and seat cowls for the Yamaha MT-09 SP and the 1200 cc Triumph Speed Twin. Pyramid is also UK importer of a number of well-known brands, including Ermax (France) and Puig (Spain). Seen here are Managing Director Adam Bowser and Export Director Karen Wilkes www.pyramidmoto.com



QD Exhaust (Arcas Industrie): Recent new products from Manuel de Liso's Milan based exhaust manufacturing business include its classic look 'MaXcone' series mufflers - "designed for those who want a classic look". Polished AISI 304 stainless steel gives "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 are designed to guarantee maximum performance and 'phonometric' yield using 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. They are equipped with the QD GAS-EXTRACTOR system to promote 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. All QD Exhaust products are sold with a service card that allows the owner to extend to a 30-month warranty programme and to download the European certification; www.qdexhaust.it



Arai: New from the Japanese helmet manufacturer are its TOUR-X5 ADV, off and on-roader with new VAS-A visor system designed to maximise glancing-off performance, enhanced 5 mm wider on each side chin bar for easy on/off comfort, new forehead logo duct for excellent ventilation and flat spot-on side of the shell for easy communication device installation. Also new at EICMA was the Arai RX-7V EVO, FIM Racing #2 is described as the world's first helmet homologated to the FIM FRHPhe-02 standard, and the "go-to helmet when racing in FIM sanctioned events"; www.araihelmet-europe.com



SMART BATTERY CHARGER





Rainers Sports: The Elche, Spain based gear and apparel manufacturer is best known for its boots. Recent new products include the CE approved T-400 urban style boot in full grain leather (cat. 2, EN 13634:2017) with foam-covered TPU protectors for the ankle area and a leather protector for gear shift; www.rainers-sports.com



Gilles Tooling: "Driven by Function", recent new products from the Luxembourg based manufacturer include Tech-X.GT enduro footpegs and its M03/04.GT mirror. The Ducati Multistrada V4, Yamaha Ténéré 700 and BMW R1250 GS are among the latest models to "get the Gilles treatment". Expect Gilles to be among the first parts engineers to bring product for the new 1300 GS to market; www.gillestooling.com



HEPCO&BECKER: The German luggage manufacturer is a prominent player in the ADV model space. Accessories include its Lock-it tank ring system, stainless steel heat shield, steel handlebar guards, side stand enlarger, crash bars, skid plate, four rear luggage racks to choose from, and the Xplorer cutout side carrier System. This cutout side carrier follows the contours of the exhaust, hence the name. Included in the kit is the side carrier and two aluminium cases reinforced with plastic all around for a combined luggage capacity of 77 litres; 40 litres for the left case and 37 litres for the cutout case on the right of the bike. A matching 45 litre Xplorer top case in silver or black is also available; www.hepco-becker.de



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Newfren: Turin based Newfren says it anticipates announcement of new brake discs as a result of a series of projects and R&D programmes. Brand Manager Elisabetta Quadrini said that "being chosen by Fantic Motor, Ducati, Honda and other OEMs marked an important step for Newfren, which is now not only recognised as a historic manufacturer of aftermarket brake discs [Newfren was founded in the late 1950s], but is also now known as a centre of engineering and production excellence for original equipment." Newfren's 2024 MX and Enduro Black Editions will be on the market with a kit of special parts that will include Newfren 270 mm front brake disc and 245 mm rear brake disc in solid or slotted versions. Its Rally XE 450 Dakar is equipped with a 300 mm Newfren front brake disc and 245 mm rear Newfren brake disc; plus, all Fantic race bikes are equipped with Newfren brake discs and pads; www.newfren.com



D.I.D. Europe: "Powered by technology and driving the industry since 1933, D.I.D Chain is the #1 trusted motorcycle chain brand worldwide". Its X-Ring design chains "have more retention and durability to give our chains higher wear resistance"; www.dideu.it



Supersprox: Despite the challenges of keeping manufacturing going in war-torn Ukraine, 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; www.supersprox.com



SGR Europa (Società Generale Ricambi): With its subsidiaries in France (Moraco), Germany (Langenscheidt) and Spain (Euromoto 85), the Italian distributor hosted Andrea Dovizioso on its booth at EICMA. In 2023, SGR announced a collaboration with Dovizioso and the FMI backed 04 Park - Monte Coralli, in the heart of the Bologna 'Motor Valley'. RPM, the management company being headed up by 'Dovi', won the tender for a twenty-year management contract for the 04 Park. The project will see the park completely reimagined with an increase in sports facilities and related hospitality services, as well as a new track with high-quality standards for riders of all levels. The new 2024 SGR catalogue includes products from hundreds of brands, including market leaders such as SBS (brakes), Kellermann (lights), D.I.D (chain), AFAM, All Balls, MIW (filters), OptiMate, Showa, Supersprox, WRP, YSS and more; www.sgr-it.com



BS Battery: "Charging smart, charging safe!" - the French battery and charger specialist's BK20 is a versatile 3-in-1 tool that is ideal for factory-activated batteries, especially lithiums that require a specific charger. A real time-saver for workshop technicians, it is an intelligent bank charger and maintainer that offers three charge channels. It can simultaneously charge and maintain three batteries with different voltages (6/12V) and technologies. "Rated at 2A per channel, this powerful automatic charger is suitable for charging and maintaining all battery sizes - lead-acid and lithium up to 40 Ah, and even up to 80 Ah in maintenance mode"; www.bs-battery.com



RMS: Based near Monza, Italy, and established in 1985, RMS specialises in the distribution of spare parts and accessories for the motorcycle and scooter industry in Europe. The company sells a range of over 40,000 product references to dealers throughout Italy and worldwide. In addition to parts and accessories for the latest mainstream model motorcycles and scooters from many of the leading manufacturers worldwide, RMS has a strong 'Classic' programme, focusing mainly on older Vespa and Lambretta scooter models, as well as other PTWs such as APE and mopeds. 2023 saw the RMS 'Master Classic' Vespa restoration competition launched - believed to be the first European vintage Vespa restoration competition - "dedicated to all enthusiastic Classic fans"; www.rms.it



MOTOZ: An internationally respected Australian off-road tyre brand, Motoz' new Terrapactor MX range has been optimised to "excel across a wide range of terrains" - recognised as "being at the forefront of design and technology to meet the ever-increasing needs of serious off-road riders". The new MX Terrapactor competition range comprises the Terrapactor MXS (MX Soft), Terrapactor MXI (MX Intermediate) and Terrapactor MXX (MX Xtreme). Years in development, Terrapactors are built with a lightweight carcass and all-new MX compound for improved 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 and the tyre - to give greater control and confidence while riding. The flexzones in all tread rows improve the feel and grip of cornering and accelerating"; www.motoz.com.au

Barkbusters: Distributed by Parts Europe, the Australian handguards specialist continues to add new model application kits to its range. The SABRE is a minimalist, slimline design single-point mount guard for MX and Enduro; the JET is a two-point mount, full wrap-around aluminium handguard for ADV ('Dual-Sport'), Enduro and Trail bike applications; on the market for more than 20 years, the EGO is a proven, compact, full wrap-around aluminium handguard, now with a brand new integrated and replaceable plastic guard for Enduro, Trail and Mini Bikes; VPS (Variable Protection System) is a two-point mount designed for Enduro, Supermoto, ATV, Street and Adventure bikes; STORM is a maximum protection two-point mount design for Street, Cruiser, Naked, Adventure bikes and Scooters; the BBZ is a large fabric guard designed for the most weather protection in the range and can be fitted with most handguards from the range. Finally, the aerodynamic AERO GP lever protector features functional aerofoils for Street and Track bikes; www.barkbusters.net



Oxford Products: The leading British distributor and brand owner has been embarked on an ambitious and wide-ranging programme of environmental renewal in order to build a foundation that will allow it to move to carbon net zero in the future. Initiatives so far have already 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. Additionally, 50% of its 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. The company is also working to remove as much plastic from its products and packaging as possible as it moves towards a 'Circular Economy' production and consumption model that ensures sustainable growth over time. At EICMA, Oxford Products showcased its 2024 new product line-up, a "record haul of new products across clothing, luggage, electronics, styling, workshop and rider accessories"; www.oxprod.com



Regina Chain: Founded in 1919, Regina started motorcycle chain production in 1939, with advanced developments and results and successes at global level - both in world competitions - and generally in all road and off-road applications, ever since. Working in close partnership with the top international motorcycle manufacturers, the Regina R&D team is closely involved with OEM partners in model-specific product development from the earliest stages of its design processes. Regina products have been used in world competitions since 1949 and nowadays equip the bikes of several world-famous riders in most of the main series - from MotoGP, Moto2 and Moto3 to MXGP, MX2, Superbike, Supersport, Superstock, Enduro1 and 2 and Trials. To date, Regina won more than 340 world championships; www.reginachain.net



Polini: The Italian scooter specialist 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, adaptor 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 two to four 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; www.polini.com



Matthies: The Hamburg based distributor and Larsson network owner is Europe's master distributor for the Thailand made YSS suspension programme. Recent additions to the YSS range include fork upgrade kits for the Honda CB500F/CBR 500R, Royal Enfield Interceptor 650 and Continental GT 650 and a front fork damper kit for the 125 cc Honda Monkey; www.matthies.de



Knox Protection: Recent highlights from the award-winning British protective apparel manufacturer include its AA rated armoured undershirt with high performance, level 2 Micro-Lock compact armour at the elbows and its 5th generation 'Handroid' gloves with SPS impact scaphoid protection system, Knox Micro-Lock and finest 0.8 mm kangaroo and drum dyed cowhide; www.planet-knox.com



National Cycle: Recent new products from the Maywood, Illinois specialist include VStream windscreens for select KTM Adventure, Honda NT1100, X-ADV, Forza, NC750X models. In the immediate future, the company will be releasing VStream+ for the R1250R, R18 and Suzuki GXS 8S. The patented VStream design delivers a range of taller and wider size replacements that are "perfect for almost every rider", they offer "improved wind protection and riding comfort compared to OEM 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. The VStream range of windscreens are made from tough 2.0-4.0 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". OEM quality at aftermarket price point and margin. Quantum hardcoated polycarbonate is rated at ten times more scratch resistant than FMR hardcoated polycarbonate, and 30 times more than windscreens made from commonly used acrylic or "aircraft plastic"; www.nationalcycle.com



Denali Electronics: Founded in 2012 with the introduction of an innovative LED lighting kit, purpose-built for the under-served powersports market. "At a time when halogen and HID lighting was the industry standard, Denali focused on advancing LED technology to develop the brightest, most compact lights possible. In the years since, our passion for innovation and vehicle integration enabled us to develop best-in-class LED lights, horns and smart controllers with proprietary features and seamless integration into ATVs, Side X Sides and motorcycles." In 2022 Denali officially joined forces with U.S. manufacturer Vison X Lighting and parent company Brown & Watson International with its manufacturing in USA, Australia and Korea. "Our CANsmart technology allows us to read vehicle data in real time to deliver a seamless aftermarket experience that doesn't just meet OE standards, but exceeds them"; www.denalielelectronics.com



Bitubo: New JBHV2 cartridge applications for Honda XL750 Transalp from 2023 feature a fork cartridge dedicated to modern "Dual Sport" models, with upside down fork characterised by wide travel. Developed to offer stability during braking, and a "supportive" consistency that offers driving safety at the highest levels". Adjustments include spring preload, extension and compression; www.bitubo.com

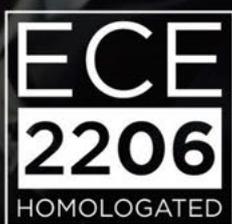


Leatt Corporation: The legendary, category-defining Leatt neck brace needs little introduction, and 2024 will mark the 20th anniversary of Chris Leatt selling his first neck brace design. There is a lot more to the brand these days than simply market-leading neck protection, and a highlight of its 2024 range will include its official entry into the Adventure market with its first full range of CE AA class certified products for on and off-road use; www.leatt.com



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SMK - 'Titan Carbon', 'Gullwing' and 'Allterra'

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 had its origins more than 50 years ago, with the first helmets being produced by the Indian company in 1972 and is still a founding family owned and operated Faridabad, Haryana based business. Among over 30 different helmet designs shown at EICMA were its feature-rich 'Titan Carbon' full-face, its 'Gullwing' P/J certified modular ('flip-up') design and 'Allterra' off-roader.

All three are ECE 22-06 and DOT certified, featuring two shell sizes with top and chin air vents and rear hot air exhaust and removable, hypoallergenic, washable and breathable liners in moisture-managed, antistatic fabric and multi-density EPS inner shells with channelled exhausts.

Additional features on the 'Titan' and 'Gullwing' include a quick release visor, dual visor system, Pinlock antifog film, breath and wind deflectors and reinforced quick release strap. The 'Titan Carbon' is additionally equipped with emergency removable cheek pads, while 'Allterra' adds front air vents and double D-ring strap.

Operating from an R&D and manufacturing campus with 14 million helmet annual production, and capacity facilities totalling more than 70,000 sq m, SMK/Studds sell in more than 50 countries worldwide, including in the United States through its distribution company Bikerz US Inc, and says that down the years it has sold gear and apparel to more than 50 million riders globally.

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Andreani - SP5 PLUS suspension bleed pump

In the past two years, Italian distributor and suspension specialist Andreani Group has had quite a landmark period in the continuing development of its Pesaro based multinational business.

In addition to adding European distribution in select markets for some of the brands it represents in Italy and further developing its own brand product lines, Andreani Group has successfully established its own office and warehouse at Hendersonville, North Carolina.

That is always a big undertaking for European businesses, but in 2022, former motocross racer

Giuseppe Andreani decided that the time was right and appointed his former European Export Sales Manager Luciano Ubaldini as his North American president.

Initially, the primary focus has been on its own brand 'Misano' street and 'Rally' off-road suspension cartridges, select third party brand distribution opportunities for some of the Italian manufacturers it represents in its domestic market, worldwide distribution of the Italian made TNK forks line and, of course, a core competency for them globally - its huge range of specialist suspension tools and workshop equipment.

Available to dealers and suspension technicians worldwide, the latest updates to the popular SP5 bleed pump - the SP5 PLUS - is a significant evolution of its established design and described by European Sales Manager Diego Arduini as "the most advanced machine in the Andreani range for bleeding shock absorbers and cartridges.

"Thanks to its new features and characteristics, it offers a more efficient, versatile and user-friendly working experience. Among its main advantages are a new Multiple Bleed mode, which allows connecting two shock absorbers or cartridges together, a new



intuitive and user-friendly graphical interface, suitable even for less experienced users, increased oil loading capacity to 7 litres (2 x 3.5 l), and automatic altitude adjustment implementation, so the SP5 PLUS can be operated reliably and precisely in any conditions."

ANDREANI GROUP INTERNATIONAL
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www.andreanigroup.com

Barnett performance street/sport clutch kits

Ventura, California based clutch and cable specialist Barnett Clutches & Cables' complete clutch kits for street and sport applications feature its race-proven carbon or Kevlar friction plates, tempered steel drive plates and a set of heavy-duty springs.

The 'segmented' friction plate design increases oil flow through the clutch for smoother, more consistent performance and longer clutch life. The tempered steel plates are put through a deburring process that removes all sharp edges, resulting in a superior finished product.

Barnett heavy-duty springs are made from chrome silicon, then shot-peened and heat-treated. All complete clutch kits are pre-measured



for exact stack height prior to packaging for optimal performance.

Celebrating its 75th anniversary recently, all Barnett clutch and cables have been made in-house in USA since 1948.



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OUTBACK EVO

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.



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58-LITRE MONOKEY® TOP CASE, WITH FRICTION ROTATION SYSTEM FOR THE LID (ARHS), MAKES IT 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.

37-LITRE OUTBACK EVO
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Everything that is old is new again



Global volume movers like gloss black, flat black and vintage white will always occupy a place in Biltwell's color pallet.

In 2014, California based Biltwell injected contemporary helmet technology with a heavy dose of '70s motorsport DNA to create the Gringo and Gringo S, the brand's first U.S. DOT compliant helmets for motorcycle riders.

Style-conscious riders rejoiced, and the classic full-face helmet was reborn. Soon after, the scrappy SoCal brand added ECE R22.06 certification to both models, and riders in Europe got a taste of the Biltwell style. "Today, Gringo and Gringo S are two of the most popular and easily recognised helmets in the world," says co-founder Bill Bryant.

In anticipation of the EU mandate for revised R22.06 safety standards, this year Biltwell completed a long

list of major refinements to the fit, finish, sizing and construction of every colourful new 2023 Gringo and Gringo S helmet to satisfy the more robust ECE test protocols.

Upgrades to both models were comprehensive and have included three new moulded thermoplastic ABS outer shells for sizes from XS/S up to XL/XXL and new dual density EPS foam with moulded ventilation



Metallic Grape Gringo SV: When the company introduced Metallic Grape on the all-new Gringo SV earlier this year, one of Biltwell's boldest colours yet shot to the top of the sales chart. The brand certainly knows how to hit home runs when it comes to style.

"ECE R22.06-certified Biltwell Gringo and Gringo S helmets now available"



Desert Spectrum Gringo S: Another banger from the Biltwell archive, Desert Spectrum calls to mind the dune buggies that roam the Mojave Desert surrounding Biltwell's Southern California home.

channels to improve heat dissipation and moisture evaporation.

The new three-piece removable and replaceable cheek pads and comfort liner uses open-cell foam padding, fleece Lycra touch points and vented polyester construction for breathability.

Internationally there has been a move among helmet designers towards larger eye ports, and Biltwell has embraced this trend. The larger eye ports on the Gringo S deliver enhanced peripheral vision with a UN R22.06 approved visor that features a brass pin locking mechanism for fast, easy operation and tighter fit in the closed position.

Each new ECE R22.06-certified Gringo and Gringo S features the automotive-quality paint finishes that Biltwell helmets are famous for with a five-colourway line-up on the Gringo and seven for the Gringo S - flat and gloss black, gloss white, Metallic Cherry Red, Desert Spectrum, Dove Blue, Gloss Black Flames and Gloss White/Black Tracker.

Biltwell helmets, hard parts and riding gear are distributed in North America by Lemans Corp. in USA and Parts Canada north of the border.

Additionally, two distributors stock and sell Biltwell products in Europe: Motorcycle Storehouse in the Netherlands and Parts Europe in Germany.

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Gloss Black Flames Gringo S: Biltwell resurrected pinstripe flames from its quiver of classic paint themes to create this beautiful gloss black and gold Gringo S.

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Some sharks are good!

After its "Disc Shark" brake disc technology in the bicycle sector, Spanish specialist Galfer has now introduced its innovative "Disc Shark" rear brake disc to the dirt bike sector too (enduro and motocross).

The design and technology has been developed in collaboration with leading international off-road competition riders. "This has led to the creation of discs capable of satisfying a hitherto unmet need in the rear brakes of dirt bikes - discs that are able to perform at their best in hard, dry terrain conditions and at high temperatures.

"The hitherto unmet challenges of overheating that rear brakes face in enduro races has required the development of discs with exceptional thermal characteristics to not only extend the life of the brake pads, but also prevent the brake fluid from boiling and therefore

ensure precise, stable and reliable control and feedback."

The design introduces optimised heat dissipation by increasing the contact area via small holes, fins and greater thickness. This development is

said to result in a drastic reduction in temperature during use, which allows the hydraulic fluid to maintain its stability. In turn, this stability contributes significantly to prolonging the life of the brake pads.

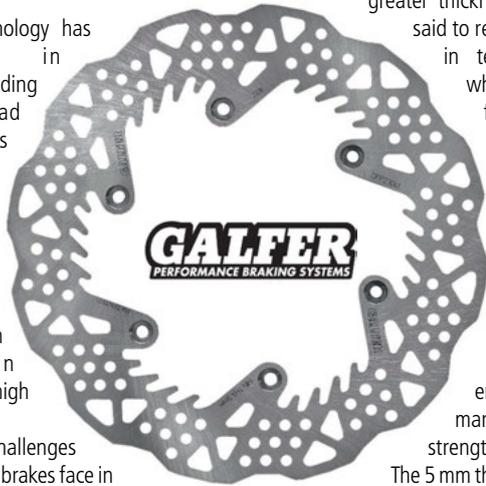
Galfer says it is seeing a -30% reduction in operating temperature compared to "other high-end discs currently on the market" from a greater strength one-piece design.

The 5 mm thickness delivers increased thermal capacity and resistance for use with enduro motorbikes, with a 4 mm version offered for motocross and enduro riders. In both cases 'Disc Shark' is said to increase brake pad life by 25-40% under normal conditions - also increasing disc durability.

Developed in collaboration with the reigning EnduroGP World Champion Steve Holcombe and raced by him throughout the 2023 EnduroGP Championship season, these discs already boast respectable race credentials with Beta Official rider Holcombe's two EnduroGP and E2 world titles.

Additionally, Honda rider Jordi Tixier used the Shark rear disc during the international supercross event Fast Cross of Arsgao Seprio, riding a Honda 500 2T. The disc has been tested by all the Galfer supported teams in the enduro world championship (Sherco Factory Team, Team TM Boano Factory) and in the MX world championship by the SM Action team of Italian rider Alberto Forato - and some supercross teams too.

These new discs will be available for the main Enduro



and Motocross motorcycle models from KTM, Husqvarna, GasGas, Beta and Sherco and for the rest of the motorcycle brands on the market after that.

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The all-new Gringo S helmet shown in Vintage Desert Spectrum.
See more at www.biltwellinc.com

Putoline Oil launches N-TECH BBR+ engine oil - why use anything else?

Developed on the N-TECH additive technology first introduced in 2019, Putoline Oil's new N-TECH BBR+ engine oil is an evolution based on resources that have reduced environmental impact.

The result is a completely new range of motorcycle engine oils, with a significant reduction in CO2 emissions from the production process, "without having made any technical concessions on the well-known Putoline Oil quality," says **Bernard Voortman**, Technical Support Manager at Putoline Oil.

"This new product line meets the latest (and highest) API SN and JASO MA2 specifications. In addition, we have used the unsurpassed Putoline Oil N-TECH additive technology for the best performance,

"Our latest technical masterpiece is used for the first time in the N-TECH BBR+ - a product line that is similar to our ultimate product line: N-TECH PRO R+, but with the fully synthetic base oils replaced by 50% biobased synthetic esters and 50% high-quality re-refined base oils.

"It is a product line with renewable resources throughout its complete range. It's truly a blend of unparalleled quality, guaranteeing performance retention and significantly reducing CO2 emissions

derived from renewable sources such as plants and microorganisms.

In contrast, traditional base oils are derived from petroleum. Biobased raw materials on the other

'50% biobased synthetic esters and 50% high-quality re-refined base oils'

hand are renewable and, therefore, more environmentally-friendly and sustainable.

The re-refined oils used originate from selectively collected and 'end-of-life' lubricants. Patented 'Extended Selective Refining' upcycling technology retains the valuable synthetic base oil components of modern, high-performing lubricants in the production process.

"This technology is industry-leading," says Bernard.

'industry-leading patented upcycling technology'

"Used oil is carefully refined again using solvent extraction. At the same time, the valuable, reusable components of the base oils are fully retained.

"This recycling method makes a valuable contribution to protecting the environment with a very low CO2 footprint - the re-refining process produces very little waste. The solvent is also refined and reused. The result is high-quality re-refined base oils that outperform several group 1 and 2 base oils on several parameters - such as high oxidation and colour stability, excellent viscosity and temperature behaviours, low evaporation loss and low sulphur content.

'renewable resources'

extremely good corrosion protection, optimum wet clutch compatibility and excellent compatibility with seals and gaskets."



The technical development has taken place in close collaboration with, among others, **Ten Kate Racing**, and has been tested on both the dyno and during a rigorous field test programme. The technical

're-refining process produces very little waste'

collaboration between Ten Kate Racing and Putoline Oil goes back years and had much to do with triggering these new developments within the 'MotoNext' project.



during production".

Available in SAE 10W-30, 10W-40 and 10W-50, the high viscosity index produced by the N-TECH additive technology package results in improved mechanical reliability and suitability for a very wide temperature range with power and performance gains over the entire RPW range due to optimum low friction properties.

In terms of the base oil stocks, used biobased and re-refined renewable base oils differ from traditional oils made from fossil resources because they are



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AIROH 2024 - Commander 2 and J 110

An update of one of AIROH's bestselling 'on/off' helmets, the versatile ECE 2206 approved 2024 Commander 2 offers three configurations - '**on/off**', complete with peak and visor for long journeys and daily commutes on-road; **naked**, with visor but without peak - for higher speeds on the asphalt; and **off-road**, which is without visor and suitable for off-road use - optionally combined with a goggle.

The lightweight and resistant outer shell is now available in three different sizes, in **Composite Carbon** (starting from 1,440 g ±50 g) or in **Full Carbon 6K** (starting from 1,370 g ±50 g).

Added features include the **AIROH ASN system** - AIROH Sliding Net - and AEFR - **AIROH Emergency Fast Release**. ASN is made up of a proprietary 3D fabric structure that reduces the forces transmitted to the head in the case of impact, while the AEFR allows the quick cheek pads removal by rescuers in the case of emergency - along with a DD ring (double ring) retention system.

Described as being designed for tech-spec and style to live in harmony without either being compromised, product development and testing

'138 world titles for the
AIROH brand since
2005'

included optimised thermoregulation, acoustics and aerodynamics using AIROH's **in-house wind tunnel**.

The results have included an improved peak design that is better at discharging turbulence, and an improved ventilation system, which now includes new air intake designs such as the now adjustable upper vents.

Additional features include a manually controlled UV and scratch resistant main visor that allows an **extra wide vision** with three opening positions, an A³S locking mechanism (**AIROH Automatic Antifog System**), and a comfortable, **integrated** sunscreen visor with an updated drive mechanism. A **Pinlock 120XLT lens** and double length **Stop Wind** are included in the box.

The hypoallergenic, removable and washable inner linings have been updated with improved quality fabrics such as innovative Coolmax and 2DRY with exclusive Microsense comfort and sanitised treatments that maximise hygiene and breathability. The Commander 2 is Bluetooth comms system-ready.

Also seen here, the new ECE 2206 P/J approved, dual-version **J 110 Urban Jet** with vent-equipped **removable chin guard** is a versatile addition to the AIROH range for 2024 - made in Composite Carbon for optimised light weight and protection (two shell sizes) and also featuring the ASN (AIROH Sliding Net) system.

The hypoallergenic, removable and washable inner linings also get the improved Coolmax and 2DRY



Commander 2

materials combination with Microsense comfort and sanitised treatments to maximise hygiene and breathability.

Additional features include in-box double-length Wind Stop and removable nose cover, comms system-ready, micrometric retention system and anti-theft ring on the strap. The J 110 weighs in from 1,340 g ±50 g for the full-face and from 1,070g ±50g for the jet.

AIROH



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'Silent Fury' certainly is the back story behind the new titanium exhaust system introduced at EICMA by long established and sustainability pioneering exhaust specialist GPR Italia.

Co-owner **Mauro Orlandi** told IDN that this new titanium system - seen here for the Yamaha Ténéré 700 - meets the 95 dB noise level limit that many local and regional authorities in Europe are imposing in their jurisdictions.

This lower limit is more restrictive than the current EU standard approval regulations, and what started out as a draconian over-reaction to perceived rural noise issues in the Tyrol is now spreading and being adopted in an ever-increasing number of European regions.

An evolution from its existing Euro 5 EU approved and homologated silencers, the new line is made

using mechanical silencing technology "which allows perfect compliance with the new requirements, even with complete systems like this one for the Ténéré 700 that is equipped with approved catalysts.

"Using titanium means it is lighter than the OEM system and that helps to deliver a +2.5 hp power increase in its approved configuration - with the kind of deeper sound that riders appreciate."

Available in a 'natural' or heat resistant black ceramic finish, as well as meeting the 95 dB limit, it is **ISO 14021 certified** in compliance with a product cycle that meets **circular economy** parameters.

In addition to the Ténéré 700, at the time of writing, the new system was already available for KTM 790/890 Adventure and Duke models, the Honda



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Kappa "Drifter" bags

Kappa's "Drifter" line, previewed at EICMA, includes five easily attached bags: two tank bags, a saddlebag, a leg bag and a pair of side bags. Their versatility and the use of universal attachment types make them extremely useful for everyday commutes. Being expandable, they can offer a base for luggage loads in excess of 80 l.

All the bags are structured with a combination of quality materials which include UV-resistant fabrics, a main body in 168D polyester, which has undergone a PU-coating process, 210D polyester fabric for the internal lining and a removable, waterproof inner bag in heat-sealed, 190T polyester fabric (grey) and internal reinforcements in polypropylene and EVA to increase rigidity and stability. All zips are SAB-certified (with locking system for safety).

The "Drifter" bags have printed fabric, which creates



a tone-on-tone camouflage effect on the sides. They also feature 3M reflective prints and details for safety.

DR01 - tank bag features the quick-release tank-lock system and offers an internal capacity that varies between 10 and 15 l. It comes with a safety strap, a convenient, removable and waterproof map/device holder and side pockets. Measurements are L 29 cm x D 25 cm x H 17/25 cm. It has non-slip PVC on the bottom for greater adherence to the tank and a cable port for recharging electronic devices.



DR02 - a compact, expandable (from 9 to 12 l) passenger saddlebag for universal use. It attaches to the vehicle by means of four straps with end loops. Measurements L 32 cm x D 24 cm x H 10/16 cm. There is a shoulder strap and elasticated strap system on top for holding objects, with loops in reflective fabric.

DR03 - leg bag with an internal capacity of 1.5 l that adjusts and fits securely to the thigh. It also has an adjustable waist strap with "quick regulation" system. Measurements H 17 cm x L 13 cm x D 6.5 cm. It has polyester 3D AirMesh padding on the back for fit and ventilation and the main compartment has a waterproof hinge.

DR04 - tank bag featuring the patented, quick-release rotating tank-lock system. Its internal volume (5 l) offers a more compact, aerodynamic line than the DR01. Measurements L 28 cm x D 20 cm x H 20 cm. There is a safety strap for attachment to the steering, a shoulder strap and an elasticated strap system on top for holding objects, with loops in reflective fabric. A rain cover is included, and it has a cable port for electronic devices.

DR05 - a pair of universal bags for use on any motorcycle or scooter. The expandable internal volume is 20 to 26 l. They have a convenient double opening and are secured through two bands with hook-and-loop fastening and four straps for attachment. Measurements L 52 cm x D 10/15 cm x H 34 cm. There is non-slip PVC on the back to protect the frame of the motorcycle and flame-retardant fabric for the bottom.

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BC K900 EVO+ battery charger/maintainer for BMW and more

Made in Italy, the BC Battery Controller BC K900 EVO+ is said to be "the only battery charger and maintainer able to keep the lead-acid or lithium battery installed on any BMW motorbike perfectly charged by connecting directly through the cigarette

lighter socket," according to Giovanni Foresti, Sales and Marketing Director of Forelettronica, the manufacturer of the BC range.

The product is also equipped with two other charging programmes for traditional lead-acid batteries (traditional, MF, Gel and AGM) or lithium batteries, making it universal for all car or motorcycle installed batteries of up to 100Ah.

"Backed by a three-year warranty, the BC K900 EVO+ can always remain connected to the battery when the motorbike remains unused, even for the entire winter season". The package includes the cigarette lighter



plug for direct connection to the BMW socket, a cable with eyelets and a cable with insulated clamps.

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PRO GUIDE

SBS - new rear LS brake compound

Danish brakes specialist SBS has taken another step along its 'Better Brakes' series pathway with a new improved braking performance LS rear compound (and equivalent H.LS V-Twin compound).

The LS now gives SBS dealers the option of offering their customers SBS 'Better Brakes' options at both front and rear - "achieving improved brake performance throughout their system, while also reducing their environmental footprint when riding motorcycles," says Marketing & Product Manager Thomas Midtgaard-Jørgensen.

"When it comes to stopping distance, the new LS compound has a significantly improved performance of +8.5% compared to the old LS. Using our 'Better Brakes' front and rear pads together gives riders get even better manoevrability in brake situations - while also getting the same brake effect with the use of less force.

"We have also seen more grip in the initial bite, better lever feel throughout the braking sequence, improved heat stability and fade resistance and overall improved comfort when braking."

The product transition into SBS 'Better Brakes' includes transition of more than 95% of brake pad products produced by the company and the removal of hazardous materials from production at the manufacturing plant in Denmark.

"The reengineering also delivers an improved

for riders using the rear brake occasionally or only slightly when entering turns".

All SBS brake pad products will be equipped with integrated NRS Technology, which locks the compound material to the backing plate and all compounds for public road will be approved according to ECE R90.



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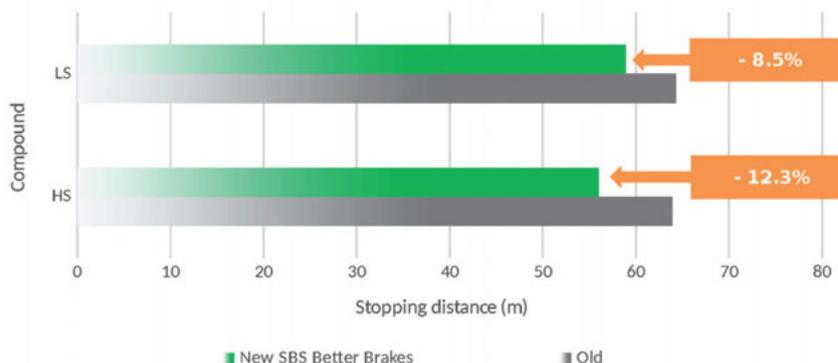


working environment for mechanics and in workshops worldwide". SBS 'Better Brakes' sinter compounds are produced without copper, nickel and ceramic compounds without antimony.

"Racers using the LS rear will see an improvement as the compound has a more stable heat friction curve and improved brake feel. LS is recommended



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Landport - New Gen powersports batteries launched at EICMA



As reported in IDN before EICMA, Netherlands based Landport Batteries has a new generation of batteries available for its dealers.

Described as having "received a fantastic response from partners, customers and visitors during the 80th edition of EICMA, the new design focuses on high quality and maximum power - showcasing our commitment to innovation," says Product Manager Frank Boer.

"A standout feature is the improvement in their existing technologies, particularly the GEL technology, now enhanced with cutting-edge nanogel technology. This upgrade ensures even better performance and durability, especially with electrical accessories."

New features include an overall improvement to CCA values (Cold Cranking Amps) across the range, a new

sodium-technology that is better for the environment in terms of recycling and a 33% weight reduction



compared to lead-acid with improved durability and better lifespan.

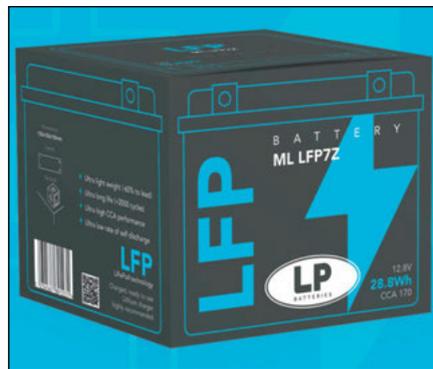
The launch event allowed attendees to witness firsthand the impressive capabilities of these batteries. Landport Batteries is now not only a leader in powersports batteries with a focus on delivering top-notch starter batteries, but also specialises in standby and cycle batteries, and is the European Master Distributor for the ultra-powerful U.S. made Braille brand of lithium powersports batteries.

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Raamsdonksveer, NETHERLANDS

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Surflex clutch disc kits for KTM 125 GS 2T

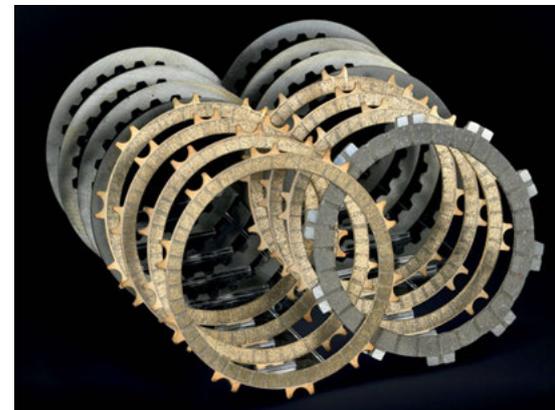
Internationally respected Italian clutch specialist Surflex has reissued two complete clutch disc kits for the KTM 125 GS - a two-stroke model that was first produced by KTM some 40 years ago, for the 1984 model year.

Though it has evolved through many iterations since then, its popularity has never really been in question. With so many versions still in existence, dealers can be sure there is a lot of demand for gaskets and seals for it.

This complete clutch disc kit for competition use, with organic friction material, consists of seven sintered discs plus one disc with organic crankset.

The sintered materials produced by Surflex are composed of selected metal powders of very fine grain size that are precision-pressed and brought to high temperatures in specifically tuned furnace environments.

Surflex sintered discs have "unmatched characteristics in dry clutches because they retain



Complete clutch disc kit for competition use, with organic friction material and seven sintered discs, plus one disc with organic crankset.

their high coefficient of friction even at high temperatures".

For enthusiast use, the kit consists of eight discs with organic friction tracks made of a new generation of resin and fibre mix, specified to withstand high temperatures without generating additional heat. There are eight bare steel discs with 26 internal teeth - as in the OEM setup.

Both the two kits are fully interchangeable with the originals that they replace.

SURFLEX S.R.L.
Tradate (VA), ITALY
Tel: +39 0331 811795
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www.surflex.it



For enthusiast use, the kit consists of eight discs with organic friction tracks made of a new generation of resin and fibre mix.



Bonamici - BMW S 1000 RR

Last month we showcased Italian parts specialist Bonamici Racing's components for the top-selling model Yamaha MT09. In this edition of IDN we swing back to its core competency - sports and performance bike parts - with the much-admired BMW S 1000 RR.

Designers and manufacturers of a comprehensive line-up of CNC-machined parts, featuring some of the most commonly changed and upgraded components, Bonamici's extensive selection for the 'S-thou' have been developed as an Official Partner of the BMW Motorrad WorldSBK team.

As at press time, the growing model-specific line-up of street components includes rearsset kits (standard and reverse shifting), gear spacer support, choice of 'street' or 'race' top triple clamp, a four-piece engine protector set for 'street' applications and a five-piece set for 'race', a choice of raised handlebar options, brake clutch lever options, including lever kits and remote brake lever adjuster, adjustable full clutch lever and lever protection options (also in carbon),

even at the IOM TT, as well as most of the leading national championships and trophies. It is a race engineering company, with all the R&D and manufacturing quality and precision that requires. In addition to being a BMW WorldSBK team Official Partner, it is a technical partner with a whole range of top teams from MotoGP, Moto3, WSBK, including Leopard Racing, SnipersTeam, BMW World Superbike Team RoKiT, Yamaha Racing and HRC.



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Dashboard protection / top triple clamp



dashboard protection, 8 ml rear oil tank, engine oil cap, micro-metric adjustment system chain adjuster, 'racing' grade swingarm spools and block-style mirror.

Bonamici Racing components are FIM approved, used in MotoGP, WorldSBK, EWC, MotoAmerica and

OptiMate PRO-4 DUO multi-station/ bank charger



TecMate is replacing its OptiMate PRO-4S professional multi-station charger, a 4 x 4 amp independent charging station design that is well liked by dealers with an updated model, the OptiMate PRO-4 DUO.

TecMate has focused on power efficiency to beat the strict global power draw regulations mandated by various countries, yet it delivers **20% more charging power per station**, and it all helps the dealer where it counts - in the pocket.

The OptiMate PRO-4 DUO draws only 1.5 amps @ 240V (2.9A @ 120V) when it delivers 5 amp through each of its four independent charging stations - for a total of 20 amp (4 x 5 amp). It is delivered with a removable power cord and is certified to CE, UL/CSA, PSE, SAA and UKCA. The four stations each deliver



'any powersport battery'

charge through a 182 cm (6 ft) charge extender and set of fused battery clips.

OptiMate PRO-4 DUO offers **three selections per station**, selection #1 is labelled Pb (lead) for all 12V lead-acid batteries, including standard flooded and sealed (valve-regulating lead-acid) AGM and GEL batteries, selection #2 is labelled LFP for all 12.8V 4-cell-in-series Lithium Ferrous Phosphate (LiFePO4/LiFe) and the #3 selection is labelled 60' (sixty minutes) for quick activation of any powersport battery.

The **60' mode is a more advanced version of**

the popular 1-hour activation charge mode that was introduced on the original PRO-4S. That was meant for speedy activation of 'dry' charged AGM or to bring factory-activated AGM back to full charge before being fitted to a vehicle.

The new 60' mode can also bring a partially charged LFP battery - namely one delivered at below 30% charge level as mandated for shipping - to a higher level of charge before fitment.

Each station's Pb or LFP mode allows recovery of any type of dead flat powersport battery from as low as 0.5 volt and then tests and displays the battery's voltage retention ability - a good indication of the battery's state of health.

LFP mode includes a manually activated BMS reset to bring new smart lithium batteries out of sleep mode or to reset the deep discharge protection of a smart lithium battery, so it can receive charge again. Any size battery can be connected as OptiMate's proprietary Ampmatic algorithm continuously adjusts charge current to match the battery's size and charge acceptance.

Martin Human, CEO/CTO of TecMate, says: "The OptiMate PRO-4 DUO is our most advanced multi-



station/bank battery saver, charger and tester for powersport dealers, and it remains easy to use. Connect the battery, select the mode that matches battery chemistry, or select 60' for a quick activation charge and the OptiMate does the rest, safely and very well."



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Dual density grips

These performance oriented dual density WRP grips provide riders with a secure, comfortable and ergonomic grip.

Designed for peak performance, they consist of two runner compounds - a hard inner shell for secure, slide-free grip on the handlebars and a soft rubber

outside where vibrations need to be dampened. They feature a diamond-waffle like pattern that is smooth on one side and grooved on the other for increased grip and control. All the WRP dual density grips come with 5 mm thick closed cell sponge rubber 'donuts' for extreme riding comfort.



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Zed WP and Piper WP from Stylmartin

Stylmartin "revolutionises the concept of motorcycle sneakers by skilfully combining functionality, aesthetics, innovation and technology", as seen in the new Zep WP Black and Piper WP Black presented at EICMA 2023.

"Zed WP Black and Piper WP Black are the ideal motorcycle footwear for those riders who use their motorcycles every day and who are not afraid of the

cold temperatures and rain. They can also be used by those touring enthusiasts who prefer wearing sneakers when riding; comfort and safety play an important role," the company says.

Zed WP Black is said to be easy to wear thanks to the double closure, laces and internal zip. It features water-repellent suede leather upper and a waterproof and breathable lining. The fit is snug and comfortable whatever the weather thanks also to the innovative Michelin sole that guarantees optimal traction and grip on any terrain.

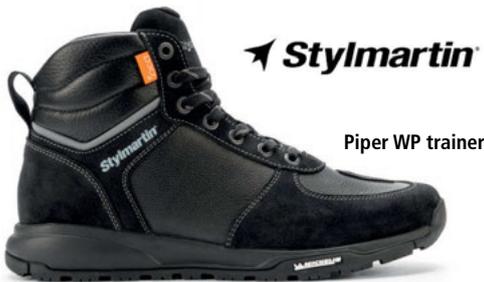
The new Stylmartin Piper WP is an easy-to-wear sneaker with water-repellent full-grain suede upper, waterproof and breathable lining to ensure dry feet and maximum comfort. The new Michelin sole combined with D30 technology make this sneaker "unique, safe and innovative". Piper WP is also recommended for those longer rides out of town. Zed WP Black and Piper WP Black are available from



Luisa Visentin, Export & Marketing Manager, with the Zed WP sneaker.

sizes 39 to 48. All the models in the Stylmartin collection feature ankle protection on both sides.

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www.stylmartin.it



LeoVince - LV-14 "The shape of innovation"

Italian exhaust brand LeoVince's new LV-14 "represents the constant innovation in technology and design that has distinguished us for almost 70 years. Innovative shapes and cutting-edge materials come together to create an aerodynamic and elegant exhaust that enhances the look and riding pleasure". Made from stainless steel, carbon fibre and titanium

to make the LV-14 lighter and more durable, international competition experience and Italian design "guarantee maximum performance".

Features include a "special" packing material with high thermal resistance, which has been hand-assembled to a straight-through dB-killer internal muffler core, handcrafted TIG welding and a handmade asymmetrically cut end cap that uses a 2x2 weave carbon fibre, pre-impregnated with an autoclave vacuum cured special high temperature resistant resin.

The end cap has a matt clear UV protective coating, the sound is "deep and aggressive" and a carbon fibre bracket bolts to the muffler sleeve. "This solution guarantees excellent mechanical reliability and weight reduction".

It is available in standard, black, carbon fibre or titanium finishes.



The LV-14 will be initially available for:

- Aprilia RSV4/Tuono V4
- Honda CB 750 Hornet
- Honda Transalp 750
- Kawasaki Ninja 400
- Kawasaki Z650/Ninja 650
- Kawasaki Z 900
- Kawasaki Ninja 1000 SX
- KTM Duke 790/Duke 890
- Triumph Street Triple 765
- Yamaha MT-07
- Yamaha R7



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DISCOVER THE LATEST TWO-WHEEL INNOVATIONS

Lightech - KTM Super Duke 1290 R

Internationally respected Italian parts and accessory specialist Lightech has designed, tested and produced a new line of model-specific accessories for the KTM Super Duke 1290 R.

Rear sets are one of Lightech's signature products, and for the Super Duke its rearsset comes with a "new and modern design," according to Export Sales Manager Sheila Zaccaron.

"Featuring brand new ergonomic heel guards, they are available in three possible configurations: basic with fixed footpegs (FTRKT004), 'W' version with folding footpegs (FTRKT004W) and the top-of-the-range 'R' - equipped with carbon heel guards, titanium bolts, high-quality bearings, folding footpegs and toe pegs (FTRKT004R)."

These rearsets allow both standard and reverse shifting and are CNC-machined from T6 heat-treated, high strength, fatigue resistant aerospace grade Ergal 7075 billet aluminium and zinc alloy. Available with

a complete range of custom option accessories.

Another Lightech bestseller, its licence plate holder kit (KTARKT109) is designed to complement the design lines of the Super Duke. Complete with licence plate light and reflector (both approved), it's equipped with a bracket for OEM LED turn signals and can be customised with coloured washers on the sides.

Additional Super Duke options from Lightech include handlebar balancers (available in three versions), oil filler caps in six colour options, coloured brake and clutch pump reservoir caps and many other high-quality parts.

LIGHTECH S.R.L.

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Matris for the Suzuki GSX-8S

Italian suspension specialist Matris has added to its applications list with a complete set of fully adjustable front and rear suspension options for the 2023 Suzuki GSX-8S naked.

At the front, Matris recommends its F25R and F20K fork cartridge kits, featuring its award-winning asymmetric quad-valve system.

Fully adjustable on compression, rebound and spring preload, they replace all the original internal fork parts and a 100% ready to fit 'plug-and-play', fully reversible install without any needed modifications to the original fork.



At the rear, the M46KF shock series features compression, rebound and ride-height multi-adjustment and are equipped with a remote flex-hydraulic spring preload unit, for easy and fast setting changes.

In addition, for sport use, and to reduce front shaking, the Matris adjustable "speed-sensitive" steering damper kits are available in choice of SDR and SDK series. Features include twin tube system with titanium outer cylinder and aluminium coaxial inner cylinder construction, combined with a high tensile steel single piston rod, hard chrome coating and lapped finish surface treatment that provides effectively "zero" friction, supported by slide bearings.

As is usual with Matris suspension product designs, front and rear suspensions are available with different spring rates to allow the ride to be tuned for rider weight and use, with the rear shocks additionally available in the popular Matris 'Dark Version' with black spring.

Additional new set-up options from the Vicenza based manufacturer include for the 2023 Honda XL 750 Transalp and Ducati 800 Scrambler models, plus for the 2022 Moto Guzzi V100 Mandello and Yamaha XSR 900.



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SP-1 EVO by HP Corse - "The adventure exhaust evolves"



An exhaust that was born from the success of the SP-1, and that is a triumph of minimalist form as well as function, has undergone a reinterpretation that further emphasises the aesthetic elegance it brings to ADV platforms.

SP-1 EVO is the new exhaust made by HP Corse at the heart of the Motor Valley. It has an oval shape and is dedicated to modern Touring and Off-Road



models. It is made of high strength, lightweight titanium, available with a natural finish or ceramic black treatment.

Euro 5 approved, the new SP-1 EVO exhaust "draws inspiration from the minimalist forms of the past to look towards and reinterpret aesthetic expectations for the future. The outlet cap is moulded, conical in shape and has ribs that give further strength and character to the exhaust.

"The outlet spout is round and has no welds in the bend angle so as to guarantee a perfect flow of exhaust gases, as well as being aesthetically unique. The fitting can be a quick release slip-on with springs, which is coupled using CNC-turned steel bushings, or can be manually TIG welded.

"Furthermore, the brackets - which guarantee robust and durable anchoring to the frame - are reinforced with titanium and manually TIG welded to guarantee maximum reliability, even in the most extreme conditions. The HP Corse logo is discreetly and very elegantly laser-engraved on the titanium jacket of the silencer".



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Handlebar end mirrors

German parts maker and distributor HS-Motorradteile is offering these handlebar end mirrors - part of a range that is continuously growing as it develops different shapes and designs.

From classic to modern, from simple to eye-catching - "there is guaranteed to be the perfect mirror for every motorcycle," says Sales Manager Klaus Franceschini.

Part of the Mannheim based motorcycle industry specialist's 'Progress Line' MotoParts programme, "one of the special features of our handlebar end mirrors is the easy installation on the original handlebars.

"By using various mounting systems, the mirrors can



be attached to a variety of common motorcycle models without any modifications to the bike. It doesn't matter which brand or model the bike is - thanks to the uncomplicated installation, you can attach the mirrors in no time".

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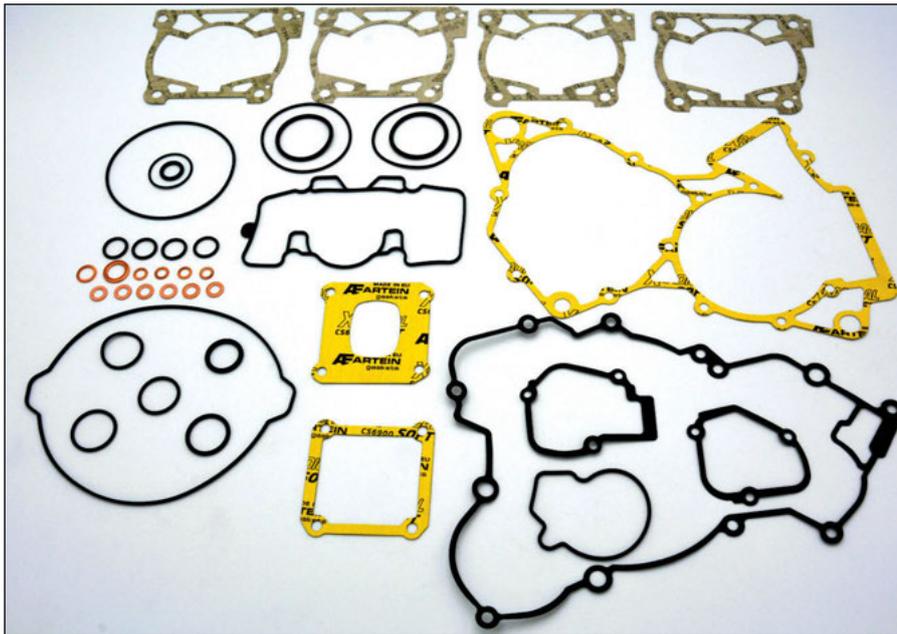
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Artein adds to AFTERMARKET and XRADICAL gasket ranges



XRADICAL gaskets feature advanced materials such as Artein CS6900 Soft, German made aramid fibre-based Victor Reinz AFM 34, which is more than 1,000 times more leak-proof than the TA Luft and VDI Guideline 2440 requirements, and Foamet - one of the best known of contemporary gasket materials.

Having been making gaskets and seals for 65 years now, Girona, Spain, specialist Artein's successful EICMA included introducing two updated catalogues for 2024 - for its Artein AFTERMARKET application range and for its fast growing XRADICAL off-road gasket programme.

Its XRADICAL 'Super Gaskets' were first seen in 2019 and quickly found favour in the market as a European made gasket solution for off-road models due to their advanced materials and technology.

The primary materials used in the range include Artein CS6900 Soft (in yellow); German made Victor Reinz AFM 34 (in soft green), an aramid fibre-based gasket material that is the perfect sealing solution for a wide range of media and temperatures (peaks of 400°C) and operating pressures - a top-grade material with compressibility of between 5 and 8% and 55% recovery, AFM 34, which is more than 1,000

times more leak-proof than the TA Luft and VDI Guideline 2440 requirements, and Foamet is one of the best known of contemporary gasket materials. Recent new model applications included in this updated catalogue are for 2024 (and prior) KTM 125/150 models, with availability for KTM 50, KTM

65 and KTM 250/300 in the next few months. Another new catalogue seen here is its updated Artein AFTERMARKET range, with new applications including the KTM Duke 125 cc, the KTM Duke 200 cc and the Yamaha X-MAX 125 cc, for example.



Updated Artein AFTERMARKET catalogue with new applications for models such as KTM Duke 125 cc, the KTM Duke 200 cc and the Yamaha X-MAX 125 cc.

ARTEIN GASKETS
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www.arteingaskets.com

V58LE Maxia 5 limited edition top case



First introduced a year ago, the fifth generation of the Maxia - GIVI's top of the range Monokey rear case - made a fresh appearance at EICMA 2023 in a new limited edition with an elegant black and white look. Among its distinctive features are a smoked reflector, four sections painted pearl white, and "an outstanding range of technical features".

It has matt black on the top, front and sides, with luminous pearl white for the two upper and two lower sections. There are also two brushed decorations on the base, the brushed GIVI logo positioned on the front, the vibrant red words "Limited Edition", and a smoked horizontal reflector. From a technical point of view, the limited edition retains the same features as the previous versions: the undercutting technique used for the moulds of the base and lid, to reduce overall weight while maintaining the necessary structural rigidity; lines and volumes designed to fully optimise the space inside (which can hold two modular helmets); and



the closure with an innovative "comb" hinge system, which allows the lid to stay open without the use of cables. There's also a handle for carrying, a soft inner mat, a net and elasticated strap to secure the contents and a security lock mechanism.

The 'Limited Edition' version also has a few additions: a backrest in black foam rubber with fabric upholstery featuring the GIVI logo and a kit with stop lights and dynamic arrows. There are also QR codes on the inside, which link to product info, the forum and My Garage: a virtual personal area, which allows users to obtain a two-year warranty extension free of charge by registering. No physical "user's manual" is provided: a small gesture for the sake of environmental sustainability. It will be available from spring 2024.

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- Honda Red Moto Enduro Factory
- Kawasaki KRT MXGP Factory
- Sherco Racing Factory
- Sherco CH Racing Enduro Factory
- Yamaha Monster Energy MXGP & MX2 Factory
- Yamaha MJC EMX125 Factory
- TM L30 Racing SuperMoto Factory
- TM Boano Enduro Factory

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NEWS BRIEFS

Newfren is celebrating the end of the 2023 race season with six world title wins for its products, teams and riders, an Isle of Man win back in June 2023, four European titles, 25 Italian titles and 17 Regionals. Highlights included Jane Daniels in the women's World Enduro GP (Fantic Racing), Michael Dunlop in the Superbikes at the IOM (Moto Paton/SC Project), and Matt Green (Rigo Racing) in the Junior World Extreme Enduro.

Headed up by designer Alessandro Tartarini (whose father was the founder of Italjet), EICMA saw Velocifero - which is named after the popular 1990s retro-style Italjet scooter of the same name - show its range of electric vehicles. Among them its Race-X electric scrambler; the Tennis-E electric scooter; its off-road Jump Scrambler and the One-X - described as Velocifero's 'SUV' of electric scooters.

Cape Town, South Africa based protective apparel specialist Leatt's 2024 line includes its official entry into the Adventure market with its first range of CE AA class certified products for road and off-road use.

Ducati has concluded its first season as the sole supplier of the 'spec-bikes' for the FIM Enel MotoE World Championship. The series concluded the MotoE World Championship at The San Marino and Riviera di Rimini GP. Ducati says its V21L drew unanimous praise from riders. The series featured 16 races, which saw eight different winners with riders from seven out of the nine teams reaching the podium at least once. Upgraded from the World Cup that ran for three years, the first ever MotoE World Champion was Fantic Moto2 rider Mattia Casadei - the Italian riding for the Anglo/Spanish Pons Racing team.

Athena Group buys fast growing Italian distributor Innteck

The Italian Athena Group has announced the acquisition of a fellow Italian based multinational powersports industry business - distributor Innteck.

Athena marked its 50th anniversary in 2023 and described the integration of Innteck to its diverse portfolio of business operations as "a new beginning after 50 years of history". Athena SpA will hold 100% of the shares of Innteck Srl and of its overseas branch Innteck Corp., an American distributor based in Boise, Idaho.

Founded in 2004, Innteck has, over the years, "created an ever-expanding international partnership network with [some of] the most important and famous brands in the world of spare parts and accessories - such as SKF, Motorex and many others".

Michele Mancassola, General Manager of Athena Sportech, commented that "Innteck Srl and Corp. are perfectly autonomous and well-structured companies with highly competent and experienced staff in the world of two-wheelers. Both companies will continue to operate from their current logistics locations.

"The partnership between Innteck and Athena is a crucial event in our 50-year history. We will clearly separate our production activities from the distribution side of the businesses with the intention of strengthening Athena SpA's identity as a manufacturer of industrial components and technical articles for motorbikes.

"This differentiation will also enable us to structure a distribution strategy that will allow us, in the medium term, to be increasingly autonomous in the sales chain of the items we produce while protecting the interest of our brands."

Athena says that the acquisition of



Innteck has also enabled Athena SpA to consolidate and extend its distribution force in Southern Europe and the USA "thanks to a solid sales network and an increasingly broad and vertical product portfolio in the motorbike and off-road bike sectors. "The key principles that have characterised the distribution success of both companies will also be maintained: establishing robust collaborations with their suppliers and providing a high level of sales and marketing services".

The strategic plan to divide distribution to dealers in the world of two-wheel motorbikes and bicycles from production will be completed in 2024 with the inclusion of the Sportech

division into Innteck - "thus creating the most important Italian distribution entity in the world of two-wheel motorcycles".

Founded in Lonigo (Vicenza) in 1973, today Athena is an international group with ten plants in Italy and worldwide. The company has four main areas of activity - industrial design and development of one-to-one technical solutions for products and industrial processes; development of "innovative mechanical and electronic solutions for the motor industry"; producing and distributing a range of technical spare parts for the car and motorcycle sectors, and its 'Sportech' division, which distributes "brands with a strong innovative content and appeal which satisfy consumers' passion for sports, technology and leisure".



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Michael van der Mark

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