

INTERNATIONAL DEALER NEWS

COMMENT: Could AIMExpo become a 'World Motorcycle Industry Forum' ?Page 4

GERMAN REGISTRATIONS: Motorcycles +16.41% for FY2023 at 125,709 unitsPage 7

PIERER MOBILITY: KTM owner posts record numbers for 2023 with 381,634 units soldPage 24

INTERMOT: New show dates, frequency and formula finally confirmedPage 64

MAR/APR '24

ISSUE #177

LATEST SHOWZONE PAGES 6-8

THE BRADLEY REPORT PAGES 18-26

Registrations for 2023 up +10.5% in major European markets

According to the latest available data from ACEM - the Brussels based international motorcycle industry association for Europe - new motorcycle registrations in the four largest European markets - France, Germany, Italy, Spain - plus the UK (the 'EU + UK block') - reached 1,049,898 units at the end of 2023. This represents an increase of approximately +10.5% compared to the same period in 2022 (950,437 units).

Between them, the registrations in Europe's 'Big Five' markets account for over 80% of all new unit sales throughout Europe's 27 EU member states, plus the UK. This is the first time that motorcycle registrations in Europe's primary markets have been over one million units since before the 2007-2008 financial crisis and the 'Great Recession' it triggered.

On an extrapolated basis, total EU 27 plus UK motorcycle registrations likely exceeded 1,250,000 units in 2023; with the total for all 44 European national markets, IDN estimates total new motorcycle registrations at approximately 1.3m units in 2023.

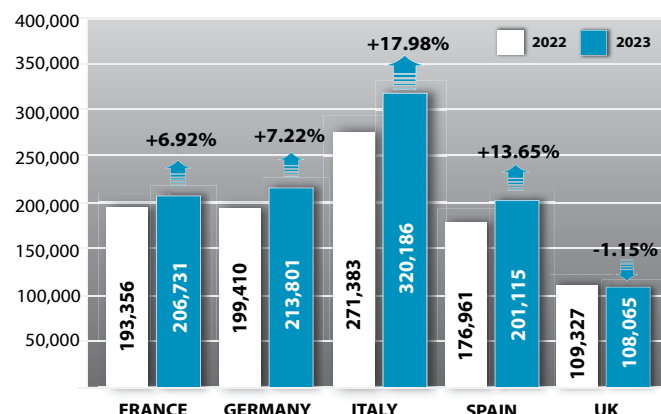
During 2023, motorcycle registration volumes increased significantly in Italy

(320,186 units, +18% year-on-year) and Spain (201,115 units, +13.6%). Germany (213,801 units, +7.2%) and France (206,731 units, +6.9%) also showed an upward trend, whilst volumes remained broadly stable in the UK (108,065 units, -1.2%).

Moped registrations on the other hand

also worth around 80% of the total for the EU + UK block), registrations were -24.5% compared to 2022 (at 193,145 units compared to 255,909 for the prior year).

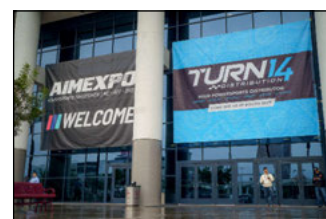
The reduction was the largest in percentage terms in the Netherlands - where sales were down by -45.1%



continue to decline as sales migrate to the new generation of low-capacity urban mobility light motorcycles, electrics and e-bicycles. In the six European moped markets monitored by ACEM (Belgium, France, Germany, Italy, the Netherlands and Spain - Europe's largest moped markets and

(34,027 units), with Germany down by -40.5% (17,627 units). In France, traditionally Europe's largest moped market, registrations were down by -19.1% (75,426 units); they were down by -13.3% in Italy (18,737 units) and by -5.2% in Spain and -3.8% in Belgium.

AIMEXPO



Kellermann



TRILOBITE
MOTORCYCLE JEANS

Bonamici
Racing



NEWS ROOM 6-34, 64

PROGUIDE 36-60

INDEX 62

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.

Would you like to celebrate 100 years of JAWA as our partner?

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**

JAWA is looking for importers who share our enthusiasm for two-wheeled excellence and who are well-versed in the automotive industry.

Why partner with JAWA?

- Be a part of a brand with a legacy dating back to 1929.
- Join a successful motorcycle company that is continuously evolving and innovating.
- Collaborate with a well known brand and established company that has been an important part of the international motorcycle market for many years.

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 350 CL
PERAK



JAWA 300 CL



**PUBLISHER
EDITOR-IN-CHIEF**

ROBIN BRADLEY
robin@dealer-world.com

GENERAL MANAGER

SARA VINEY
sara@dealer-world.com

INTERNATIONAL EDITOR

SONJA WALLACE
sonja@dealer-world.com

**DESIGN & PRODUCTION
DIRECTOR**

BEN OAG
ben@dealer-world.com

CONTRIBUTING EDITOR

BEN PURVIS
ben.purvis@gmail.com

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

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

OFFICIAL
MEMBER



MOTORCYCLE
INDUSTRY
COUNCIL

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

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

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

TEL: 01144 1892 511516

Fax: 01144 1892 511517

DISCLAIMERS

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

PRINT BY WARNER'S MIDLANDS
BOURNE, LINCOLNSHIRE, GB

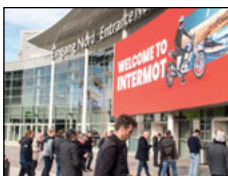
ISSN 1354-4047

NEWSROOM 6-34,64



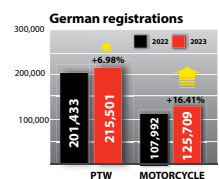
COMMENT - AIMExpo, Las Vegas, February 2024 4

Definitely successful, with increased attendance, but what exactly is the new and improved AIMExpo and why is it starting to work? Robin Bradley has a theory that we are seeing the emergence of a new kind of hybrid industry show that could become a 'child of its times' just as much as the failed U.S. show formulas were 'back in their day'



INTERMOT: All change for annual 'Cologne Show' 64

One of the theoretically most important show news announcements of recent years, why has the (very late) confirmation of changed dates, frequency and formula of a once agenda-setting expo largely gone unnoticed?



REGISTRATION STATISTICS: Germany, Italy, Spain, UK, USA 6-7

A round-up of some of the major market Full Year 2023 registration numbers show a European motorcycle market that is (mostly) in an excellent 'place' regardless of the complex matrix and much feared dynamics of wider economic concerns.



KSR GROUP: Successfully restructured 16

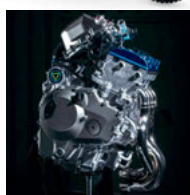
The highest profile casualty of the difficult financial pressures that the motorcycle industry has faced in recent year, the Austrian Group has successfully emerged from a reorganisation that should see a slimmed-down and better focused business recover quickly.

BRADLEY REPORT



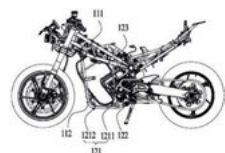
TRIUMPH 20-21

The tsunami of news from the British brand continues with an upgraded Tiger, a Daytona comeback, its MX debut and, elsewhere, news of a prestigious award in London and a possible pair of new and more powerful Rockets for 2025.



HYDROGEN PART II: Now it's Kawasaki's turn 25

After we featured a new hydrogen powered scooter concept from Suzuki last month, now Kawasaki has finally shown a hydrogen prototype, based on its 998 cc supercharged 'H2' four-cylinder engine. Hydrogen may be the world's most abundant element, but it remains a challenging little molecule where motorcycle use is concerned.



CFMOTO: Long march continues 22

The rise of CFMoto is one of the, if not THE leading Chinese manufacturers in global terms, that continues apace. The KTM/MV Agusta connected conglomerate is seeing sales increase throughout Europe and in USA as well as 'emerging markets'. The latest news is of a planned 450CL-C Bobber, 250CL-C Cruiser and electric sports bikes.

p45

Supersprox

**INTERNATIONAL
DEALER NEWS
HOT 100
AWARD**

**REKLUSE
clutch revolution**

p56

ES

p56

SGR

p56

p60

LEATIC

Could AIMExpo become a 'World Motorcycle Industry Forum'?

As I say in our signature photo review of aftermarket vendor news from the 10th AIMExpo at Las Vegas in February, the show was a success. No question about it.

But in continuing to emerge as a radically different style of industry expo to those we associate with the 'Pipe & Drape' expo culture of the motorcycle industry in the United States, is it possible that evolution is playing out? That a new kind of industry event is emerging - one that has the potential to become a 'Global Forum' or at least to spawn a formula that could be replicated in the world's other two key markets of Europe and Asia? Yes, there is dealer attendance at AIMExpo, and while still largely focused on the American Southwest, and still largely focused on off-road markets (motorcycle and ATV/SxS), that attendance did increase this year compared to 2023.

However, that is only part of the AIMExpo story. Many years ago, there used to be a motorcycle 'Distributor Expo' held each year in Las Vegas (one of Advanstar's motorcycle industry events). That expo was, as its name suggests, purely a manufacturer and brand owner opportunity to meet importers/distributors (and vice versa). It did not have the conventional 'Pipe and Drape' standard booth layouts and set-up of the American dealer shows seen at places such as Cincinnati, Indianapolis and elsewhere. In its style, it was more of a business convention than a product display.

It was a 'meet and greet' contact-making forum, a deal making nexus, that, while (inevitably) mostly focused on the domestic U.S. market, had global status.

There are elements of that old expo in what we are seeing emerge at AIMExpo now. It is not something that the organisers can nourish through direct intervention and planning. Their role now has to be to take a back seat and not try to intervene and dictate show policy and direction. There are characteristics of the old Advanstar formula about the staging of AIMExpo, no surprise there. But their role is to stage it and let the people come. Their role is to allow the industry itself to continue to steer the event, develop show policy and build what is needed by the industry itself. Their role is to not now 'screw their own pooch' in the way that Advanstar did.

Originally, when it started in Orlando, Florida, AIMExpo had been conceived as a domestic U.S. equivalent to the hybrid shows we are accustomed to here in Europe - especially EICMA and INTERMOT. An OEM dominated show where new model driven public attendance would be the primary objective, and while effectively subsidising the OEMs and funding the show, as they do in Europe, the aftermarket P&A/G&A sectors and the dealer-buyers of their products are essentially collateral - feeding off the critical mass of attendance that the Original Equipment Manufacturers draw like Pilot Fish.

In the U.S. context, that formula failed. Timing maybe had a lot to do with it, but whereas riders in Europe will quite happily ride-out for a day to see a show, the United States is as much a continent as it is a country. Regardless of the theoretically attractive add-ons to a venue city such as Orlando or Las Vegas, an enthusiast in the Midwest or elsewhere isn't going to spring for a return air fare and two nights hotel in a southern city just to see bikes that will be in their local showrooms within a couple of weeks anyway.

So, what is the new and improved AIMExpo and why is it starting to work?

AIMExpo V 2.0 is a strictly industry only 'B2B' expo environment, just as the traditional 'old model' U.S. powersports industry shows were, reduced to three rather than four days, just as the traditional 'old model' U.S. powersports industry shows were and, after wandering around the regional U.S. markets (Columbus, Ohio etc. - for what appeared at the time to be perfectly valid reasons in the years preceding the Pandemic), it has now dropped anchor annually in an established expo-friendly fixed location.

Having done all that, the MIC now has on its hands a show that has started to emerge convincingly as a different kind of hybrid to the originally envisioned European model - very much a continental sized market hybrid with an altogether different, but patently useful dynamic. A show that can reward a visit not because of what you know, but specifically because of what you don't know. One where you find out about your place in a wider industry picture - in market segment and geo terms.

AIMExpo is a show where the action is as much in the aisles as it is on the booths. Though it sounds obvious (isn't it true of all trade shows?), AIMExpo is a show where, in the American context, the much more internationally dependent broad spectrum of the mainstream of the American powersports industry is creating a critical mass gravitational pull that is starting to be felt in Europe and Asia, just as much, or even more so, than in the Midwest.

That is leaving a void for the more domestically self-sufficient and largely monoculture sector that is America's V-twin/custom market that is being filled by the distributor exhibitions that are mostly staged in the Midwest.

Whether or not the MIC will ever be able to square that circle remains to be seen. While Harley remains the one major manufacturer that sits mostly outside the scope of the trade association, the MIC will likely continue to remain primarily focused on the broader mainstream. With Harley not exactly prospering at this time, the question of independent trade expo opportunities for that half of the U.S. motorcycle market will remain unanswered. Maybe the existing main rallies at Sturgis and Daytona will continue to do that heavy lifting - annually drawing hundreds of thousands of people between them.

The U.S. motorcycle market remains a 'Different World', just as the European motorcycle industry is from a U.S. perspective. However, in 'B2B' trade show terms, if there is to be any kind of 'World Motorcycle Industry Forum', then it is entirely logical that the developed, western world's largest single national market is where it would and should emerge. As of right now, maybe that is what AIMExpo is headed towards becoming.



Robin Bradley
Publisher

robin@dealer-world.com

THE RIGHT PRODUCT - THE RIGHT FIT - THE RIGHT PRICE

HOT SHOT SERIES



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

DISTRIBUTORS

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

RICK'S
MOTORSPORT
ELECTRICS

RICK'S MOTORCYCLE ELECTRICS
48 Gigante Drive - Hampstead - NH 03841 USA - Tel: (603) 329-9901 - Fax: (603) 329-9904
info@rickselectrics.com - www.ricksmotorsportelectrics.com

BIKE IT

www.bikeittrade.com

SUPPLYING
MOTORCYCLE
PRODUCTS
WORLDWIDE

45
YEARS

WHOLESALE & DEALER OPPORTUNITIES EUROPE, NORTH & SOUTH AMERICA, AUSTRALASIA & SOUTH AFRICA

STOCK DISTRIBUTION AVAILABLE FROM OUR 15,000sqm UK HQ
OR DIRECT FROM OUR MANUFACTURING PARTNERS

IRON MAIDEN TROOPER GARAGE MATS ARE AVAILABLE IN 3 VARIATIONS

STD 190x80cm

XL 240x100cm

XL Expert Rubber Backed 240x103cm

OVER 70 DESIGNS AVAILABLE STYLES RANGING FROM:

- ROAD
- OFF-ROAD
- SCOOTERS
- ADVENTURE BIKES
- CUSTOM
- CRUISERS
- FLAGS
- IRON MAIDEN
- PETER HICKMAN
- FOGGY
- MOTOGP

TRADE PRICES
START FROM €28

OUR GARAGE
MATS ARE



OFFICIAL
LICENSED
PRODUCT



IRON MAIDEN

BECOME A GARAGE MAT STOCKIST & ENJOY



GUARANTEED SALES.
(OVER 40,000 MATS SOLD IN THE UK per annum)



EXCLUSIVE LICENSED BRANDS AND PRODUCTS
LIKE IRON MAIDEN, MOTOGP, FOGGY, IOM TT,
PETER HICKMAN, SPEED SHOP, BIKETEK & MORE...



OUR IN-HOUSE PROFESSIONAL DESIGNER
CAN ALSO CREATE CUSTOM DESIGNS
TAILORED TO YOUR SPECIFICATIONS

OFFICIAL MOTOGP PRODUCTS



IRON MAIDEN
TROOPER MAT
2000 UNITS
SOLD OUT
WITHIN 48HRS

NEW LEGENDS RANGE
COMING SOON

SCAN ME



SEE THE NEW
BIKE IT 2024
STREET
CATALOGUE



SHOW
ZONE 2024**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**Motorradmesse Erfurt**

Erfurt, DE • 9-10 Mar

www.motorradmesse-erfurt.de**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**Mecanic Show Pecquencourt**

Pecquencourt, FR • 27-28 Apr

www.mcpecquencourt.fr**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**Beijing International
Motorcycle Exhibition**

Beijing, CN • 17-20 May

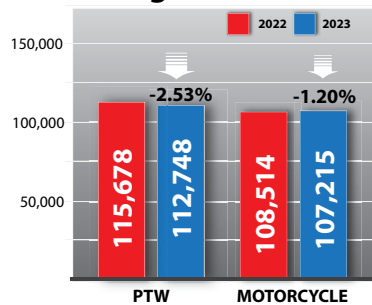
www.motorshowchina.com

UK - 2023 motorcycle registrations -1.2%

The latest data available from the Motorcycle Industry Association (MCIA) in the UK show new motorcycle registrations down for 2023 by -1.20% at 107,215 units. Reflecting the downward trend seen elsewhere in Europe, the UK's very small moped market dragged total annual PTW registrations down further by -2.53% (112,748 units).

While the results for the year are not as bad as many had feared, not as bad as market sentiment, consumer

UK registrations



confidence and inflationary and recessionary pressures might have

suggested they would be. Whatever spin anyone tries to put on it, in the context of such a strong market seen in continental Europe, the story it tells is of a UK motorcycle market in relative decline at this time.

That said though, January 2024 motorcycle registrations were up by +5.11% (5,656 units) as the market cycle lapped a very weak start to 2023 and the 2023 numbers are the second best for the UK motorcycle market since before the 2007/2008 financial crisis.

Germany - 2023 motorcycle registrations +16.41%

The latest data from the German motorcycle industry association (IVM) show motorcycle registrations for 2023 up by +16.41% at 125,709 units from 107,992 in 2022.

The German market softened in the final two months of the year on low volumes (and in the first month of 2024), but was up, in percentage terms, for ten out of 12 months in 2023. This was the second best year in Germany since before the 2008/2009 financial crisis and the subsequent recession.

In total PTW terms, the German market was +6.98% at 215,501 units. Again though, registrations softened in the final two months of 2023 and the first month of 2024.

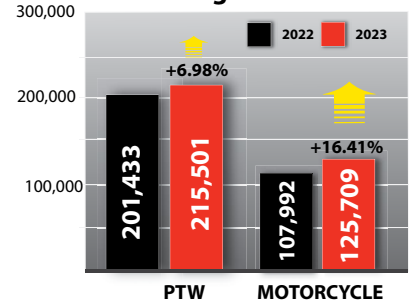
The used market in Germany saw 442,868 vehicles change hands. The

most traded motorcycle was the BMW R 1200 GS, followed by the leader in new registrations of light motorcycles, the KTM 125 Duke. Honda was the strongest brand in 2023 and was therefore, not surprisingly, in first place when it came to vehicle changes.

The top selling motorcycle in Germany in 2023 was the BMW R 1250 GS with 7,529 units sold for a 5.99% market share. The Kawasaki Z900 was second (3,650 units sold, 2.90% share), with the Honda CB 750 Hornet third (3,295 units, 2.62% share).

Despite dropping to 'just' having three models in the 25 top-sellers in

German registrations



Germany in 2023, BMW retained its top spot as German motorcycle market leader with 23,978 units sold for 19.07% market share, which marked some 4.4% growth on its unit sales in 2022. Honda took second spot (22,170 units, 17.64% share), with Kawasaki third (12,864 units, 10.23% share).

United States - 2023 motorcycle sales +2.6%

The MIC is reporting that among leading brands, 2023 sales of new motorcycles and scooters in the United States increased by +2.6% over the previous year, while ATVs decreased -5.2%. Motorcycles and scooters accounted for 74.8% of the 2023 sales and ATVs represented 25.2%.

"Small displacement bikes have taken centre stage with remarkable growth in 2023," said Buckner Nesheim, MIC Director of Research and Statistics. "Leading the pack, small-displacement ADV ('dual-purpose') motorcycles recorded a significant

62% increase from 2022, highlighting the continued preference for adventurous riding experiences.

"Moreover, small-displacement sport bikes, with the 0-500 cc category

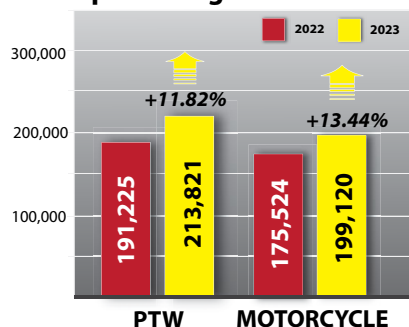
increasing 26%, secured the second-highest growth in motorcycle categories, and may be signalling a trend of road-going newcomers."

| Vehicle Type | General Type | 2023 | 2022 | Unit Change | % Change |
|--------------|--------------|----------------|----------------|--------------|------------|
| Motorcycle | SCOOTER | 19,593 | 22,181 | -2,588 | -11.7 |
| Motorcycle | ON-HWY | 295,908 | 295,459 | 449 | 0.2 |
| Motorcycle | DUAL | 78,922 | 74,357 | 4,565 | 6.1 |
| Motorcycle | OFF-HWY | 156,919 | 145,219 | 11,700 | 8.1 |
| Motorcycle | TOTAL | 551,342 | 537,216 | 14,126 | 2.6 |
| ATV | ATV | 186,101 | 196,321 | -10,220 | -5.2 |
| GRAND | TOTAL | 737,443 | 733,537 | 3,906 | 0.5 |

Spain - 2023 motorcycle registrations +13.44%

According to the latest available data from ANESDOR, the motorcycle industry association in Spain, 2023 motorcycle registrations were up by +13.44% with 199,210 units sold. All except one month was up in Spain last year, and 2024 is off to a good start with January up by 17.23% (15,440 units) over a very respectable January 2023 which, itself, was up by 15.61% over January of 2022 (13,171 units). The best months in Spain last year were May and June, with both seeing over 21,100 units sold and up by +10.30% and 8.32% respectively. The five months between March and July accounted for nearly half of annual sales, with October (as elsewhere) seeing the largest single-month percentage increase (+30.23%/18,647 units). Also as elsewhere, 2023 marked the strongest year for new motorcycle registrations since before the 2007/2008 financial crisis. Moped registrations in Spain were

Spanish registrations



down by -6.37% at 14,701 units. Total PTW registrations for Spain were up by 11.82% at 213,821 units - also best data for the Spanish market since 2008 (309,710 units). In displacement terms, it was larger cylinder capacity motorcycles (and therefore, typically, the most expensive models) that were the highest growth sector with machines over 750 cc up by +24.1% and those between 125 cc and 750 cc up by +18.2%. Scooters continue to be the most popular single sector in Spain with registrations up by

+14.3% (110,467 units - some 55% of sales).

The total fleet (Park) of motorcycles and light vehicles in Spain is now 5,978,888 units - albeit with an average age of 17.4 years.

Electrics were down for the first time in Spain (if the Covid year 2020 is discounted), with a drop of -13.0% and a total of 14,930 units (6.6% of the market).

Jose Maria Riano, the General Secretary of AMESDOR, said: "We end 2023 with the best data since 2008. Good news not only for the sector, but also for mobility in our country due to all the advantages that motorcycles provide."

"However, we start 2024 concerned that some of the measures announced by our Minister of the Interior may be counterproductive. We are the first to want to see safety improved and accident rates reduced, but some of the measures will harm the economy and set the 'new mobility' sector back."

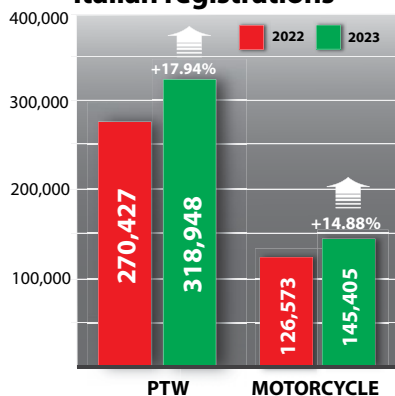
Italy - 2023 motorcycle registrations +14.88%

The latest available data from the Italian motorcycle industry association (ANCM) show new motorcycle registrations in 2023 up by +14.88% at 145,405 units, with all months in 2023 in positive territory. These are the best Italian market numbers since before the 2007/2008 financial crisis and the resulting recession. March was the strongest month in Italy last year with 18,225 units flying out of showrooms - +25.85% up over March of 2022; May was second strongest with 18,199 units registered (+11.39%). The largest monthly increase in percentage terms in Italy in 2023 came in October with 10,584 units representing a +33.08% increase on 2022. Nearly 57% of Italy's annual 145,405 motorcycle registrations in 2023 were registered in the five months between March and July (83,806 units).

January 2024 showed registrations down a little at -1.20% (9,730 units) as it lapped an exceptionally strong January 2023 (9,484 units).

In total PTW terms, the Italian market was +17.94% in 2023, with a massive 318,948 units registered. Scooters were up by +20.64% at 173,543 units. Honda's SH 125/150/350 dominated the scooter market with 33,869 units sold between them, followed by the KYMCO Agility 125 R16 (8,263 units) and the Piaggio Liberty 125 ABS (7,899). They were followed by two Adventure style scooters - the Honda Italia ADV 350 (6,333 units) and the Honda X-ADV 750 (6,220). The top selling motorcycle was the Benelli TRK 502/X (4,075 units), followed by the Honda

Italian registrations



Africa Twin (3,880) in a market where Maxi Scooters and ADV/Enduro style machines continue to gain share. Italy's PTW units number means that, on its own, it is not far off being 60% the size of the total United States combined Scooter, On-Highway, ADV ('Dual Sport') and Off-Highway motorcycle/PTW market (551,342 units sold in USA in FY2023/+2.6%).

SHOW ZONE 2024

Distinguished

Gentleman's Ride

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

Madrid Mas Moto

Madrid, ES • 23-26 May
www.ifema.es

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

Custombike Show

Norrtälje, SW • 1 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

Adventure Bike Rider Festival

Ragley Hall, GB • 28-30 Jun
www.abrfestival.com

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

World Speed Trials

DEKRA Lausitzring, DE • 2-4 Aug
www.swissperformance.ch

SHOW
ZONE 2024**Sturgis Motorcycle Rally (84th)**

Sturgis, SD, US • 2-11 Aug

www.sturgismotorcyclerrally.com**Bonneville Motorcycle****Speed Trials**

Wendover, UT, US • 24-29 Aug

www.bonneville-mst.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**CIMA Motor**

Chongqing, CN • 15-18 Sep

www.cimamotor.com**Eternal City Motorcycle Show**

Rome, IT • 28-29 Sep

eternalcitymotorcycleshow.com**Motocross of Nations**

Matterley Basin, GB • 4-6 Oct

www.mxgp.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**International****Motorcycle Safety**

Cologne, DE • 5-6 Dec

www.ifz.de**Motorcycle Live**

Birmingham, GB • 16-24 Nov

www.motorcyclelive.co.uk**Custombike Show**

Bad Salzuflen, DE • 29 Nov-1 Dec

www.custombike-show.de**INTERMOT**

Cologne, DE • 5-8 Dec

www.intermot-cologne.de

Henry Rivers Fletcher steps up to lead Oxford Products

After an impressive 32 years helping to drive British distributor and brand owner Oxford Products to a significant position in the global two-wheeled industry, Andrew Hammond has left the business to pursue other opportunities. He is replaced as Managing Director by a familiar face, former Marketing Director Henry Rivers Fletcher.

Oxford's Chairman and company founder Alec Hammond sums up Andrew's contribution: "During Andrew's time, Oxford has grown from a modest enterprise into what is now regarded as one of the world's most significant and successful motorcycle and cycle accessory businesses."

"I and the rest of the Board would like to thank Andrew for his huge contribution to the company over his long period at the helm and wish him every success with his endeavours going forward."

Andrew commented: "After spending

my whole adult working life at Oxford Products, some 32 years, I stand very proud of where I have taken the business as MD for the last 23 years. I leave the business in a very sound and secure place, with plenty in the pipeline for 2024 and the years to come.

"During those years I have worked with some amazing people in the global two-wheeled market, and we



have shared some fabulous experiences. I am very grateful to them all and look forward to meeting up with them again in the future.

"In the coming months, I shall look forward to spending some extended quality time with my family and will turn my attention to training for the New York Marathon in November. As I am way too young to retire, and once



the summer is over, I shall be looking for new challenges or opportunities going forward."

New MD Henry Rivers Fletcher is excited by the opportunity to extend Oxford's winning formula: "I look forward to helping our very special team to continue their exceptional work, while supporting our partners and stakeholders around the world - we will build on our mission to always do and be...BETTER!"

www.oxprod.com

Bitubo adds David Zemla to U.S. team

Italian suspension specialist Bitubo has announced the next stage in the development of its plans to build foundations for increased brand profile and sales in the United States. Having hired former Progressive Suspension, Performance Machine and Burly Brand (MAG group) Product Manager Sean Delshadi to head up Sales and Marketing of the Bitubo brand in America, it has now hired another former Progressive Suspension and Performance Machine group man, David Zemla, as the Director of U.S. operations.

Most recently Zemla held one of the more prestigious roles in the American motorcycle parts and accessories aftermarket as VP of Marketing for historic U.S. performance parts manufacturer S&S Cycle.

At EICMA, Zemla told AMD: "I've spent my entire career working with premier level aftermarket brands and am more than excited to help grow Bitubo's U.S. operations." Sales & Marketing Manager, and fourth generation leader at



Product Manager Sean Delshadi, Sales & Marketing Manager; Sales & Marketing Manager Giorgia Mardollos; U.S. Chief of Operations David Zemla

Bitubo, Giorgia Mardollos shared: "We believe the United States has been a 'sleeping giant' in sales terms. Bitubo is one of the very few motorcycle suspension manufacturers that can convincingly claim to offer a world class level of high

performance suspension, and with the right team in place, we can bring that expertise and top shelf product to a performance-hungry U.S. market."

David hit the ground running in October and can be reached at dzemla@bitubousa.com

BS Battery - "powering the racing world"

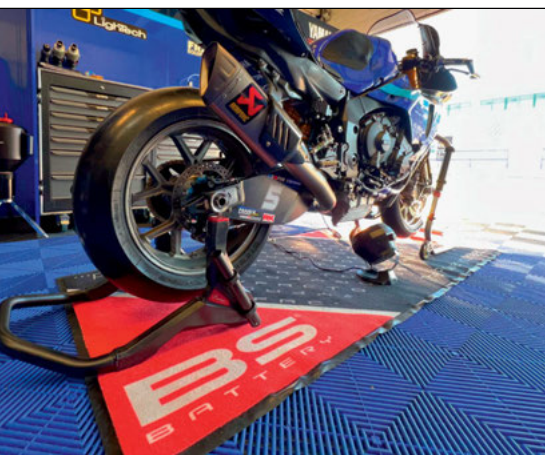
French battery and charger specialist BS Battery has been a technical partner with the Yamaha GMT94 racing team for six years.

With the new World Superbike Championship season getting underway, the independent three-time FIM Endurance World Championship-winning team has a new rider in Philipp Öttl (German, #5), aiming for podiums on his latest-spec Yamaha R1.

That spec includes power delivered by a unique lithium battery developed in collaboration with BS Battery. For the 2024 FIM World Supersport Championship season, two-time World Champion Lucas Mahias will ride his Yamaha YZF-R6 - also powered by BS Battery, with a BSLi-02 lithium battery.

Racing has been core to the BS Battery DNA since 2017, expanding its technical sponsorship and R&D programmes in road race, enduro and rally racing. The partnership with Yamaha GMT94 "acts as a real added value for technical development and performance improvement," says Benjamin Sebban, General Manager of BS Battery. "We know the demands that the racing environment places on batteries and now have the most advanced real-world solutions to make our lithium battery the most robust and reliable available."

"Our lithium batteries have a unique design with



robust brass terminals and a composite fibre material case that can resist up to 230 degrees C. These batteries are lightweight with an extensive life cycle, covering most of the existing circulating park fitments - with 14 models in the range," explained Product Manager Romain Menduni.

"Thanks to such solid technical racing partnerships with leading racers and teams, we will be able to continue to test our products under extreme racing conditions and develop increasingly innovative lithium technology."

www.bs-battery.com



YOUR GLOBAL SPOKE CENTER

The strongest stainless steel spokes available



- Largest spoke set range in the world, over 800 different spoke sets fitting over 5,000 different models
- Made in Sweden
- Exceed all OEM specifications
- MX • Street • Off-Road • Vintage



Over 15,000 spoke sets in stock!



C.C. PRODUCTS

CC INTERNATIONAL AB
HABO SWEDEN Tel: +46-36-46664
www.cross-center.com

NEWS BRIEFS

AIROH is designated as the official helmet of the 2024 19th edition of the KTM Enduro Trophy. Starting on March 10th, the trophy features five rounds, all in Italy, concluding at Lovere, Costa Volpino near Bergamo, Italy, on the Lago d'Isolo on October 13, 2024; www.airoh.com

The 15th International Motorcycle Safety Conference will be staged at INTERMOT, Cologne, for two days, alongside the expo, on 5-6 December, 2024. The motto this year is "Safety in Motion". International technical contributions will provide up-to-date insights into safety-relevant developments of motorised two-wheelers with a look at future perspectives for safety on two wheels. Topic proposals for papers can be submitted up to April 10, 2024; www.ifz.de

The London based CDP (Carbon Disclosure Project - a worldwide not-for-profit) has recognised **Yamaha Motor** for leadership in corporate transparency and performance on climate change as having the highest score from CDP for Transparency on Climate Change. www.cdp.net

KTM North America, Inc. is offering the ultimate incentive to 'ride orange' in 2024, with a race contingency programme that continues to offer more than \$7m in race rewards for amateur and professional racers at over 180 series throughout the United States; this is alongside an extensive KTM Trackside Support commitment; www.KTMCash.com

Motorcycle.com in the USA has revealed that Triumph is to unveil a more powerful Rocket for 2025. Based on new certification data published in Switzerland, there will be two new models - a **Rocket 3 Storm GT** and a **Rocket 3 Storm R** - powered by a 2,458 cc Triple - "like the current production Rocket 3 models, but with the higher horsepower and torque figures claimed by the limited-edition Rocket 3 TFC (or Triumph Factory Custom) that debuted in 2019".

Swedish safety helmet additive technology specialist Mips has announced the continuation of its partnership with Team HRC in FIM MXGP, including with Tim Gajser.

Greensboro, NC based **Honda Aircraft Company** says it has delivered the 250th HondaJet since it began customer deliveries in late 2015. "The milestone underscores the aircraft's prominence in the business aviation market".

Öhlins - SmartEC3 debuts on 2024 CBR1000RR-R Fireblade SP

Öhlins SmartEC3, the third generation of its revolutionary semi-active suspension technology, was unveiled in conjunction with the introduction of the 2024 Honda CBR1000RR-R Fireblade SP superbike during EICMA in November 2023. The new Fireblade SP is the first production motorcycle to be equipped with the SmartEC3 suspension.



According to a news release, Öhlins SmartEC3 suspension "combines the brand's latest world-class suspension components with highly advanced electronic controls that continuously optimise damping characteristics based on bike and rider behaviour and other inputs.

"The system also enables riders to

choose, on the fly, among four semi-active suspension algorithms - Sport, Track, Rain and Manual - to address changing conditions and/or preferences. The system includes our state-of-the-art Objective Base Tuning Interface (OBTi), which allows riders to easily adjust for different vehicle characteristics such as brake support, weight transfer or support during



also capable of adjusting to rider weight input to provide suggested pre-load and optimising damping levels". The new blade features Öhlins 43 mm S-EC3 (SV) NPX USD forks and TTX36 EC rear shocks, each fitted with the brand's proprietary "spool valve" design, which is said to significantly enhance rider comfort. Unlike a traditional needle valve, the spool valve features a pressure compensation chamber that balances the force applied to the damper's actuator, enabling quicker adjustment. The valve also provides increased sensitivity and responsiveness at the low and high ends of the adjustment range.

initial acceleration, and fine-tuning of cornering grip and more.

"Taking inspiration from MotoGP rear ride height devices, the updated acceleration parameter provides tuning of weight transfer in initial acceleration to enable enhanced performance through a lowered centre of gravity. The updated algorithms are

"SmartEC3 suspension technology represents another engineering breakthrough that enables riders to be at one with their bikes, leading to superior performance, control and excitement," said Robert Brinkmark, Director of Sales and Marketing, Öhlins Racing.

www.ohlins.com

McAllister Strikes Gold

Tenneco, the \$18bn sales and 78,000 employee global automotive giant, has appointed Dublin born, former

Harley-Davidson executive and Tucker Powersports President and CEO Marc McAllister as the new Vice President

and General Manager at Öhlins Racing.

A Tenneco news release stated that "McAllister will be charged with taking the legendary European brand and capturing opportunities for growth with a global audience - especially in North America - which provides multiple opportunities for success".

Tenneco acquired Öhlins a year after its \$5.4bn 2018 acquisition of the then Ferodo brake pads owner Federal Mogul - folding them both into a newly formed division called 'Driv' - which is home to the conglomerate's "Performance Solutions, Clean Air and Powertrain business groups".

DRIV's designated mission is to "drive advancements in global mobility by delivering technology solutions for light vehicles, commercial trucks, off-highway, industrial, motorsport and the aftermarket".

www.tenneco.com





**EXPLORE EVERYWHERE.
WITH EVERYTHING.**



ATLAS

MODULAR LUGGAGE



MODULAR
SYSTEM



LIFETIME
GUARANTEE



UNIVERSAL
FAST FIT



WATERPROOF
CONSTRUCTION



EXPLORE THE FULL RANGE AT [OXFORDLUGGAGE.COM](https://www.oxfordluggage.com)



Brake discs and pads for pit and Mini GP

Barcelona based brakes specialist Galfer has introduced a new catalogue of brake discs and pads designed exclusively for Mini Motos, covering both pit bikes and Mini GP bikes.

Mini Motos - compact motorcycles with small engines - have gained popularity among adult enthusiasts as well as professional riders and children entering the sport. Intended for tarmac circuits only, these motorcycles feature two types of engines (two-stroke from 60 cc to 85 cc and four-stroke from 90 cc to 212 cc) with 10 and 12" wheel sizes.

Galfer is offering a complete range of brake discs and pads designed to enhance the original performance of Mini Motos from renowned brands such as Bucci Moto, Ohvale, Help Racing, MIR Racing, IMR, YCF, Malcor, etc. Galfer products not only optimise braking efficiency, but also guarantee safety and exceptional performance. This new catalogue also includes sintered brake pads specifically designed for replacement calipers from leading brands such as Formula, JJuan and 8.1. Galfer says that "our advanced technology translates into powerful and precise braking, ensuring total control over these small but powerful machines".

www.galfer.eu



Brake Discs

Fixed Disc Wave W: The fixed disc features internal and external wavy brake tracks, ensuring even brake pad wear at all times. With a larger outer perimeter, it achieves improved heat dissipation in the friction zone, ensuring consistent and reliable performance. It is manufactured from high-carbon stainless steel by laser-cutting and is painted by an EPD process to prevent corrosion.

Floating Disc Wave FLW: The Floating Disc Wave is an improvement over the fixed version, achieving a thermal break between the brake track and the core. Thanks to the connecting pins, this disc has the ability to float, allowing axial movement and expansion of the track relative to the core. The wavy design of the track allows for even wear of the brake pad and better cooling. It is manufactured from high-carbon stainless steel by laser-cutting and is painted by an EPD process to prevent corrosion, ensuring durability and resistance over time.



Brake Pads

Semi-Metallic G1054: The semi-metallic compound offers an excellent balance between performance, durability and price. Its performance is unbeatable in cold conditions (0-150°C) and it is very quiet. It also significantly reduces disc wear and requires a very short running-in time.

Sintered Metal G1370-96: A compound that can withstand high temperatures, which guarantees maximum durability. It provides exceptional thermal stability and stands out for its powerful braking power and great control, allowing accurate movements at all times. It is the ideal choice for a reliable and effective braking experience.



Galfer to continue MXGP adventure until 2026

Galfer continues to leverage the rise of its reputation for superior braking performance in Motocross with renewal of its partnership as the official sponsor of the FIM Motocross World Championship for another three years.

This news follows its announcement earlier this year that it will be a Technical Partner in the debut of the Ducati Desmo 450MX in the Motocross world.

Galfer says that "we have been an undisputed leader and a benchmark brand in the two-wheeled sector and international competitions for over 70 years. This has allowed us to continuously carry out development work that has led us to become the number one choice of many top teams and top riders at the top of motorcycle sport today.

"In asphalt racing, such as MotoGP and WSBK, as well as in the off-road world of MXGP, EnduroGP, TrialGP and Extreme Enduro, Galfer is the first



choice of major motorcycle manufacturers such as KTM, GasGas, Beta Motor, Triumph, Ducati, MV, Sherco and TM Racing".

Galfer braking systems have helped secure 90 two-wheeled World Championships over the last decade, in the hands of riders such as Nancy Van de Ven, Toni Bou, Steve Holcombe, Ken Roczen, Emma Bristow, Brad Freeman, and many others.

"We will continue to make great strides in Motocross in 2024 with supported riders such as Ben Watson and Ivo Monticelli, Isak Gifting, Kevin Brumann, Yago Martinez, Kiara Fontanesi, and, perhaps one of the most exciting of all, is the involvement in Ducati Corse's first Off-Road project with riders Antonio Cairoli and Alessandro Lupino. In total, over 25 riders across the classes will use and work with Galfer at the highest level of the Motocross World Championship".

WINNER DNA



Pistons chosen by Factory Teams

- *Beta Racing Enduro Factory*
 - *Beta MRT MXGP Factory*
- *Fantic Factory Racing MXGP, MX2 & EMX125*
 - *Fantic Factory Team Enduro & JR*
- *Honda HRC MXGP & MX2 Factory*
 - *Honda Red Moto Enduro Factory*
- *Jolly Racing Husqvarna*
- *Kawasaki KRT MXGP Factory*
- *KTM Racestore Factory Rookies EMX125*
 - *Sherco CH Racing Factory*
- *Yamaha Monster Energy MXGP & MX2 Factory*
 - *Yamaha JK*
- *Yamaha MJC EMX125 Factory*
 - *Yamaha MPE Joansson*
- *TM Boano Enduro Factory*
- *TM L30 Racing SuperMoto Factory*

VERTEX
PISTON & POWER

ARROWHEAD
Performance

CYLINDER
WORKS
REPAIRS • BIG BORE

TOYOTA
HOT RODS
RACING AND PARTS

ALL BALLS
RACING

Pivot
WORKS
RACING & MOTORCYCLES

HOT CAMS
DESIGNER THE POWER FACTOR

COMPLETE
ENGINE
REBUILD KIT

info@vertexpistons.com • www.vertexpistons.com • @vertex_pistons_racing

NEWS BRIEFS

According to RideApart, Hero's new Surge S32 concept is a "modular E-Scooter Rickshaw mashup". Hero MotoCorp has a number of electric initiatives such as the Vida V1 and Surge, a wholly owned startup dedicated to developing electric concepts. At 'Hero World 2024' in February, Hero unveiled the Surge 32 describing it as a "modular electric vehicle, one that can be used as both an electric scooter for personal mobility, and as a three-wheeled rickshaw for hauling cargo or passengers. In essence, the S32 consists of two main components: a standalone electric scooter and a rickshaw without a front wheel. So technically, folks who buy the S32 are purchasing a two-in-one vehicle"; www.rideapart.com

Yamaha has reported record-breaking numbers signing up for its 2024 Yamaha YZ bLU cRU FIM Europe Cup - surpassing 600 entries by mid-February, making it the second successive record-breaking year for the project. Newly awarded FIM recognition and status, the programme is available to young riders aged from 8 to 16. The number of youngsters racing off-road as part of the bLU cRU has increased by 53% over the past two years, with riders from 29 countries set to compete for a place at the **2024 YZ bLU cRU FIM Europe Cup SuperFinale** this season - the largest entry since Yamaha launched the programme in 2015. That 2024 growth also shows a notable increase in the number of female competitors, who now make up almost 10% of the entry. No fewer than 45 sets of siblings (including three pairs of twins!) have signed up!

Akrapovic and Ducati are expanding their collaborations into off-road racing with the announcement that the Slovenian company will supply the official exhaust of the Ducati Corse Off-Road team. The existing Ducati - Akrapovic partnership saw Ducati riders Francesco Bagnaia (MotoGP), Álvaro Bautista (WorldSBK) and Nicolò Bulega (WorldSSP) win 2023 world championship titles while using Akrapovic exhausts. With nine-time MX World Champion Antonio Cairoli recently joining the Ducati Corse Off-Road programme as a 450-prototype high-performance test rider, the bike will be equipped with an all-new Akrapovic exhaust, making its debut in the 2024 Italian Motocross Championship.

New Racing Kits compatible with the main two and four-stroke off-road injection applications

Alonte (VI) based GET, a brand owned by Athena and one of the leading producers of ECUs for on and off-road motorcycles, has introduced new SX1 PRO 2T and SX1 PRO 4T electronic control units for off-road bikes.

These advanced devices are compatible with electronic injection Motocross and Enduro models from the main **Austrian and Japanese manufacturers**, with compatibility starting from 2024 model year for 4-stroke and 2023 for 2-stroke.

Each SX1 PRO ECU will be part of a kit that also contains the SX1 Connect WiFi module, which allows **mapping parameters to be set from smartphones**. The kit will also include the SX1 Controller, an innovative handlebar control that allows riders to activate and manage a series of advanced functions, such as map selection, electronic shifting, traction control and launch control.



The device is also equipped with LEDs that allow all this information to be easily viewable, ensuring intuitive and immediate control of the motorbike's performance.

SX1 PRO Electronic Control Units

The SX1 PRO control units are the result of GET's "deep commitment to OEM supplies for some of the most prestigious manufacturers on the market. Each electronic component, the production phases and the rigorous quality controls have consequently been raised to the highest standards.

"The introduction of the SX1 platform marks a significant step in GET's aftermarket product offering through the adoption of a CAN-bus-based UDS (Unified Diagnostics Services) communication protocol and the implementation of a stringent Automotive validation plan. This approach brings the benefits of real, definite improvements in reliability, speed and efficiency".

Two racing maps are **pre-loaded** in the internal memory of each control unit. They can be selected using the multifunction SX1 Controller that is included in the kit. These maps have been carefully developed and optimised for each specific



INTERNATIONAL
DEALER NEWS
HOT 100
AWARD

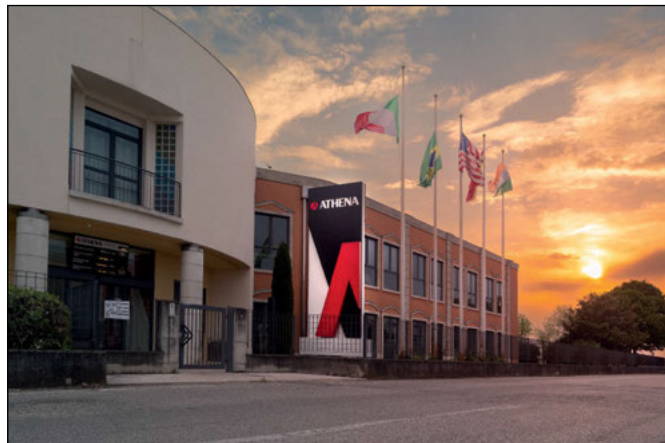


application, to maximise performance in all weather conditions and on all types of terrain.

The availability of the mappings that can be set is **practically unlimited**, thanks to the possibility of creating customised profiles with the WiGET app and uploading them to the ECU using the SX1 Connect module, also included in the kit.

SX1 PRO ECUs feature a new evolution of GET's **patented traction control** technology, called **GPA**, which can be adjusted to **ten different levels**, depending on the rider's needs.

Each SX1 PRO, both in the 2 and 4-stroke versions, is designed for **'plug and play' installation**, easily replacing the original unit of the





motorcycle.

These control units have been designed to meet the needs of riders of all levels, from professionals to enthusiasts. They are also the ideal choice for racing engine tuners, because they make it possible to customise and adapt each parameter through the professional Maya software, available separately.

All SX1 PRO control units are produced completely in the GET laboratories in Italy, from the research and development processes through to the assembly stage.

Multifunction Control - SX1 Controller

SX1 Controller "opens a new chapter in the interaction between rider and motorcycle in off-road scenarios. This innovative handlebar control intuitively and immediately **unifies all the functions** necessary for a

revolutionary riding experience".

The seven integrated LEDs provide complete visual control over the set mapping level, GPA traction control and electronic gearshift activation. By using the GET Quickshifter sensor, available as an accessory, it's possible to integrate this functionality even on applications that originally do not support it.

The SX1 Controller reports critical alarms such as engine overheating and activate **Launch Control** strategy. Features and display modes can be customised via WiFi using the SX1 Connect module, **included in every SX1 PRO kit.**

WiFi Module - SX1 Connect

SX1 Connect is the "**lightest, fastest and most compact Wifi module** that GET has ever produced". It connects via smartphone or tablet through the free WiGET app and

allows drivers to make adjustments to the main engine parameters, such as carburetion and advance, even on specific points on the map.

SX1 Connect also offers the "Monitor" function to display operating and diagnostic data in real time and provide information about the hours of use of the control unit. It's also possible to calibrate the 0-TPS value, configure the functions of the LC-GPA accessory and restore factory parameters, if necessary.

Future updates to the app will make it possible to further customise the functions and information that can be displayed: for example, it will be possible to adjust the brightness

intensity and select the colours of the SX1 Controller's LEDs for an even more personalised driving experience. "All GET products are the result of the experience acquired in the most prestigious international championships, such as MXGP and AMA. The SX1 line has also been developed in collaboration with Team Honda HRC USA, coming off a memorable season with the support of GET, both for the 250 and 450 classes".

www.athena.eu



Supersprox

INDUCTION
HARD TEETH:
LAST
LONGER

A SUPER BRAND:
YOU CAN TRUST

ZINC SURFACE:
100% NEVER RUST

CONTACT US !

*Extend Your
Journey*

MADE AS A SET:
MATCHED TO REAR
SPROCKET FOR GOOD FIT

OEM QUALITY CHAIN:
RELIABLE AND DURABLE

WWW.SUPERSPROX.COM



NEWS BRIEFS

Kawasaki's Ninja H2R-powered unmanned drone prototype is a VTOL machine that can reportedly carry a 200 kg (441 pound) payload. The Kawasaki K-Racer project is a multidisciplinary effort put together by Kawasaki Heavy Industries. Taking some of the best technological advancements, it's come up with it across its various child companies, like Kawasaki Motors and Kawasaki Robotics. KHI has been working to advance its vision for what it calls "Near-Future Mobility" in the 2020s; www.rideapart.com

Ducati CEO **Claudio Domenicali** has been reconfirmed for a third term as President of Motor Valley Development - the unique promotional business charged with promoting the Bologna area of Italy as an automotive and powersports industry centre of excellence - "I believe that enhancing the uniqueness of this territory is a duty for those who, like us, are part of it. It is an honour to be able to continue in this role in the next two years". The Bologna (Emilia-Romagna) Motor Valley is a unique industrial region in the world - with 16,500 companies and over 90,000 employees, with €16bn in annual turnover, exports of €7bn and some 13 different specialised museums, 18 private collections and four racetracks; www.motorvalley.it

Honda has previewed the Honda E-Clutch for motorcycles, saying it is "the world's first automatic clutch control system for a multi-gear motorcycle transmission". Honda says it "uses electronic control technology to provide instantaneous, fine-tuned clutch control for optimum performance in situations where the driving force changes - such as starting, shifting gears and stopping - to achieve smooth starting, shifting gears and a more natural stopping experience than a rider's manual clutch operation".

The blows that are starting to rain down on the stalling EV industry appear to be coming thick and fast at present - **Apple** has reportedly cancelled its plans to build electric vehicles a decade after the iPhone maker was rumoured to be working on the project. According to Bloomberg News, the company has never publicly acknowledged the project, which involves around two thousand people.

KSR Group restructured

The Austrian KSR Group GmbH has successfully completed its restructuring proceedings following its September 2023 filing application for administered restructuring proceedings.

The court lifted the external administration proceedings of KSR Group in December 2023 and approved the restructuring plan. The creditors' meeting had previously approved the restructuring measures with a large majority.

This cleared the way for a fresh start for the Gedsdorf, Austria based company, with over 140 jobs retained and sales in key core markets in Europe sustained.

"The foundation for a successful future has been laid," said Michael and Christian Kirschenhofer, managing directors of KSR Group GmbH.

"This was made possible, on the one hand, by the willingness of our business partners to cooperate and, on the other hand, by the great support of our employees. We would like to thank everyone involved for their trust and can now be full of optimism for the next steps."

In order to be able to adapt more flexibly to the economic conditions, KSR Group GmbH is being reorganised. Austria, Germany, Switzerland, Italy, Greece and Belgium remain as core markets in the mobility sector; other countries will be



handled via importers in the future. The reduction of sales markets and sales brands creates leaner structures and greater cost efficiency. In global sales, the focus will be on the group brands "Malaguti" and "Brixton". Before running into its recent difficulties, the company, which was founded by the Kirschenhofers some

25 years ago, had been selling around 60,000 vehicles a year. It owned, licenced or managed some 15 motorcycle, scooter and broader powersports vehicle brands (additionally including Motron, Lambretta, Italjet, NIU and CFMoto Off-Road).

It had been selling through some 2,300 dealers in 60 countries worldwide and with offices in Greece, Italy, Spain, Switzerland, Belgium and the Netherlands, as well as its head office in Austria.

MV Agusta x Mytech collaboration

Unveiled at EICMA in November 2023, Italian made luggage specialist Mytech Accessories is in collaboration with MV Agusta to supply 33-39 litre original equipment aluminium cases for the LXP 9.5 - MV's first true ADV model, and as the LXP Orioli, named for four-time Dakar winner Edi Orioli. The new 931 cc three-cylinder machine is inspired by the Cagiva Elefant he rode to victory in 1990 and is set to provide the springboard for a range of new models powered by this engine.

The result of the synergy between the experiential design of MV Agusta and the 60-years of expertise that Mytech can leverage, "the collaboration between the two pioneering brands in their respective fields of motorcycling culminates in a



fusion of the highest quality, created to excite enthusiasts and amateurs alike" said Laura Contò, Marketing Manager of Mytech.

"We are very proud of the cohesion established with the

R&D department and the design centre of MV Agusta and we hope that this is just a first step towards other new and significant projects developed together."

www.mytechaccessories.it

Vertex dominates in Italian MX Internationals

The 2024 motocross season opened with the International of Italy MX Series which, at the end of the two rounds, saw Vertex Pistons dominating the MX1 class by placing in the first five places in the final ranking.

"The main class has once again confirmed the competitiveness of multi championship-winning GP Racers Choice pistons, with the winner Tim Gajser ahead of the other Vertex riders - Romain Febvre, Ruben Fernandez, Ben Watson and Jago Geerts.

"As if that were not enough, Vertex Pistons also imposed itself in the 125 class, where the overall victory was taken by Vertex rider Gyan Doegen (The Netherlands) and the "Place of Honor" was taken by another Vertex racer - Noel Zancz (Hungary)".

Fresh from the 14 world titles achieved in the 2023 off-road season, this year Vertex Pistons are equipping many of the leading factory bikes - Honda HRC MXGP and MX2,



Kawasaki KRT, Yamaha Factory Monster Energy MXGP and MX2, Yamaha MjC EMX125, Yamaha JK, MRT Racing Team Beta MXGP, TM Moto Steels Dr. Jack, KTM Racestore Factory Rookies EMX 125, Fantic Factory Racing MXGP, MX2 SM Action and EMX125 SDM. That's quite a line-up.

In Enduro, Vertex pistons are used on the bikes of Beta Racing Enduro Factory, Honda Red Moto Enduro Factory, Fantic Factory Enduro and Factory JR, Sherco CH Racing Factory, TM Boano Enduro Factory, Husqvarna Jolly Racing and Yamaha MPE Johansson, while in the Supermoto they are with the TM L30 Racing Supermoto Factory team.

www.vertexpistons.com



Piaggio Decarbonisation Plan

Piaggio Group (PIA.MI) is the latest manufacturer to unveil a Decarbonisation Plan, undertaking to put concrete measures in place to contribute to the attainment of the climate goals set by the European Union.

"The Piaggio Group has always been sensitive to environmental issues and, over the years, has constantly organised initiatives to improve energy efficiency and **reduce the emissions of its factories** and the vehicles it manufactures.

"Between 1998 and 2022, its Pontedera factory cut Scope 1 emissions by 56.2%, thanks to investment in energy efficiency, while improvements to the new engines on the best-selling Vespa 125 cc scooter made a 29.4% reduction in Scope 3 carbon emissions possible from 2008 to 2022."

Drawn up with advisory support from the European Investment Bank (EIB), in line with the EIB PATH framework and the support of EY Consulting (engaged by the EIB), the strategy "will enable the Group to plan measures to **reduce its Scope 1, 2 and 3 footprint emissions** over



Primavera

two-time horizons: 2030 and 2050". "Specifically, by 2030, the Group undertakes to cut its production emissions (estimated using the Science-Based Targets initiative¹ methodology and in line with the goals of the Paris agreement) by 42% compared with 2022. This ambitious target will be achieved through a range of initiatives."

Initiatives will include:
Restructuring of the Mandello del Lario production site in line with sustainability criteria
Installation of photovoltaic systems at Pontedera and Mandello del Lario
Installation of a new paint plant in Vietnam to enable diesel to be replaced with LPG

The purchase of clean energy for the



Sprint

factories in Italy, India, Vietnam and Indonesia

The replacement of company cars with more energy-efficient models

The Piaggio Group also intends to achieve a further reduction in its Scope 3 emissions through increased sales of electric vehicles, improvements to its combustion engines, developments in product design and adaptation for alternative fuels, which can already be used with the engines currently on Piaggio vehicles.

Piaggio says it has already brought to market a number of new products reflecting this commitment, such as the electric Vespa Primavera and Vespa Sprint scooters, and has announced the launch of the **electric Porter NP6 project**.

The Piaggio Group believes that to reach the target set by the international community for 2050 (a 90% reduction in emissions), a crucial role will be played by **diversified technologies** such as e-fuel and biofuels, wide use of electric vehicles, total use of renewable energy, electrification of heating systems, logistics with low environmental impact, recycled materials and product circularity.

Piaggio says that it "does not rely on offsets to meet its emission-reduction targets" and further details on its decarbonisation goals will be published by April 2024 in the Non-Financial Disclosure included in the Piaggio Group 2023 Annual Report. *Piaggio is also making a €250,000 donation to the "Fresh Start Fund" set up by the Pontedera Town Council in response to the territorial emergency caused by heavy rain and flooding on 2 November 2023.*



Superveloce 1000 heading for production

By Ben Purvis

When MV Agusta showed the Brutale 1000-based Superveloce 1000 Serie Oro at EICMA back in 2022, there was never much doubt it would become a high-end production model in the future - and in the second half of 2024 that's exactly what's going to happen. The Superveloce 1000 has been type-approved in Australia, with documents that, while referring to the limited-production 'Serie Oro' version that will come first, also include images of an all-black variant that might be representative of a full-production Superveloce 1000 that will follow it. The significance of the Superveloce 1000 isn't just its position as another high end, high priced MV Agusta with

jaw-dropping styling and performance. It's the first 1000 cc MV to wear a full fairing since the F4 was dropped from production more than five years ago, and despite its retro look, its performance is right up there with the best of today's superbikes. The design is very much in the mould of the existing three-cylinder Superveloce, with the addition of large winglets on the sides - something MV is keen to point out it was ahead of the game with, having raced a winged 500/4 with Phil Read back in 1972. At the back, four under-seat exhausts are a reminder of the original F4 that marked MV's return back in 1998.



According to the official type-approval documents, the production Superveloce 1000 Serie Oro will weigh in at 207 kg including fuel, which is 11 kg more than the Brutale 1000 it's based on. The engine puts out the same 153 kW as the Brutale 1000 and Rush 1000 models, showing it hasn't been retuned for the

Superveloce, and details like the wheelbase confirm that the chassis is also unaltered.

While the paperwork refers to the 'Serie Oro' variant of the Superveloce 1000, as originally shown in 2022, the bike in the type-approval images appears to be a more mass-made version. As well as missing out on the signature red and silver paint of the Superveloce, it has wheels from the Brutale 1000 RR instead of the Serie Oro's five-spoke design and appears with a pillion seat, where the Serie Oro was shown as a single-seater.

It's MV's familiar modus operandi, dating right back to the original F4, to launch new models with a high-priced, limited-run 'Serie Oro' before following up with a less expensive full-production version. That's almost certainly what we see in these new images.

Moto Parilla to enter the electric bike market?

By Ben Purvis

The Moto Parilla name could be set to return to motorcycles in the near future after designs emerged showing an electric roadster that closely matches the design cues of the exotic e-bicycles that the company currently sells.

Parilla was one of a huge number of motorcycle brands to emerge in Italy in the wake of WW2, ploughing on for a couple of decades before it collapsed in 1967. However, the name has since returned on a range of e-bikes designed by Alessandro Tartarini's White Design and Engineering in Italy. Tartarini was the man behind the radical

Italjet Dragster scooter in the 1990s, and a decade ago designed a range of motorcycles and e-bikes that were originally intended to wear the Caterham name, one that is best known for its long-running line of lightweight British sportscars. Those machines didn't reach production, but the same e-bike designs are now being offered under the Moto Parilla name, sporting Tartarini's distinctive chassis design with a fat central chassis tube that's pierced by two large, transverse holes. Tartarini's company is also behind the new electric motorcycle design seen here,

which shares the same styling cue, but is clearly a step above the e-bikes that Parilla currently sells.

The distinctive design features a battery pack that's slung beneath the distinctive upper frame, while the motor is mounted inside the rear wheel hub. Hub-motor designs are usually limited to relatively low performance electric bikes - it's a compact, lightweight and low-cost layout, but having the motor's weight inside the rear wheel isn't ideal when it comes to higher speeds and handling. There's no word yet on

whether these drawings will become a production machine, but since battery-powered e-bicycles have all but replaced conventional mopeds in the powered two-wheeler market, it makes sense for their manufacturers to look towards larger, faster motorcycles in order to hold onto their customers.



A VAST RANGE OF CLUTCHES
Beating
MEETING YOUR EXPECTATIONS



● FROM NORTON



● TO THE JAPANESE



● THROUGH DUCATI

DISCOVER **THE MOST POWERFUL** LITHIUM ION BATTERY

SHIDO HP SERIES REVOLUTIONARY STARTING POWER

Embark on your wildest adventures with SHIDO High Performance (HP) motorcycle batteries. Engineered to endure the toughest conditions, our batteries deliver unmatched power when you need it most.



30% HIGHER
START CAPACITY*

LONGER LIFESPAN
2000+ CHARGING CYCLES

65% LIGHTER
THAN LEAD-ACID BATTERIES

*Compared to standard Lithium Battery

SHIDO®

LITHIUM ION
BATTERIES

www.shido-batteries.com

GO WILD!
IN TOTAL SAFETY

edgemonster

F20K
new

FORK CARTRIDGE KIT

- Quad-valve system
20 mm hydraulic cartridge kit.
- Fully adjustable in
Compression, Rebound
and Preload.
- Plug & play: ready to fit,
no modification is required.
Fully reversible.

Compression
range: 38 clicks



Preload
range: 15 mm

Rebound
range: 38 clicks



THE INNOVATIVE 'QUAD-VALVE SYSTEM'



MATRIS SRL

Camisano Vicentino (VI) Italy - Tel. (+39) 0444 411636
info@matrisdampers.com - www.matrisdampers.com



Triumph upgrades, revives Daytona, enters new era with TF 250-X

By Ben Purvis

The current Triumph Tiger 1200 only reached dealers in 2022, so it's still a pretty fresh face, but the bike has already come in for some substantial changes for 2024 models that will be available from April.

Based on feedback from some of the 14,000-plus customers who've bought the Tiger 1200 since its launch, Triumph has opted to rework the

comes to a halt, making it easier to get feet flat on the floor.

Triumph's latest engine changes don't alter the peak performance, 150 PS at 9,000 rpm and 130 Nm at 7,000 rpm, but promise better useability.

The range is now made up of **four models**, the GT Pro, GT Explorer, Rally Pro and Rally Explorer, with the original entry-level version, the Tiger

Tiger 1200 Rally Pro



1,160 cc three-cylinder engine, adding a heavier crankshaft and generator rotor and rethinking the balance shaft with the aim of improving low speed tractability and to make the bike easier to ride off-road.

The change comes just months after a mid-2023 update that saw all versions of the Tiger 1200 get improved **Showa semi-active suspension** capable of dropping the rear ride height by up to 20 mm as the bike

1200 GT, dropping out. For 2024, the two 'Pro' models get the damped bars and risers that were previously exclusive to the Explorer versions. Both GT models get repositioned footpegs to increase cornering clearance.

Meanwhile, there's a quiet revival underway in the market for affordable, middleweight sports bikes as a growing number of manufacturers rediscover the all-rounder formula that made machines like Honda's CBR600F



Daytona 660

so successful in the 1990s.

Triumph is the latest to join that trend, **reviving the Daytona name for the new Trident-based Daytona 660**. While it would have been simple for Triumph to wrap a fairing around the existing Trident 660 roadster, instead the company has taken a more in-depth approach. Yes, it uses essentially the same steel frame, three-cylinder engine, tank and rear bodywork as the Trident, but there are revisions throughout.

Going up against an increasingly strong group of rivals that includes the likes of Yamaha's R7, Kawasaki's Ninja 650, Honda's CBR650R and Suzuki's new GSX-8R, the Daytona 660 has a unique selling point in the form of its three-cylinder engine and manages a combination of performance and price that its competitors struggle to match. Where the Trident uses a 60 kW (80 hp) version of Triumph's signature three-cylinder engine, the Daytona 660 packs a 70 kW (94 hp) variant, slotting exactly onto the power limit for bikes that can still be detuned to 35 kW and used with an A2 licence in Europe.

The extra performance comes from a **new cylinder head, crankshaft, camshafts, valves and exhaust header**, but most importantly from



TF 250-X

the adoption of three individual throttle bodies instead of the single throttle used on the Trident. All the extra performance comes by moving the peak power higher up the rev range, without any loss in torque at lower rpm, with the maximum power arriving at 11,250 rpm instead of the Trident's 10,250 rpm.

Torque is increased by 9%, too, with a peak of 69 Nm at 8,250 rpm, and there are three riding modes: sport, road and rain. The changes to the chassis

include a steeper steering head angle, changing the fork rake from 24.6 degrees to 23.8 degrees, while the offset is increased and the wheelbase lengthened a fraction to 1,425.6 mm. Revised final drive gearing takes advantage of the engine's wider rev range.

Finally, it has been 40 years since building magnate **John Bloor** took the reins at Triumph - buying the company out of receivership and embarking on the slow journey back to

prominence as a global motorcycle manufacturer - but this year's new **TF 250-X** marks one of the biggest steps since then as Triumph dives headlong into the off-road market.

The new motocross bike doesn't come as a surprise. Triumph has been open about its development since 2021 and already plans to add a **larger 450 cc model next year** alongside a pair of **enduro models** and has even adopted some big names including Ricky Carmichael and **Ivan Cervantes** into the project to make sure it's heading in the right direction. A works entry in the **2024 FIM Motocross World Championship** has been set up with former Kawasaki team boss **Thierry Chizat-Suzzoni** at the helm and Monster Energy sponsorship, while a second works squad will compete in the AMA SuperMotocross World Championship. For 2024, all those efforts will be focused on the new TF 250-X, the first dedicated Triumph motocross bike of the modern era, and customers can buy the same machine right now from a growing network of dedicated Triumph Motocross and Enduro Centres across Europe, the USA and Australia, with the target of **300 such outlets** due to open by the end of this year.



58-LITRE OUTBACK EVO
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.

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

**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.

NEWS BRIEFS

A partnership announced in March 2023 between BMW Motorrad Motorsport and Hamburg based Lothar Group brand NORDOEL has led to the development of a fuel aimed at reducing the environmental impact of racing. "The CO2-reduced fuel Race-Fuel WSBK R40-A, with a regenerative "non fossil" content share of at least 40%, will officially debut in the 2024 FIM Superbike World Championship (WorldSBK) season with the ROKiT BMW Motorrad WorldSBK Team, Bonovo action BMW Racing Team and BMW Motorrad WorldSBK test team. The requirement for such a fuel is mandated by the FIM regulations for 2024. The Race-Fuel WSBK R40-A becomes the first regenerative fuel based on MtG (Methanol-to-Gasoline). Where racing goes, trickle down tech follows.

The prestigious Royal Automobile Club in London has presented Triumph Motorcycles with its ad hoc awarded **Torrens Trophy** - in recognition of its work in the Moto2 World Championship. The Torrens Trophy has been awarded to Britain's highest achievers in motorcycling and motorcycle racing - riders, engineers, manufacturers and important personalities within these worlds - since the 1970s. The British manufacturer is reported to have delivered 86,653 motorcycles in 2023. Triumph's five Moto2 champions since 2019 are Alex Marquez, Enea Bastianini, Remy Gardner, Augusto Fernandez and Pedro Acosta. Four of these riders will be in MotoGP this year and almost half the current MotoGP grid has scored grands prix victories on Triumph-powered Moto2 bikes. Prior Thorens Trophy winners have included circuit safety specialist Mike Trimby, The Crescent Yamaha team, Emma Bristow, Peter Hickman, Tai Woffinden, Jonathan Rea and Cal Crutchlow.

From 2027, BMW's Munich factory will manufacture nothing but all-electric models - the latest reinvention for a plant with a history stretching back over 100 years.

American clutch system manufacturer **REKLUSE** (Boise, Idaho) has continued its technical partnership with the Monster Energy Yamaha Star Racing team for the 2024 SuperCross season - a 9th straight year for the collaboration in a series that includes 250 and 450 cc classes.

CFMoto plans 450CL-C Bobber, 250CL-C Cruiser and electrics

By Ben Purvis

Last year's EICMA saw the unveiling of CFMoto's CL-C Low Ride concept bike - a slammed bobber with girder forks based on the company's new 450CL-C cruiser - and now a production version of that machine has emerged in Chinese approval filings.

Unsurprisingly, the showroom version tones down the style of the concept. The girder forks are gone, replaced by the standard upside-down telescopic of the normal 450CL-C, and the tyres aren't as fat as those on the show bike. Despite those downgrades, and the fact that it shares the same engine, frame and fuel tank as the base 450CL-C, the new bobber manages to look substantially different.

The changes are focused on the rear end. There's a single seat, recalling bikes from the 1940s or earlier thanks to its clear, saddle-shaped style. It hovers above a rear fender that's close to the back tyre, almost disappearing from view and giving the back end a lightweight look. In a clever move, CFMoto supports that rear hugger with a diagonal, tubular bracket that extends forward from the rear swingarm to the upper front of the fender, giving the illusion of a hardtail bike's frame while actually using exactly the same monoshock rear end as the standard 450CL-C. The licence plate and rear lights hang on a swingarm-mounted bracket at the back.

Mechanically, the bike is powered by the same 449 cc parallel twin used in the normal 450CL-C, putting out 30 kW (40 hp), and rides on a 1,485 mm wheelbase. The more stripped-back style genuinely saves weight too, cutting 4 kg from the CL-C's mass and bringing it to 177 kg including fuel.

Another CFMoto type-approval, filed in China, shows a smaller cruiser heading to market soon in the form of the 250CL-C. This one has a new, twin-shock frame with a shorter 1,470 mm wheelbase and lower 165 kg wet weight. It's powered by the 249 cc single-cylinder engine that's already used in the 250CL-X and 250NK (and offered in a larger 292 cc form in the 300NK and 300CL-X in many markets), with 18.5 kW (25 hp).

In addition to working on both advanced ICE models, CFMoto is still pushing ahead with electric bikes, including this battery-powered middleweight sports bike.

While CFMoto's future ICE sports bike projects include a 675 cc triple, a 500 cc inline four and a 1,000 cc V4 superbike, all intended to sit above its existing 300SR and 450SR machines, the brand has patented this electric model using the 450SR as its base.

Previously, CFMoto's electric bikes have been 'clean-sheet' designs, including the 300GT-E electric sport-tourer that was designed as part of a project for China's police force and security services to use. It also makes the Papio Nova electric minibike and has a dedicated EV sub-brand, Zeeho, for city models and scooters.

But this new design takes a different approach by utilising the existing chassis from the 450SR sports bike and packing an electric powerplant into the space normally occupied by a 450 cc parallel twin.

The patent explains that the battery unit is in a metal case, bolted to an electric motor behind, and the whole thing can be used as a structural component to replace the combustion engine in the 450SR, which uses its

CL-C Bobber



motor to add rigidity to the chassis. By making a drop-in EV powertrain with the same mounting brackets as its 450 cc twin-cylinder engine, CFMoto would be in a position to create a range of electric models easily, quickly and cheaply.

At the moment, bikes using variants of

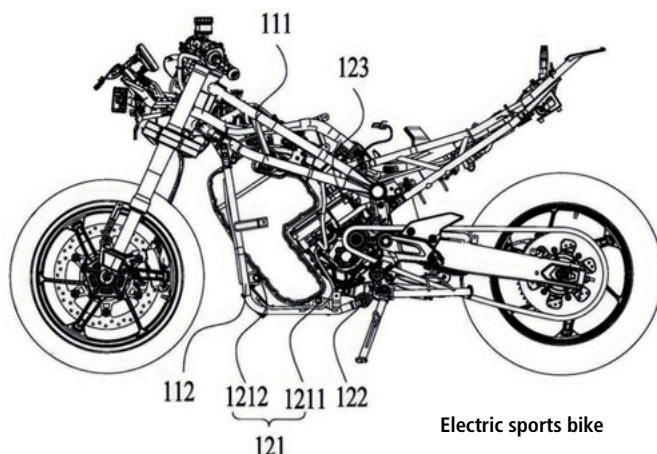
CL-C Cruiser



the same 450 cc V-twin include the 450SR sports bike, 450NK roadster and 450CL-C cruiser. The new electric power unit and batteries would easily slot into any of them.

The downside of this design, when compared to clean-sheet electric bikes, is that the battery pack appears to be much smaller, suggesting range would be limited. That might not be a big hurdle for small-capacity bikes used mainly in cities, and if CFMoto can implement a fast-charging system that can take advantage of the growing network of rapid chargers, refilling a small battery should be a relatively quick job.

What's clear is that CFMoto is positioning itself to be in a strong position regardless which way the market turns. If legislation forces or technology enables a rapid shift to electric power, or if combustion engines get a reprieve, the next generation of the Chinese company's bikes are likely to be formidable rivals to the motorcycling establishment.



AIROH



FULL
FACE



URBAN
JET

J110

BRING YOUR PASSION



WEIGHTS

Jet version
From 1070g +-50g

Full Face version
From 1340g +-50g

MATERIAL

Composite Carbon

RETENTION SYSTEM

Micrometric System

INSIDE THE BOX

Removable summer
Nose cover

Jet version taps
Stop Wind
Chin guard

SUN SCREEN VISOR

Uv Resistant
Light smoke homologated



COMMUNICATION
SYSTEM READY

ASN
SYSTEM



HOMOLOGATION

DARE TO
BE GREAT

AIROH

NEWS BRIEFS

Citing unfavourable economic conditions in Europe, PIERER Mobility, the Austrian KTM, Husqvarna, GasGas and, nowadays, MV Agusta parent company, has announced a partial relocation of production and R&D activities to China (CFMOTO) and India (Bajaj Auto). Affecting individual mid-range models and defined R&D activities, the company says this is intended to exploit cost advantages in these regions and accelerate development and industrialisation processes. There will be a reduction of some 300 employees at the Austrian locations in 2024.

One of the characteristics that has made KTM parent company PIERER Mobility so successful is never being afraid to roll back on business activities, even if it involves prior acquisitions, and to do so in a timely manner if perceived need arises. The company has announced its intention to revert to focusing on its KTM, GasGas, Husqvarna and (now) MV Agusta core brands with divestment of Raymon and FELT brands and its non-e-bicycle division. Electric bicycles (e-bicycles) from the Husqvarna and GasGas brands are being promoted and expanded in order to further strengthen activities in the field of electromobility.

BRP has bought a controlling 80% stake in Pinion GmbH - a manual and electric bicycle gearbox tech specialist founded in 2008 at Denkendorf, Germany. "Beyond our existing powersports and marine products, we are expanding our addressable market and entering untapped categories such as urban mobility and services," said José Boisjoli, President and CEO of BRP. Earlier in 2023, BRP also acquired e-drive systems and transmissions Great Wall Motor Austria GmbH from its Chinese parent company.

Yamaha Motor Co., Ltd. has announced that it has established Berlin based ENYRING GmbH as a new company that will offer swappable batteries for compact urban electric vehicles via subscription-based services. By offering such services, and by reusing and recycling batteries together with European circularity leaders, ENYRING will be able to create a closed loop in which recycled materials are used as resources toward creating new products.

Benelli Leoncino 350 V-twin based on QJMotor SRV 350 cruiser

By Ben Purvis

Design registrations filed by Benelli's parent company Qianjiang have revealed a planned V-twin Leoncino 350 model long before it's officially unveiled.

There's no mistaking the signature fuel tank design on the new bike, with a large circular badge set into a scooped-out section on each side to match the other models in the Benelli Leoncino family, and there's even readable 'Leoncino' script on each side of the machine, using the same font as the current Benelli models. However, the bike underneath these parts is very different to any other Leoncino variant. At the moment, Benelli has a range of Leoncino-branded roadsters from 125 cc to 800 cc, all sharing a common set of styling cues. This new model breaks that mould, introducing a more cruiser-like stance and underpinnings, including a V-twin engine, a twin-shock chassis and a stubby-tailed set of bodywork with overtones of muscle-cruisers like the Yamaha V-Max.

The V-twin engine and steel frame appear to be borrowed from the SRV 350 cruiser made by Benelli's sister company QJMotor. The suspension, radiator, forward-mounted foot controls and even the wheels and brakes appear to be straight from the

SRV 350, but the Benelli version adopts a less traditional cruiser style and gets a revised version of the 343 cc V-twin engine.

Visible engine changes include new cylinder heads with faux cooling fins and a forward-jutting air intake on the left-hand side. The twin stacked muffler looks much the same as the QJMotor version.

In other news, new Chinese type-approval documents show that Benelli is preparing a new 902S that looks all but identical to the existing 752S, but with a huge increase in power.

The 752S's existing 754 cc parallel twin can trace its heritage back to the three-cylinder engine that revived the Benelli brand in the late 1990s. Taking a cylinder off the later 1131 cc version of that triple resulted in the twin that's still used today in a range of bikes including the Leoncino 800, Leoncino 800 Trail and the 752S - so the advent of a larger-capacity version could have implications for all of those models.

The new Chinese documents show that the 902S has a 904 cc capacity (the '902' name means '900 cc, 2 cylinder' rather than being an exact measure of the bike's engine size). The extra cubes come from the 92 mm bore (from 88 mm), along with stroke that's upped from 62 mm to 68 mm.



According to the same documents, the power increase that comes from this growth is remarkable. The paperwork says the new engine manages 77 kW (103 bhp), up from 56 kW (75 hp) for the current 754 cc version. Previously, Benelli has also filed documents for a 799 cc version of the engine making 71 kW (95 hp), but that has yet to appear in a production model.



PIERER Mobility - record turnover and sales in 2023

PIERER Mobility AG, the parent company of KTM, Husqvarna, GasGas, and by the spring of 2026, the full owner of MV Agusta, has announced provisional turnover figures for 2023 of between €2,650m and €2,670m (+9%).

This is for KTM, Husqvarna and GasGas only at this stage, and represents record unit sales of 381,634 motorcycles (+2%) and 157,358 e-bicycles and bicycles (+33%).

Also expected to be a record, PIERER Mobility says it expects consolidated sales revenue of between €2,650m and €2,670m for the 2023 financial year, which represents an increase of around +9% compared to the previous year.

Of the 381,634 units sold, European sales totalled some 140,000 motorcycles with around two thirds of



motorcycles (some 240,000 units) sold in markets outside Europe - particularly in North America, India and Australia. The Bicycle Division also increased sales

by around +33% and sold 157,358 e-bicycles and bicycles (previous year: 118,465).

www.pierermobility.com

PIERER

Mobility AG



Kawasaki hydrogen motorcycle prototype

By Ben Purvis

Back in 2022, Kawasaki showed design drawings for a proposed hydrogen-powered sports tourer as well as a prototype hydrogen combustion engine based on its 998 cc supercharged 'H2' four-cylinder. But even so, it was a surprise to see a real prototype of the bike take to the



stage during the company's Group Vision 2030 Progress Report Meeting.

The debate over hydrogen's future as a fuel - whether for fuel cells that use it to generate electricity or in more conventional combustion engines - is a hotly debated topic at the moment. Some car makers, most notably Toyota, is throwing its weight behind hydrogen, and Kawasaki, while at the forefront of Japanese companies when it comes to electric and hybrid motorcycles, is also a vocal proponent of hydrogen.

Hydrogen is the most abundant element in the universe, it's highly flammable and when burnt it combines with oxygen to form water. But there are issues. Most of Earth's hydrogen is already tied up in water



and extracting it is an energy-intensive process, requiring a lot of electricity. Once extracted, hydrogen's tiny molecules and lack of density make it hard to store and transport. Kawasaki's involvement with hydrogen goes well beyond the motorcycle arm of the business, though, with the company also involved in refining low-quality 'brown' coal into hydrogen, and in 2020, Kawasaki's shipbuilding division launched the Suiso Frontier - the world's first liquified hydrogen carrier ship, able to carry hydrogen in a cryogenically cooled state at -253 degrees C, making it 800 times as dense as in its normal gaseous state. Kawasaki's prototype hydrogen bike uses a specially developed version of the supercharged four from the H2 range, modified to add direct fuel injection so the hydrogen can be added to the combustion chamber after the intake valves have closed. That is essential, as is supercharging, to create an engine with power on a par with conventional petrol engines. The other big problem with hydrogen is clear to see from Kawasaki's prototype - it's the volume of space that the gas takes up. While it's more energy-dense than petrol in terms of weight, hydrogen is far less energy-dense in terms of volume, so even when it's compressed to around 700 bar (10,000 psi) you need a large tank to get much range. Those panniers on Kawasaki's prototype aren't for luggage: they're packed with swappable hydrogen canisters. Swappable canisters are one option when it comes to refuelling because, of course, hydrogen can't just be poured into a tank - it needs high pressures and low temperatures, so swapping pre-filled canisters is a safer alternative to refuelling a built-in tank.

The hydrogen prototype is still clearly a long way from being a production machine - there isn't the infrastructure to support such a bike even if it was available for sale - but in the context of the recent EU 2035 law changes, it's a technology demonstrator that shows how motorcycles might evolve in the future. Especially if hydrogen gets a foothold in the car market and batteries can't be made compact and light enough to create a high-powered, long-range motorcycle that can replace today's petrol machines.



performance & style

SIP Aluminium Rims SERIES PORDOI

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

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



Our strong brands



Scooter - Workshop? Apply now for a dealership!

SIP Scootershop GmbH
Marie-Curie-Str. 4
86899 Landsberg am Lech
dealer@sip-scootershop.com
www.sip-scootershop.com



NEWS BRIEFS

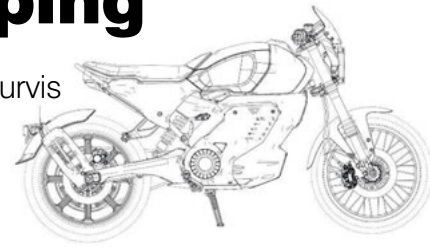
Founded in 1980, German chain store operator Polo Motorcycle and Sportswear GmbH is now, effectively, under American control and majority ownership. In July 2023, Los Angeles based Ares Management Corp. took over the majority share in Equistone Partners - the London based equity investor that acquired Polo in 2015. Headquartered near Düsseldorf, Polo operates over 90 stores in Germany, Austria and Switzerland. Polo's primary rival on the German motorcycle retail multiple landscape is 1938 founded, Hamburg based Detlev Louis - another motorcycle P&A/G&A retail chain store in Germany, with some 80 outlets, that has been owned since 2013 by Warren Buffett's Berkshire Hathaway.

In Germany, Bike & Business reports that CECRA, the voice of European car dealers and repair shops, welcomes the decision of the European Court of Justice that manufacturer-specific restrictions on access to vehicle on-board diagnostic systems (OBD) are **unlawful**. This decision by the Court reinforces the association's view that security gateways introduced under the pretext of cybersecurity are unfair and contrary to [existing] EU law.

The Japanese ALI Technologies Hoverbike start-up that IDN had reported on last year has filed bankruptcy. The company had hoped to "reimagine urban transport" with a futuristic single occupant machine that could fly for around 40 minutes at up to 100 km/h (62 mph) on a single charge. The bike had gone on sale in 2021 at around \$680,000, having been acquired by U.S. investor Pono Capital and listed on the NASDAQ index in New York. However, nearly all of the investors withdrew their backing after the listing. A partnership with another U.S. firm at the end of 2023 saw operations in Japan cease amid hopes of being able to enter the U.S. market at a price point of around \$200,000. The business had hoped that a move to California would make it easier to achieve certification and overcome regulatory hurdles than had proven to be the case in Japan. However, in a February filing, U.S. parent company Aerwins Technologies said it had discontinued non-core operations.

VMoto Soco developing new café racer

By Ben Purvis



VMoto Soco is creating a particular niche in the electric motorcycle market with its brand of affordable battery-powered machines. Following the impressive-looking VMoto Stash and Super Soco TC Max, the company is designing a pair of retro-styled café racer models.

Appearing in a set of new design registrations, the two models are closely related, and both appear to be based on the underpinnings of the existing Super Soco TC Max, with the same frame and suspension as that bike, even sharing its headlight and instrument panel, but gaining a distinctly different

look thanks to all-new bodywork.

The design makes more of an effort (than the TC Max) to replicate shapes that are familiar from combustion engine bikes, including a distinct 'fuel tank' sitting above a battery pack section that gives hints of an engine in the shapes set into its side. At the back, there's a short, flat seat above the existing TC Max subframe, and the licence plate is mounted, along with a half-length rear fender, on a bracket extending from the swingarm.

One variant has a small cowl above the headlight and wide, flat bars; the other has a more bullet-shaped fairing and

narrower, lower bars for a sportier stance.

If, as it appears, the new bikes use the same batteries and motor as the existing TC Max, that means they have a motor rated at 3.9 kW, with a 5.1 kW peak, powered by a 72V battery to give a top speed of around 95 km/h. Like the TC Max, they'll be lightweight machines, coming in at around 100 kg, and with price tags in the same ballpark as 125 cc ICE bikes.

BMW Motorrad - 2023 record unit sales

The much-hyped new 1300 cc iteration of BMW's category-defining GS ADV platform is expected to sell record numbers in 2024.



Said to be a "passionate rider", Markus Flasch has replaced Markus Schramm as the Head of BMW Motorrad, having held vehicle development and conception roles since he joined the company in 2025.

BMW Motorrad says it has crowned its centenary year with the highest sales in its history - a total of 209,257 motorcycles and scooters delivered to customers in the calendar year - an increase of +3.1% year-on-year, its highest-ever sales.

The company says that its Europe, Asia, North and Latin America regions, in particular, all posted "new sales highs and made a vital contribution to BMW Motorrad's record sales."

"The brand's compelling line-up, with successful products that define its respective segments, along with the market introduction of popular new



models, like the powerful M 1000 R and the iconic R 1300 GS touring enduro, were strong factors in its successful performance in 2023".

For Q4 2023, worldwide unit sales were 44,348, which was +1.8% on the final quarter of 2022 - itself a record year for BMW Motorrad.

Honda - global unit sales - 2.3% for nine months to December 2023

For the first nine months of its 2023-4 financial year, Honda reported that it had sold **13.861 million motorcycles worldwide**, which was down by -2.3% over the corresponding period of their prior financial year.

Sales in Europe were up by 101,000 units compared to the prior period at 324,000 units. In Asia sales were down by 426,000 units at 11.884 million units; North America was up by 35,000 at 374,000 units,

and domestic Japanese sales were up by a modest 2,000 units at 181,000. Global motorcycle sector sales revenue was 2.358.0bn yen, an increase of 2.202.3bn yen; sector operating profit was up by 376.5bn yen at 411.4bn yen for the nine-month period on an improved operating margin of 17.5% (up from 17.1% for the prior period).



BIGGEST
RANGE OF
MC FILTERS
AVAILABLE

BREATHES LIKE HELL

Johann Zarco. Pilot LCR Honda Team.



TECHNICAL PARTNER



Follow us: www.miwfilter.com MiwFilter MiwFilter



EUROMOTO 85

LANGENSCHIEDT
PARTS & EQUIPMENT



GO AHEAD

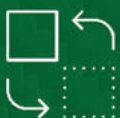
HI-TECH BRAKE SOLUTIONS
MADE IN EUROPE

TRY THE NEW BETTER BRAKES FOR A BETTER BRAKE PERFORMANCE

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

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

Better brakes, for a better ride. Go Ahead.



REFINED COMPOUND

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



IMPROVED BRAKE PERFORMANCE

A better and more stable brake performance and stopping power.



NUCAP NRS TECHNOLOGY

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



@sbsbrakes | sbsbrakes.com | #GoAhead

AIMExpo 2024

Las Vegas, February 6-8

Words and Pictures
by Robin Bradley

The 10th AIMExpo was a success. No question about it. But it continues to emerge as a radically different style of industry expo to those we associate with the 'Pipe & Drape' expo culture of the motorcycle industry in the United States. Available space is tight here, so you can read more about my theory about where AIMExpo is headed in my 'Comment' piece on page four. Meanwhile we present our IDN signature style of review of selected exhibitor news - with the emphasis on the international P&A/G&S sector, rather than on the OEM action at AIMExpo ...



National Cycle: AIMExpo saw the Maywood, Illinois windscreen manufacturer introduce its new Quantum+ rain repellent coating - "a world first breakthrough in windscreen coatings," says International Sales Manager Paul Gomez. "We are elevating and setting a new standard in hydrophobic coating. Our legendary Quantum hardcoating has been hugely respected ever since it was introduced, but the new Quantum+ takes its protective properties to a new level. While some aftermarket companies use acrylic material, those who prefer the strength and reliability of polycarbonate use the same standard FMR hardcoating that was first developed decades ago. We here at National Cycle have always used polycarbonate as our screen material of choice, due to its widely accepted superior strength. But as an alternate to FMR hardcoating to resist the scratch and graze from road debris, the environment, UV exposure and simple daily use, we developed our own, superior proprietary Quantum coating to reduce surface deterioration and boost durability. The highway is a hostile environment at the best of times, and our Quantum hardcoat was developed to deliver optimised, robust and durable optical clarity under even the worst of riding conditions. It literally has been a 'Quantum' improvement in the surface hardness of polycarbonate windshields that are exposed to years of wear"; www.nationalcycle.com



Tribolite Motorcycle Jeans: Started by Martin Solar and Ales Klozem in the 1990s, the first 'Brick & Mortar' Bikers Crown store was opened in 2000. The Czech motorcycle retail multiple and parts and accessory distributor now has 11 such stores, a large mail order business, an impressive own-brand portfolio and distributes some 40 internationally known brands from Nexx, Caberg, AGV, Shoei and Shark to Thor, Alpinestars, Dainese, 100%, Falco, Fox, Kellermann, Hyperpro, HiFloFiltro, Goldfren and EMGO. The star of the own brand portfolio (along with Rusty Pistons apparel), Tribolite Motorcycle Jeans was one of a number of own brands started in 2012 and has grown quickly - at home and in international markets. The 'protective riding jeans' concept has gradually found acceptance in the past decade, but making a play for sales in a domestic American market, where the concept has a checkered past, tells of the confidence in product quality and the ambition that Martin still has as his business heads towards its 25th anniversary in 2025; www.bikerscrown.cz



Gilles Tooling: Gerhard Gilles' Luxembourg based performance parts and accessory design and manufacturing business has one of the most desirable of such programmes in Europe and has been no stranger to the MotoGP and WSBK paddocks of the world for years. Its U.S. breakthrough came in 2023 as a technical partner with Indian Motorcycle Racing on its FTR 1200 race bikes. As Gerhard said at the time: "We are confident that this collaboration will be beneficial for both Gilles and Indian Motorcycle Racing. The roots of Gilles lie in racing. We have always kept close ties to racing and have been supporting world class teams ever since our foundation in 2000, winning our first World Championship with Cal Crutchlow in the WSSP in 2009; www.gillestooling.com



The **NEW GOLD** standard of battery chargers!



Charge any battery!



Works on all vehicles



BMW CAN-bus (Pb & Li)



Lead-acid



Lithium

RESET

SAVE

CHARGE

TEST

MAINTAIN

Optimate4
quad program



More info

optimate1.com/om4q-pr



NEW

for 2021-24
Honda NC750X

VStream®
Windscreens



N20039

N20038

N20037



www.nationalcycle.com
#TheWindshieldExperts



national cycle® since 1937



SENA Technologies: The San Jose, California/USA operation of the 1998 founded Korean based rider comms specialist states that its communication headsets rocked an entire industry - "from mesh and Bluetooth integrated helmets, headsets and cameras to remote controls, adapters and accessories - we've got you covered". Its top-of-the-line 50-Series (50C) features "premium mesh communication, 4K camera and sound by Harman Kardon"; www.sena.com



Öhlins Racing: Having changed ownership again a few years ago when it was acquired by giant U.S. \$18bn sales, 78,000 employee automotive conglomerate Tenneco, the legendary Swedish and former Yamaha owned suspension specialist has had a new VP and GM parachuted in by its owner and Michigan based head office in the shape of Marc McAllister. He is originally from Dublin and is one of many former Harley-Davidson executives currently in motorcycle aftermarket industry leadership positions. Most recently, McAllister spent some four years trying, unsuccessfully in the end, to turn around the ill-fated and once market-leading Tucker Powersports (formerly Tucker Rocky) U.S. distribution behemoth. Its ill-starred private equity owners finally waved the white flag of surrender in a bankruptcy court in Florida towards the end of 2023 after several of Tucker's house brand crown jewels (Kuryakyn, QuadBoss, ProTaper, Answer, BikeMaster, DragonFire Racing, FirstGear, River Road, Speed and Strength, and others) had been sold off to Philadelphia based automotive parts and accessory distributor Turn 14. Tenneco acquired Öhlins a year after its \$5.4bn 2018 acquisition of (Turin based) Ferodo brake pads owner Federal Mogul, folding them both (and other 'assets') into a newly formed division called 'Driv'; www.ohlins.com



Rewaco Trikes: Ahead of its time when founded in Germany by Harald Schmitz and Andreas Hauri in 1990, Rewaco's range of long wheel-base trike designs pre-dated the contemporary 'Roadster' concepts now seen from brands such as BRP's CanAm and Polaris' Slingshot. The first model in 1991 was based around a 53 hp VW Beetle engine, but the range evolved, and in addition to classic trikes, Rewaco also produced conversion trikes from the likes of Suzuki, Victory and Triumph right up to 2016. Since then, it has focused exclusively on classic trikes with modern components such as ABS, automatic transmission, cruise control and up to 177 hp performance. The company employs a total of around 90 people in Germany, Poland and China; www.rewaco.com



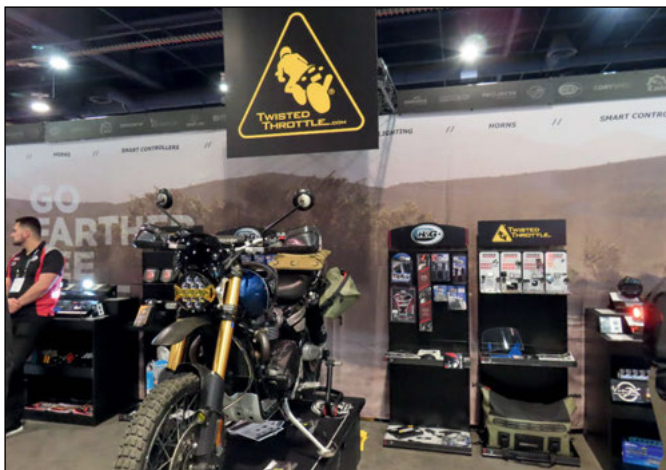
Vesrah: One of Japan's leading brake pad manufacturers, Vesrah's President George Hiro Orita says "no fishtailing and no locking" with its 'Win It' rear pads, and recommends its RJI-XX pads with its new Pro-Levers for a "winning combo"; www.vesrah.com



PowerCell Performance: Ken Donahue is a California based performance products and accessory specialist for ADV bike dealers and the adventure riders they sell to. The new PowerCell compact service stand will safely lift 800 lbs (approx. 360 kg) and is thought to be the first service stand to have been specifically designed for the ergonomics of ADV models. Like a lot of the vendors and brand owners exhibiting at AIMExpo, especially the American owned product lines, Ken is interested in hearing from potential new international distribution partners; www.powercellperformance.com



Technical Touch USA: The Belgian distributor and parts and accessory brand specialist has had a high profile, close relationship with Hinson Clutches in the United States for at least two decades. Technical Touch has been the official worldwide OEM distributor for KYB motorcycle suspension products since 1992 and also sells the German made XTrig clamps and Dutch made MotoMaster brakes programmes there; www.technicaltouchusa.com



Twisted Throttle: The Exeter, Rhode Island based distributor and Denali Electronics founder Erik Stephens is no stranger to handling the interests of international brands and product lines in USA. Current vendors represented by Twisted Throttle in USA include INNOVV camera systems, the British R&G accessory and motorcycle protection programs, German made MRA windshields, and the innovative South African KAOKO non-locking throttle stabiliser among others; www.twistedthrottle.com



TecMate: An update on the PRO-4S, the new PRO-4 DUO multi-station/ bank charger is a professional grade multi-station charger - "a 4 x 4 amp-independent charging station design that is well liked by dealers," says CEO/CTO Martin Human. "With the PRO-4 DUO, we have 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. It draws only 1.5 amp @ 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 charge through a 182 cm (6 ft) charge extender and set of fused battery clips. It 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 labeled LFP for all 12.8V 4-cell-in-series Lithium Ferrous Phosphate (LiFePO4/LiFe) and the #3 selection is labeled 60' (sixty minutes) for quick activation of any powersports battery - a more advanced version of the popular 1-hour activation charge mode that was introduced on the original PRO-4S; www.tecmate.com



Dr. Jekyll & Mr. Hyde USA: Best known to date for its Hendersonville, NC based Wunderlich USA operation, 2023 saw Edward and William Plam add the Dutch made Dr. Jekyll & Mr. Hyde electronic sound adjustable exhaust program for select Harley, Indian, BMW and Triumph model applications; www.jekyllandhyde.us



Rebelhorn Apparel: Owned and operated by Powerbike in Poland, Rebelhorn is one of the fastest growing apparel brands in northern and central Europe, and having started to make a play for western and southern European profile by exhibiting at EICMA, exhibiting the range at AIMExpo shows that Powerbike clearly sees no reason why it can't create demand in the huge but difficult and crowded U.S. apparel market. Founded in 2010, "Rebelhorn is a brand born from passion for design, quality and innovation, but above all for maximum protection. Rebelhorn products are designed to make riders feel free at all times." The offer includes over 140 products in four lines: Classic, Sport, Street and Tour; www.powerbike.pl



Barnett Clutches & Cables: The legendary Ventura, California based clutch and cable specialist recently celebrated its 75th anniversary. The business, founded by Jennifer Darling's great grandparents Charlie and Afton Barnett in 1948, is one of America's oldest established and still continuously family-owned motorcycle parts and accessory vendors, with distribution worldwide; www.barnettclutches.com



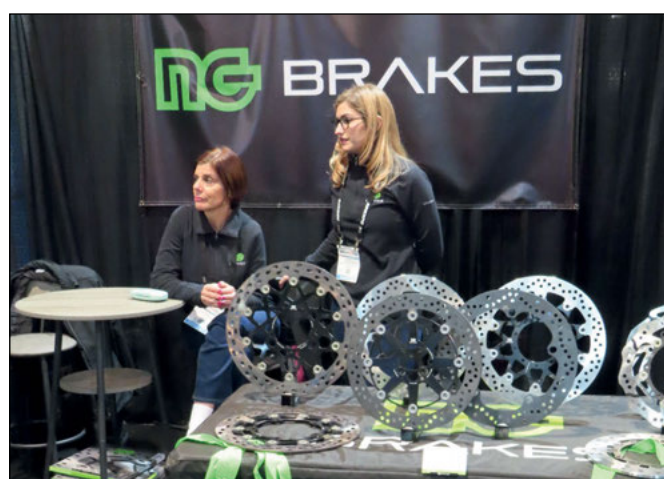
FunnelWeb Proline Filters: The 'secret sauce' of the Dutch owned and constructed 3D profiled FunnelWeb open cell foam filter technology is the pyramid profile that effectively doubles the filter's outside surface area without increasing its overall size. The result is a technology that is claimed to trap and hold more dust on the outside surface of the filter, maintain optimal airflow by spreading dust build over an increased surface area and enable longer filter service intervals. The majority of FunnelWeb filters are manufactured with a shrink, stretch and tear-resistant urethane/foam combination seal for strength and longevity. Available for dirt, trials, enduro and MX models from manufacturers such as TM Racing, Beta, Sherco, Husqvarna, KTM, GasGas, Husaberg, Suzuki, Kawasaki, Yamaha and Honda; www.funnelwebfilter.com



Goodridge: There can be few brake line and hose manufacturers in the world with the breadth and depth of motorsports product applications that Goodridge offers. Founded in the UK by former racer Stuart Goodridge in 1969, the company was acquired by British private equity investor Rubicon Grovepoint Industries in 2013 and boasts 11 facilities in Europe, USA and Asia; www.goodridge.com



Athena: The 1973 founded, Vicenza based Italian performance component and electronics manufacturer celebrated its 50th anniversary last year with the acquisition of respected Italian transatlantic distributor Innteck. Athena CEO Erardo Ratzenbeck told IDN that the move achieved two timely strategic objectives. It has allowed Athena to focus its own distribution needs and activities into a specific subsidiary, one that has built an international reputation for logistics excellence and product range portfolio development in the 20 years since it was founded near Turin. While doing so, the acquisition simultaneously allows Athena to renew its focus as a producer of performance parts, accessories and electronics for the racetrack and street. "I believe in the future of distribution," Erardo told IDN, "and in its importance as a specialty discipline, one that is a vital link in the relationship between manufacturers and dealers. This strategic acquisition will strengthen the opportunity for both businesses to focus on what they do best"; www.athena.com



NG Brakes: Founded in 1969, the Barcelona based manufacturer started making brake discs in 1999. With exports to more than 30 countries worldwide, NG has switched its production from 90% OEM to 90% aftermarket with applications for all kinds of bikes, from superbikes and street bikes to MX and dirt bikes, ADV models, mopeds, V-twin, custom, roadsters, ATV/UTV and bicycles - all made in-house using 100% European raw materials; www.ngbrakes.com



Leatt Corporation: From moto to ATB to ADV, and from neck braces, helmets and goggles to knee braces, fusion vests, boots, jerseys and pants; www.leatt.com



Innteck: Founded in Italy in 2004, last year saw Italian parts manufacturer Athena acquire 100% of the shares in the distributor in order to streamline and combine its own distribution activities with a specialist distributor on both sides of the Atlantic that would allow the Vicenza based manufacturer focus entirely on producing, with InnTeck focused as its logistics specialist; www.innteck.com



G.P.R. USA: The Florida based American subsidiary of Luigi and Mauro Orlandi's Milan based exhausts and accessories business is headed up by North American Sales Manager Dalia Rojas. Motorcycle export and racing sponsorship manager Marco Albrici told IDN that "the G.P.R. story is being well received in the United States and we are now looking to add distributors and importers to our worldwide network"; www.gprexhaustsystems.com



SW-MOTECH: German and Czech designed and manufactured luggage and accessories; www.sw-motech.com



Velomoto: Istanbul based importer/distributor and control cable manufacturer; www.velomoto.com.tr



Wunderlich America: The German BMW and ADV parts and accessory specialist - and recent multiple Motorrad 'Best Brand' award-winner - has had a warehouse at Hendersonville, NC, operated by William and Edward Plam, for some 20 years or so; www.wunderlichamerica.com



SBS Brakes: The Danish brake pads, rotors and clutch leader has recently been at the leading edge of embracing the new generation of forward-facing product initiatives that meet the 'Better Brakes' regulations for reduced use of rare earth minerals and pollution production. The result? Not only less waste, but reduced heat, improved stopping distances and no great impact on brake pad pricing. Who'd a thunk it! www.sbs.dk



ECE R22.06 certified
US DOT FMVSS No. 218 compliant

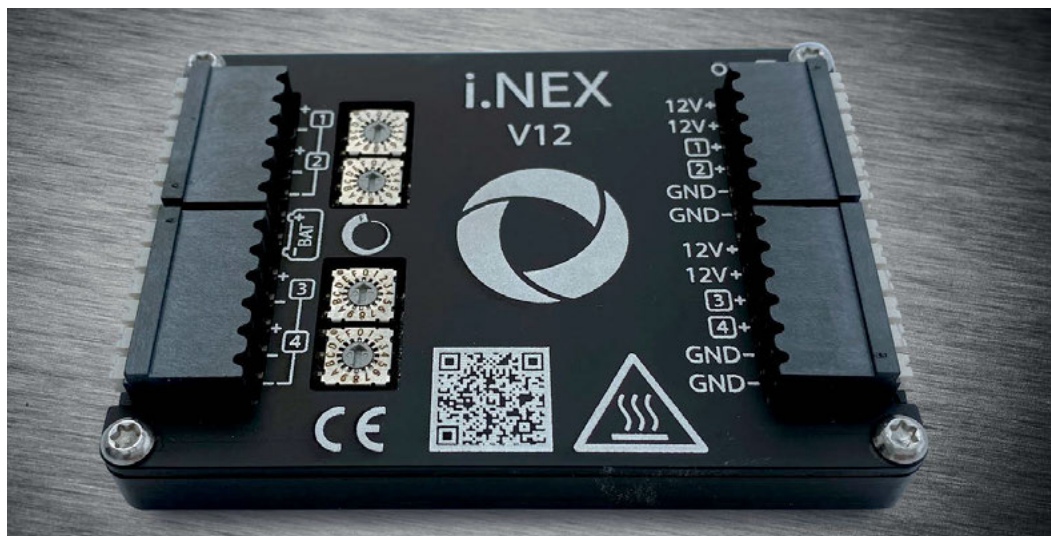
Biltwell

Evolution of the Revolution.

The all-new Gringo SV helmet shown in Flat Black.

See more at www.biltwellinc.com

Kellermann i.NEX - universal lighting control solution



Kellermann GmbH (Aachen, Germany), the award-winning manufacturer of high-quality motorcycle accessories, presents Kellermann i.NEX - a universal electronic solution when installing motorcycle lights such as indicators, tail/brake lights and position lights.

"The Kellermann i.NEX finally eliminates the problems of converting motorcycle lights," says CEO Stefan Woeste. "No more despair for the mechanic or wasted hours in the workshop. From classic bikes to new models: Kellermann i.NEX is the system solution for every motorcycle. With the i.NEX, Kellermann is once again writing development history and offering a unique product."

Motorcycle electronics are becoming increasingly complex, with manufacturers sometimes making changes to the operating systems not only when changing models, but even as a sometimes poorly understood part of their annual update programmes. As a result, the installation of aftermarket lights has started to become a more time-consuming and sometimes more complex undertaking.

"It is often not clear in advance which accessories are required for your own project or what problems you may encounter when retrofitting", says Stefan. "In recent years, Kellermann has already responded to these problems with the development of specific electronic accessories and has repeatedly offered solutions, including the i.LOAD, i.BOS, i.SED and i.LASH products.

"However, the number of accessory products has become increasingly large, varied and confusing and new solutions have had to be found, especially for new models."

Kellermann says that its new i.NEX will now replace the individual solutions and act as a universal master module - simplifying the installation of motorcycle lights and optimising convenience and componentry. The i.NEX can be used to connect up to four indicators as well as taillight, brake light and position light.

"The Kellermann i.NEX is a real problem solver in a compact format: error messages in the cockpit, incorrect flashing frequency of indicators and indicator control lights, as well as annoying idle currents can now be eliminated.

"In addition, this master device offers a universal solution for various requirements, e.g. when fitting indicators with higher power consumption or higher voltage than original - as well as original minus-switched indicators".

The lights are connected directly to the i.NEX. The necessary requirements are then easily set on the i.NEX using rotary switches - no matter which light, no matter which motorcycle.

Kellermann 

KELLERMANN GMBH

Aachen, GERMANY

Tel: +49 (0)241 938 080

info@kellermann-online.com

www.kellermann-online.co



Kellermann CEO Stefan Woeste

Kellermann i.NEX Tech Spec

- Electronic universal solution for motorcycle lights such as indicators, tail/brake light and position light
- Compatible with classic bikes, new models and modern operating systems
- Correct flashing frequency
- No error messages in the cockpit
- No disruptive quiescent currents
- Installation of indicators with higher power consumption [watt] than original
- Installation of indicators with higher voltage [volt] than original
- Installation on motorcycles with minus-switched indicators
- Installation on motorcycles with current-controlled indicators

ENGINEERED TO



WIN!

**DIRT
DIGGER
CLUTCHES**

DIRT DIGGER CLUTCH KITS

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

MORE PERFORMANCE AND MORE POWER TRANSFER TO THE REAR WHEEL!

Introducing our new **K22 KEVLAR** and **C22 CARBON** friction materials.

We were the first to use Kevlar friction plates and Carbon friction plates decades ago and we have been improving them ever since. The Barnett Dirt Digger clutch is a superior upgrade to O.E.M. delivering consistent, fade-free clutch performance and maximum power transfer. Barnett Clutches are made in-house in the USA to our strict quality control standards. □



FIND CLUTCHES FOR YOUR BIKE
BARNETTCLUTCHES.COM

**BUILT WITH PASSION
DRIVEN BY PERFORMANCE**

With improved power transfer and consistent, reliable performance Barnett has been helping racers win worldwide for decades. Our next generation design and precision machining result in a superior direct-fit upgrade over stock.

Diablo X - the design concept that just keeps flowing

EICMA 2023 saw Barcelona based parts specialist Puig Hi Tech Parts (Motoplastic S.A.) revisit the Diablo 'Everflowing Design' project that it unveiled in 2022 with DIABLOX.

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?

What is **"free-flowing" design creativity**? Carles Puig and his design studio define it as "creativity that isn't compromised by the needs of volume factory productionisation".

EICMA 2023 saw the unveil of a second iteration of its 'Everflowing Design' thinking as a second stage in the translation of design philosophy into design language. The donor bike was a **Yamaha MT-09** and parts developed include *frontal spoilers, a smart display, height-adjustable seat design and rear seat cowl, side panels, rear spoiler, a 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".

Diablo X is described as a "naked concept bike that flows to the future with smart and electronic parts that are multi-functional and adaptable. The mission to bring new possibilities and capabilities to everyday motorcycles is designed to live in harmony with improvements to rideability, performance and overall comfort.

The function of the **frontal winglets** on the frontal inferior part of the fairing is to increase the downforce of the front axle and improve the coefficient of aerodynamic penetration - being the first part of the motorcycle to impact with the air.

This downforce will provide anti-wheelie, improved stability under braking, anti-shimmy and improved stability at high speeds. The organic, curved shape

completes without competing with the front part of the bike - giving it personality, style and aerodynamic optimisation.

A new product developed during the Diablo X design realisation process are the new **lever protectors with integrated rear-view mirror** - multi-functional ergonomics with fluidity of lines and optimal aerodynamic flow.

Manufactured in machined aluminium, it has two positions - a lower one that works as a lever protector, with an aero-wing shape that will cut the air in a clean manner, like an airplane wing, with an upper position that allows to rotate the wing to use the multi-positional, adjustable mirror that is integrated underneath.

To complete the optimisation of the aerodynamics, Diablo X has an **engine spoiler** that completed the management of the airflow and gave an optimal



PLUG AND PLAY SOLUTION





cooling flow of air to the engine.

With the addition of a new texture, the airflow between the bike and the ground is accelerated, which decreases the pressure - this translates into greater vertical load.

Although not intuitively positioned, the **rear spoiler** was originally used in MotoGP to control the rear tyre temperature - its main function being to create vertical load directly onto the swingarm, not the chassis. The positioning on Diablo X also allows the rotation of the tyre to generate an additional load by spinning air closer to the tyre, right against this spoiler.

The fins in the seat cowl clean the airflow to reduce resistance and above all stabilise the bike when braking. The design produces additional vertical

load, achieving a more stable bike and better braking.

The new **side covers** have achieved a new style based on aerodynamics and airflow management. An important difference to the previous side covers is that these updates have a softer profile with an improved, cleaner design that follows the chassis and the rear seat cowl forms. This new design reveals technical elements of the original motorcycle, such as the rear suspension regulator. In collaboration with **Luimoto**, Puig designed a special edition seat design to complete the styling harmony.

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

info@puig.tv
www.puig.tv

Puig
Hi-Tech Parts

D.I.D high viscosity chain lubricant and cleaner

Some brand extensions have extreme good sense stamped all over them - one such are these 300 ml chain lubricant and cleaner from D.I.D.

The chain lubricant is described as "extremely adhesive and protective, the covering it gives guarantees excellent lubrication and chain protection. It is formulated with a high level of viscosity, so as not to make a mess of the rear of the motorbike". Suitable for chains with and without X-ring/O-ring seal, it is recommended to be used every 500-700



km or after riding in wet conditions. D.I.D recommends waiting for at least two hours after the application of the product before starting the bike.

"This is a genuine anti-wear and anti-rust formulation, giving the ultimate long-lasting protection from wear, deterioration and rust. The high viscosity prevents centrifugal dispersion. What's more, it is an eco-friendly chain lube formulation - Freon and ethane-free".

D.I.D chain cleaner is said to have been the result of many years of research to optimise transmission



performance in the most extreme applications, the special compound is able to "clean the motorbike chain perfectly without affecting or attacking seal rings, preserving its characteristics over time. Favoured by World Championship teams (GP, SBK/SS and Cross/Off-Road), it eliminates all incrustations such as sand, dirt and oil".

Its chlorine-free formula has extreme degreasing power and is said to be perfectly suited to chains with either X-ring or O-ring.

D.I.D EUROPE SRL
Bologna, ITALY
Tel: +39 051 531543
info@did-eu.it
www.dideu.it

D.I.D

PYRAMID

MOTORCYCLE ACCESSORIES

Designing & distributing
bespoke motorcycle
accessories since 1986.

Official Distributors of

Puig

Ermax

GBRacing

SYNTOL

EAZI-GRIP

ACCOS custom

www.pyramidmoto.co.uk

export@pyramidmoto.co.uk

01427 677990

[Instagram](https://www.instagram.com/pyramidmoto86) [Facebook](https://www.facebook.com/pyramidmoto86) [YouTube](https://www.youtube.com/pyramidmoto86) @pyramidmoto86

Barkbusters updated Ego handguard



The all-new Ego handguard design from Barkbusters is an update to its popular compact, full wrap-around aluminium handguard with its included replaceable and integrated plastic guards.

This segment-defining handguard has been made in Australia for over 20 years and repeatedly "proven itself as the strongest and most durable handguard available. Our long-awaited upgrade features a new and improved streamlined design with re-engineered hardware and plastic for greater durability and protection".

"We wanted to modernise our bestselling guard, bringing it in line with our current product range. The upgrade allows riders who currently have Egos on their bike to improve the look of their bike with the new plastic guards," says Jackson Collins, Director at Barkbusters.

The toughest handguard in the Barkbusters range, and made principally for enduro, trail and minibikes, "we have engineered the Ego to withstand the toughest challenges. It has a universal fit and features two mounting points to secure the full wrap-around aluminium design for straight, tapered and mini bars - offering unrivalled impact protection for riders and their controls.

"The compact, curved profile gives strength, and optimised heat-treated aluminium backbone design is a real-world competitive advantage compared to other designs on the market. The sleek aerodynamic design promotes agility on the bike, and the round shape helps the rider bounce off trees and obstacles, protecting hands and levers during intense trail and tight bush riding. No more broken levers, skinned knuckles and damaged gloves!"

The high impact-resistant plastic guard includes top vents to ensure summer comfort, while adding the separately sold optional deflectors "offer maximum protection from the elements".

It is available in eight colourways, matched to popular motorcycle brands.

BARKBUSTERS
Victoria, AUSTRALIA
Tel: +61 242 718 244
www.barkbusters.net



XL09 range of soft bags



GIVI has expanded its X-Line range of soft bags with the XL09 33 litre waterproof side bag/top bag, featuring the Monokey system.

There are nine coordinated pieces, easy to mix and match with each other, as part of a set-up offering a mixture of soft and hard cases. The XL09, which is sold individually, completes the range.

Technical features and innovative solutions already tried and tested on the rest of the range include the addition of a waterproof (thermos-sealed) and removable inner bag, which takes up to 25 litres, leaving 8 litres for a second compartment, which can easily be organised and reached without the need to remove the bag from the motorcycle.

High-quality materials guarantee excellent performance, particularly during long journeys, as well as UV resistance for up to 1,500 hours. The bag features double straps on the upper part, which can be used to hold softshell jackets or waterproof gear, for example.

Dimensions are 36 x 44 x 24 cm (h x l x d), and the maximum inner load is 10 kg. Fabrics and materials are high-tenacity 1200D polyester, 1680/PU polyester, thermoformed EVA, TPU, YKK zip, 70D/PU nylon, Duraflex buckle. There is a removable, water-resistant inner 25-litre bag.



Further features include elasticated straps to secure the inner bag, an 8-litre separate inner compartment, internal document pocket, external pocket on the front, water drainage holes located on the base of the bag, an ergonomic, padded handle for carrying by hand, adjustable shoulder strap, a main opening with zip sliders that can be secured with a padlock (not included) and a reflective side insert for improved visibility.

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



GPR Tech - titanium skid plates

Leveraging its ISO 14021 certified **circular economy** parameter compatible production technology, Italian exhaust specialist GPR Italia has successfully diversified into the luggage market and accessories, initially focused on product designs for ADV style applications.

The latest additions to its GPR Tech programme are these engine guards/skid plates made entirely of high strength, lightweight 2 mm titanium. Super light and super strong, they are equipped with vibration dampers and are said to be able to "protect the best enduro motorbikes from any impact," according to co-owner **Mauro Orlandi**.

Made in Milan, Italy, the main models for which these skid plates have already been developed include the Yamaha Transalp 700, BMW R1200/1250 GS, Honda



CRF1100 and Kawasaki Versys 650 - but GPR Tech are adding new applications regularly.

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



TERRAPACTOR

**MXS
SOFT
TERRAIN**

**MXI
INTERMEDIATE
TERRAIN**

**MXX
XTREME
TERRAIN**

MOTOZ

NEW MX RANGE
AVAILABLE NOW




MOTORRADZUBEHÖR

FEHLING

MOTORCYCLE ACCESSORIES
SINCE 1945

FEHLING
DESIGNED AND
MANUFACTURED
IN GERMANY

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



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



LV RACE

The Perfect Alchemy



SUZUKI GSX-8S

GALFER

www.galfermoto.com



**NEW DID CHAIN
LUBE AND CLEANER
NOW AVAILABLE!**

D.I.D.®

POWERED by TECHNOLOGY

www.dideu.it



D.I.D Chain Lube 300 ml

Extremely adhesive, protective, covering, guarantees excellent lubrication and chain protection.

High viscosity, not to soil the rear of the motorbike. Suitable for chains with and without X-ring/O-ring seal.

It is recommended to be used every 500-700 km or in any case after riding in wet conditions.



D.I.D Chain Cleaner 300 ml

For chains with or without O-rings and X-rings. The result of many years of research to optimise transmission performance in the most extreme applications.

Thanks to the special compound, it is able to clean the motorbike chain perfectly without affecting or attacking seal rings, preserving its characteristics over time.

Favored by World Championship teams: GP, SBK/SS and Cross/Off Road. Eliminates all incrustations: sand, dirt, oil.

Its chlorine-free formula with extreme degreasing power is perfectly suited to chains with X-Ring and O-ring.

Spray protection for R1300 GS

British motorcycle accessory specialist Pyramid is always 'quick-to-market' with product applications for the newest models, and here we see a selection of its designs for the BMW R 1300 GS - a model that



will place a premium on robust and ergonomic accessories, if ever there was one.

Two of Pyramid's trademark accessories are now available for Big Blue's big ADV - a front mudguard Extenda Fenda and rear end spray cover - both filling gaps where the bike's standard equipment is lacking. A must-have for any GS owner, Pyramid's popular Extenda Fenda offers much needed protection for the exposed painted surface of the front engine casing, exhaust downpipes and oxygen sensors.

Styled to look as much like an OE part as possible, it's hardly noticeable on the bike, yet adds 140 mm of length to the front mudguard. The extra surface area stops water, tar, mud, stones and other debris being thrown up at the bike by the front tyre.

"Made from durable ABS, it can withstand a lot of abuse and is super quick and easy to mount. Owners have two options: plastic rivets for mechanical fitment or a sheet of specially sourced 'Stick Fit Pads'



for those who would prefer not to drill the front mudguard".

Another simple addition that makes a significant difference, Pyramid splash plates reduce the amount of grit and grime thrown up by the back wheel.

Manufactured from aluminium and powder-coated in a textured matt black finish, the splash plate creates an extension below and beside the number plate. Designed specifically for the BMW R1300 GS, it fits neatly beneath the number plate, without any



modification to the bike, and comes with fittings and instructions.

Both are products that have been designed, developed and manufactured in-house at Pyramid's UK headquarters facility.

PYRAMID MOTORCYCLE ACCESSORIES

Gainsborough, Lincs, UK

Tel: +44 (0)1427 677 990

sales@pyramidmoto.co.uk

www.pyramidmoto.co.uk

'Atlas' straps

The durable and versatile 'Atlas' adjustable self-tensioning straps by distributor and brand owner Oxford Products are designed to be stronger and much safer than a bungee.

Their extra strong, flat webbed design is easy to adjust to the desired length and the quick release B-clip makes them simple to detach. The strap has an elasticated section which keeps it under constant tension, providing a safer and more secure hold compared to regular solid straps.

Additional features include a quick release premium



buckle for extra durability. Size options are 17 mm or 26 mm widths and 1.2 m or 2.0 m lengths in a choice of colourways.

OXFORD PRODUCTS

Witney, Oxfordshire, UK

Tel: +44 (0)1993 862 300

info@oxprod.com

www.oxfordproducts.com



DISTRIBUTORS WANTED



WE DO RACING

Exclusive licensed range of MotoGP paddock, rider and bike accessories.

- TYRE WARMERS • PADDOCK STANDS • GARAGE MATS
- BIKE COVERS • APPAREL • LUGGAGE



SCAN ME TO SEE FULL MOTOGP RANGE



BIKE IT

www.bikeittrade.com

PLEASE CONTACT EXPORT@BIKEIT.CO.UK

Triumph partners with SILKOLENE for premium Performance Lubricants range

Triumph Motorcycles has teamed up with the FUCHS owned British SILKOLENE lubricants brand to develop a new line of ester-based oils, maintenance and cleaning products - Triumph Performance Lubricants. Described as "superior formulations with ester compounds", they are said to have been engineered "specifically to offer optimum protection and performance of Triumph's wide motorcycle range".

"The Triumph Performance Lubricants range of top-tier fully synthetic and semi-synthetic engine oils has been meticulously developed for amplified power, optimal engine protection and unwavering reliability in all riding conditions".

All new Triumph motorcycles will leave the Triumph production facilities pre-filled with Triumph Performance Lubricants as their new standard specification.

Additionally, Triumph Performance Lubricants will be a major sponsor of its new off-road motorcross racing programmes throughout 2024 and beyond - "supporting the exclusive use of our new Performance



Lubricants products in these racing motorcycles".

The comprehensive range of workshop maintenance and cleaning products will also include brake fluid, chain lube, cleaners, grease and copper paste. Offering excellent lubricating properties as well as thermal and oxidative stability and low volatility, the exclusive range will only be available through official Triumph dealers.

Available from spring 2024, customers in the UK, U.S.

and Europe will be able to book a service using the new lubricants or purchase direct from their local dealer, with a phased roll-out to Triumph's global dealer network following in 2025.

FUCHS SILKOLENE
Hanley, UK
Tel: +44 1782 203700
www.silkolene.com

Kappa KV58 demi-jet

Kappa has expanded its range of helmets with a new, unisex demi-jet model with an unmistakable "pop influence".

Made from thermoplastic material, and featuring a double shell, smoked visor, two air vents and a micrometric strap, the KV58 is available in ten colours, both glossy and matt.

Features include a smoked inner visor, micrometric strap and removable, washable internal lining. Although it is an open helmet, Kappa has equipped it with a ventilation system consisting of two air vents

at the top.

The model comes in many sizes from XS to XL and colours are glossy white, matt titanium, matt black, glossy grey, matt nickel, glossy red, glossy pink, matt military green, glossy blue and matt metallic yellow.

KAPPA
Flero (BS), ITALY
Tel: +39 030 268 0374
info@kappamoto.com
www.kappamoto.com



BRAKE COOLERS

For latest Supersport Bikes



Supersprox 'Performance' chain and sprocket kits

Supersprox is adding to its **Performance** chain and sprocket kits with these new options for the Honda CBR 125 R B-D (2011-2016) and the KTM Duke 125 from 2011 and up.

Already available from Supersprox distributors in France, Germany, Italy and Spain, the manufacturer is additionally looking for distributors who see the potential for the Supersprox range of 47 branded **Performance** kits in their own markets - additional applications are expected to be added in the summer 2024.

Supersprox CEO DJ Maughfling told IDN: "Our clients are demanding better solutions for the growing market of Chinese, Indian and exotic

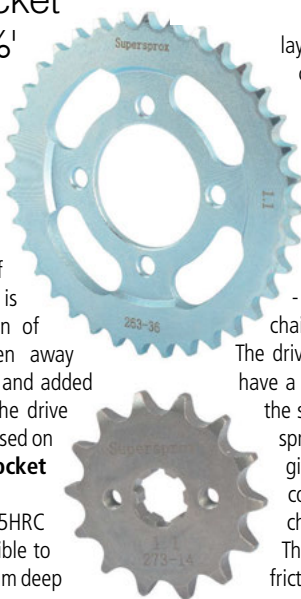


'extend sprocket life by 40%'

motorcycles. This range will be popular because Supersprox understands the market requirements and is able to offer high quality for these budget bikes.

"After 60 years in the business of drive systems, we know what is important for the new generation of motorcycle users. We have taken away features that are specific to racing and added features that prolong the life of the drive system. For this range, we have focused on the **hardening of the sprocket teeth**."

The rear sprocket has added 45HRC surface hardness - which it is possible to see at the base of the tooth. This 1 mm deep



layer will extend sprocket life by 40% compared to other sprockets that don't have induction hardening. "We understand that the sprockets will be used in all weathers and the bikes might be parked outside. Supersprox 'Performance' sprockets are zinc-plated to eliminate possible rusting - because rust is very abrasive on the chain and reduces system life."

The drive sprockets are case-hardened and have a surface hardness to **55HRC**. This is the same hardness as Supersprox racing sprockets and is a known standard that gives excellent performance and complements the hardness of the chain. The chains have solid bushes to reduce friction and keep all the parts running smoothly. For bikes with 520/525 chains, there is an affordable upgrade option with sealed links.

Supersprox

SUPERSPROX
Czech Republic, Poland, Ukraine
sales@supersprox.com
www.supersprox.com

**INTERNATIONAL
DEALER NEWS
HOT 100
AWARD**



DISTRIBUTORS WANTED

BIKETEK
FACTORY RACING GARAGE MATS

**OFFICIAL
LICENSED
PRODUCT**



SCAN TO VIEW
THE RANGE

BIKE IT
www.bikeittrade.com

PLEASE CONTACT EXPORT@BIKEIT.CO.UK

SHOCK STRETCHING AND MEASURING TOOL

DISCOVER OUR LATEST NEWS

Andreani



ANDREANITOOLS.COM
ANDREANIGROUP.COM

YOUTUBE VIDEO



RIDE BRIGHT

LIGHTING UP MOTOCROSS FUTURE



THE NEW MUST HAVE FOR 2T AND 4T FUEL-INJECTED OFF-ROAD BIKES

- Integrated GPA Traction Control and electronic Launch Control*
- Multifunction Handlebar Control and WiFi Module included
- UDS communication protocol based on CAN-BUS
- Quickshifter management*

*Availability of these features can vary depending on bike model



PLUG & PLAY



2 PRE-INSTALLED
RACING MAPS



REAL-TIME
RIDE CONTROL



WIDGET APP FOR MAPS
CUSTOMIZATION



NEW

**SX1 PRO
ECUs LINE**



A BRAND OF **ATHENA**

getdatait © AthenaMotorsport f @ athena.eu

MIW Filters consolidates its product range for 2024



With over 50 years of experience in the production of air and oil filters, MIW is a motorcycle filtration sector leader with a catalogue of around 800 product applications - capable of installation on motorbikes of any year and type.

"The construction quality and the technologies used to develop these products have made MIW appreciated in daily use and in competitions - on the street and on the track."

2023 was an important year for the brand, which further expanded the range of products offered through the addition of **washable air filters** for Off-Road and the track, the result of a long collaboration with riders from the most competitive championships.

The new line of **MIW High Performance** filters adds a more durable, ecological and efficient option to the brand's catalogue. "Their construction guarantees a greater air flow compared to common paper filters and can significantly improve the performance of the motorbikes on which they are installed. Being **reusable**, the new filters are a further step forward that MIW takes in creating products that respect the environment without sacrificing efficiency.

"This new line already meets the needs of best-selling motorcycles and is expanding to cover an increasingly complete range of vehicles. At the same time, the consolidated line of washable air filters for Off-Road is spreading more and more rapidly and has

already received the appreciation of customers who are passionate about this specialty."

The racetrack news for 2024 is the renewal of the partnership as technical sponsor of the **LCR Honda MotoGP team**. With the addition of Johann Zarco for this season, "it will be the perfect opportunity to continue the development of the technological innovations that are making the catalogue increasingly interesting and efficient."

The MIW range includes air and oil filters for scooters and road and off-road motorbikes - in addition to the new **High-Performance** offering. "In 2024 the range will expand further to respond even better to the needs of the public".

"With the aim of being even more widespread in its presence on the international market, MIW is looking for new distributors with which to open long-term collaborations for the supply of the widest range of air and oil filters".

SOCIETÀ GENERALE RICAMBI
Milan, ITALY

Tel: +39 0517 22557

info@sgr.it

www.sgr.it

www.miwfilter.com



**DISTRIBUTORS
WANTED**



BIKETEK
FACTORY RACING GARAGE MATS



SCAN TO VIEW
THE RANGE

BIKE IT

www.bikeittrade.com

PLEASE CONTACT EXPORT@BIKEIT.CO.UK

Polini 125/150 cc 4-stroke performance upgrades

Available for Vespa 125 and 150 4-strokes and Piaggio Liberty 125 and 150 Euro 5 models, this new Ø63 **cylinder kit** by Polini Motori has been developed to deliver added power to Vespa 125 and 150 cc 4-strokes.

The displacement has been increased to 182 cc for faster response, crisper pick-up and increased

the cylinder by modifying the injection timing.

"It fits perfectly on all scooters with the appropriate wiring harnesses connected directly to the original injector. This control unit has been created specifically to make modification of fuel injection systems on tuned 4-stroke scooters much easier - in some cases a new unit is the only way to be able to use aftermarket replacement, OEM upgrade or performance parts.

"Programming the Polini ECU is very simple. There are two maps already configured. Dealers and users can choose from map 1 for a Polini cylinder kit with original muffler, or map 2 for a Polini cylinder kit with Polini muffler.

Finally, and speaking of Polini mufflers, seen here (#190.0081 and #190.0081/K - catalytic), this new **Euro 5 homologated muffler** is designed for Vespa Euro 5 GTS 125 and GTS-Super 4-stroke 4-valve models - and is available with or without catalyser.

Said to be an easy install, it is very light - weighing in at 3 kg less than the OE muffler. The increased

performance. Made in die cast aluminium with nickel silicon carbide coating ('nikasil'), it has a die-cast piston with chromed rings and a 11.5:1 compression ratio (part# 140.0235).

To achieve the proper carburetion setting, it is necessary to install the new Euro 5-specific Polini ECU for Vespa 125 and 150 4-strokes (# 171.0018 - also seen here) together with the cylinder kit.

The Polini **ECU for Vespa 125 and 150 4-strokes and Piaggio Liberty 125 and 150 Euro 5** is a "state-of-the-art, programmable control unit designed to control the amount of fuel pumped into



power it produces is noticeable - improving response and pick-up. It has an aluminium body and carbon-look end cap. It is described as delivering a "gritty" but legal sound thanks to the packing material used. **All these Polini products are fully Made-in-Italy.**

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



WRP brake pads

These 100% European-made WRP (Works Racing Parts) brake pads from Wind Trading in Italy are "manufactured from first-class materials and offered in 12 friction compounds that have been specifically developed for precise uses: eight for street/road racing and four for off-road".

The street/road racing range starts with the F0R, a sintered metallic compound for top performance in street bike and competition applications. The F1R is intended for road racing competitions with a compound that contains a generous percentage of composite carbon fibre. The F9R is a sintered metallic compound that has been developed for road racing competitions.

The F2/F3 sintered metallic are a high-performance compound for front (F2) and rear (F3); F6 is made using hi-tech organic materials and intended for easy brake



handling; F6C is an up to 250 cc scooter organic compound, and the F8 is a sintered metallic compound "with great stopping power" that has been developed specifically for maxi-scooters.

The off-road range features the WRP F4, a sintered metallic that is intended for extreme off-road conditions, the WRP F4R is an off-road racing use sintered compound, F4C is a carbon blend formula for off-road conditions, and the F7 an ATV-specific metallic compound.

Several WRP brake pad compounds have been approved according to the ECE R90 standard, which is required for all replacement street brake pads throughout the European Union and in non-European countries that have adopted ECE regulations.

WIND TRADING SRL
Ravenna, ITALY
Tel: +39 0544 64024
windtrading@windtrading.it
www.wrpacing.com



EXCLUSIVE MOTORCYCLE PARTS FOR DEALERS

frizoma ZIPP ledline X-Stream bremsa Hymac marchetti GIVI GULINS Andromed DID



Airoh 'Matryx' on-road full-face

First seen in IDN before EICMA last year, Airoh's new 'Matryx' on-road full-face continues to evolve, with new graphics seen here and some additional information about the long list of features that the Locatelli engineers have built-in to this aggressively styled ECE 2206 onrider.

Also suitable for track use thanks to the DD ring retention system, the outer shell comes in two sizes and is made of full carbon 6K or composite carbon.

It features the ASN system (AIROH Sliding Net), which improves airflow and reduces forces transmitted to the head in the case of impact, and its AEFR system (AIROH Emergency Fast Release), allowing the cheek pads' quick removal in case of emergency situations.

Tested inside the AIROH wind tunnel to ensure optimal acoustics and temperature regulation, it



boasts an innovative and functional ventilation system, with adjustable air intakes on the chin guard and on upper part of the helmet - complemented by rear spoiler with integrated extractors.

The helmet is suitable in any season thanks to features such as the removable double length Stop Wind. Inside the shell, the hypoallergenic, removable and washable COOLMAX and 2DRY Microsense sanitised treated inner linings are made

from high-quality fabrics.

The visor fitment design allows for an extra wide vision to be used. It is UV-resistant and equipped with ATVR technology for easy removal. It is prepared for Pinlock 120XLT lenses (included inside the box) and features the A³S (AIROH Automatic AntiFog System) to optimise visibility and safety.



The helmet also comes with a convenient, integrated sun visor, and it is communication system ready - meaning it is ready for the insertion of Bluetooth communication systems with a dedicated space for the intercom battery inside the helmet.

The 'Matryx' weighs in from 1,420 g \pm 50 g (for the full carbon 6K) and from 1,500 g \pm 50 g for the composite carbon version.



LOCATELLI S.P.A.

Almenno San Bartolomeo (BG), ITALY

Tel: +39 035 553101

info@airoh.com

www.airoh.com

AIROH

Landport continues exclusive distribution of 'intAct' battery brand

Dutch battery specialist Landport's range of battery brands and options available to motorcycle dealers includes the German 'intAct' brand of starter batteries.

Available in a complete range of starter batteries in series Classic, AGM, SLA, GEL, HVT and Lithium,



suitable for motorcycles, scooters, all-terrain vehicles, jet skis and snowmobiles.

A brand owned by international battery wholesaler Keckeisen Akkumulatoren (Memmingen, Germany),

'intAct' is a successful sponsor of the Liqui Moli Husqvarna 'intAct' GP Team in Moto2 and Moto3, and as the exclusive distributor of the 'intAct' range in most of Europe (excluding the German, Austrian, Swiss and Dutch markets), Landport is continuing that sponsorship.

The entry-level 'intAct' Bike-Power Classic is described as having reliable starting power at an excellent price and is an exchange recommendation for a broken or flooded battery. The 'intAct' AGM and SLA batteries are all-rounders with a solid buffer for seasonal and short distance use.

Its Bike-Power GEL battery delivers a claimed 30% more starting power, making it ideal for use with modern motorcycles that have on-board consumers of electrical power ("parasitic draw"), including ABS systems.

The range includes two HVT batteries that are designed for use where higher cranking amps are required, especially larger displacement



heavyweights such as cruisers and touring models, 'big-inch' V-twins and Harleys. The top of the range is a lightweight, compact Lithium that is described as a "powerhouse for applications where weight and space are at a premium".

LANDPORT

Raamsdonksveer, NETHERLANDS

Tel: +31 (0)162 58 14 00

info@landportbv.com

www.landportbv.com

intAct
BATTERY - POWER

LANDPORT
BATTERIES



Bonamici
Racing

HIGH QUALITY MOTORCYCLE PARTS

f @ x in

www.bonamici racing.it

LV Race

The LeoVince LV Race has been designed to "reduce the overall weight of the bike without altering the original balance designed by the manufacturer. LV Race is the perfect combination of looks, performance and sound".

It is available for a range of selected motorcycles with the standard exhaust located under the engine to optimise weight distribution, without changing the layout of the bike. This will allow riders to maximise performance and add a racing and dark look.

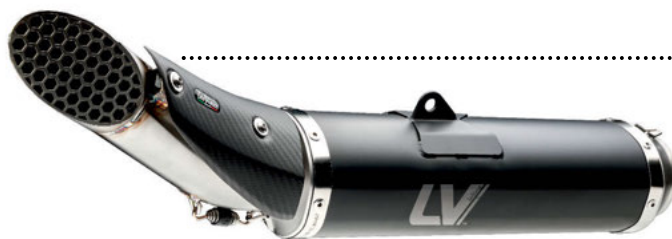
Made in AISI 304 stainless steel to optimise durability, it is finished with a special high temperature-resistant matt black ceramic-based paint. The end cap has a stainless steel honeycomb mesh.

"The sound expresses the power at low revs, while the stainless steel chamber delivers a true racing resonance, with the honeycomb end cap tuning the

sound to the deepest and darkest notes of the competition-bred LV Race to make the bike sing with the voice of the track."

The centre of gravity and distribution of the bike's mass will be the same as those designed by the manufacturer, with the weight reduced by up to 30% compared to the stock exhaust on some applications. Designed and conceived in Italy, features include handcrafted TIG welds.

LEOVINCE
Monticello d'Alba (CN), ITALY
info@leovince.com
www.leovince.com

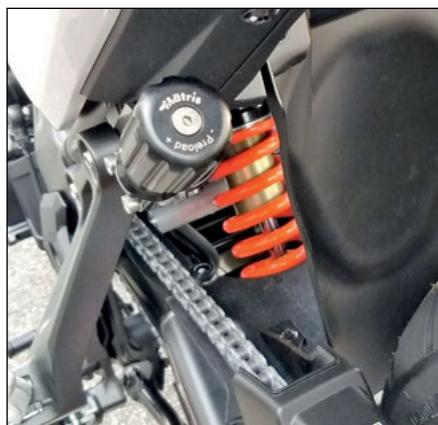


LeoVince



Matris for Honda XL 750 Transalp

Italian suspension specialist Matris has added to its applications list with a complete set of front and rear suspension options for the 2023 Honda XL 750 Transalp.



To improve performance and comfort and upgrade the settings of the front suspension of Honda's popular twin rally-touring Transalp, Matris recommends its well-known quad-valve F25R and F20K asymmetric hydraulic cartridges.

Fully adjustable on compression, rebound and preload, both kits replace all the original internal fork parts and come ready to install without any modification to the original fork - they are 100% 'plug-and-play'.

At the rear, the M46K monoshock from Matris offers adjustment on compression, rebound, ride-height and spring preload (standard by manual ring or hydraulic by remote knob adjuster for a fast and easy setting change).

Different rider and model-specific spring rates are available allowing dealers to tune the suspension for their customers' weight, riding preferences and needs.

Additional new set-up options from the Vicenza



based manufacturer include for the "new generation" of Ducati 2023 Scrambler 800 models - Icon, Full Throttle, Nightshift; 2023 Suzuki GSX-8S, plus the 2022 Moto Guzzi V100 Mandello and Yamaha XSR 900.

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



RED SERIES
SOFT

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

BLACK SERIES
STANDARD

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

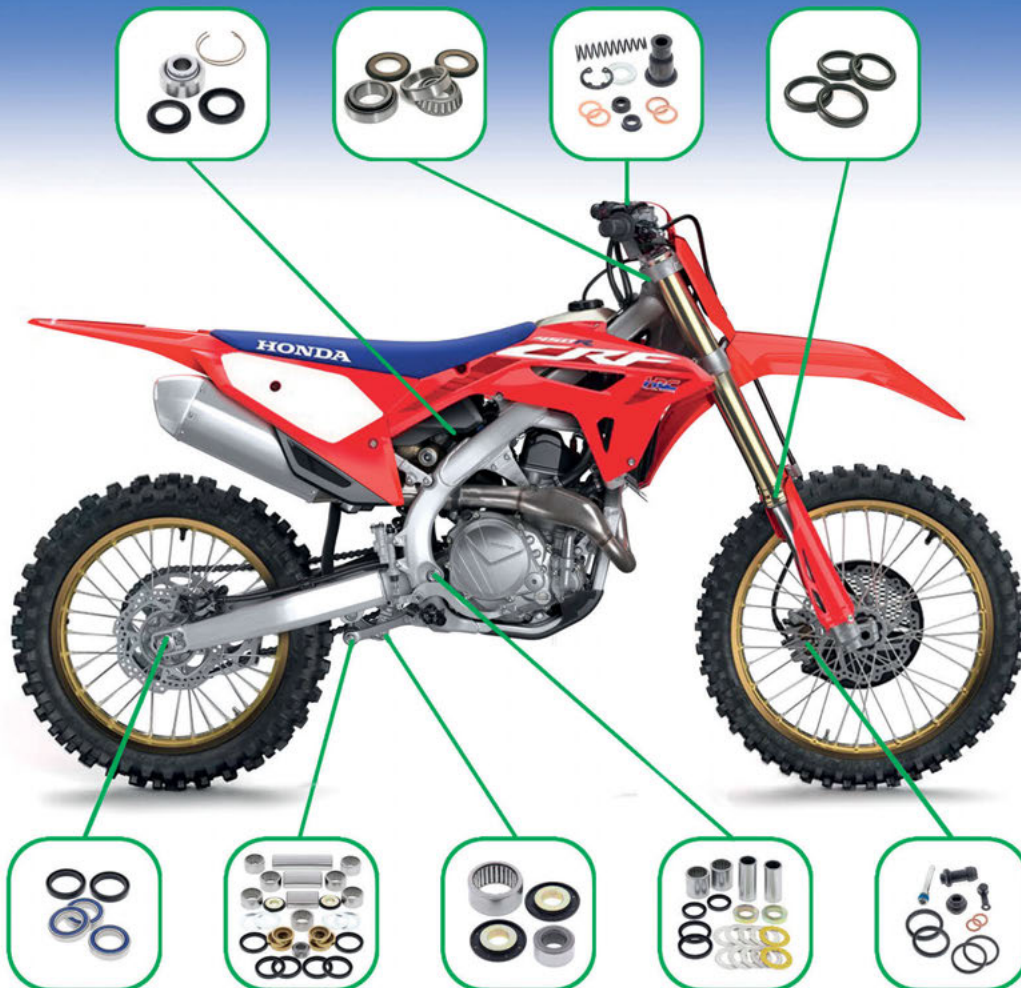
WWW.TECHNOMOUSSE.COM

♡ @official_technomousse

👍 /technomousseofficial



WRP BEARINGS & COMPONENTS
THE COMPLETE REPAIR & REBUILD LINE



wrpracing.com - windtrading@windtrading.it

Ride. Grip. Feel the Trust.



- More durable than OEM -
- Extra smooth delivery -
- Ready to fit -
- No pre-soak needed -
- Less Inventory -
- Higher Margins -
- OEM Upgrade -
- No Brake Dust -
- No Brake Squeal -

OFF THE SHELF PERFORMANCE UPGRADE

The First. The Best. The Leader in Sintered Braking Technology... www.dp-brakes.com

Bonamici - Kawasaki ZX-4RR

In recent editions we have showcased Italian parts specialist Bonamici Racing's components for top-selling models such as the Yamaha MT09 and BMW S 1000 RR. In this edition of IDN, we are looking at the sports and performance parts it has for the Kawasaki ZX-4RR.

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 mighty Ninja have been developed as a result of its multi-discipline race experience with leading multiple and multi-title winning teams.

The flagship item for the ZX remains its adjustable rear set kit, precision CNC-machined from aerospace grade aluminium on the latest 'new gen' equipment. "Both the footrests and the brake and gear levers are fully adjustable for perfect positioning and control of the motorbike," says Bonamici's Luca Migliorati.

"The new rear set kit allows you to work with either

a standard or reverse equipped gearbox without any modification and without having to change the original electronics. A 'plug and play' install, these new rearsets are 100% ready for road use and track use with the original rear light stop switch reused." Also seen here, the Bonamici brake and clutch lever hand controls kit features model-specific lever designs, available in a selection of model-match colourways, various shapes (standard, racing and straight) for choice of ergonomics and with custom laser engraving options.

"The brake lever can have the track use-developed remote adjuster mounted, and the range of hand controls is completed by a full clutch lever design (for track use and as already used in WorldSBK championships) that is available in different offsets, to adapt perfectly to every riding style."

To complete the line of the new parts, Bonamici Racing has also developed new clip-ons, a new top triple clamp (with the option of key block removal for track use), TFT dashboard protection, new fuel tank and oil filler caps, brand-new EVO brake and clutch lever protections, a rear brake fluid reservoir and swingarm spools kits (standard or racing).

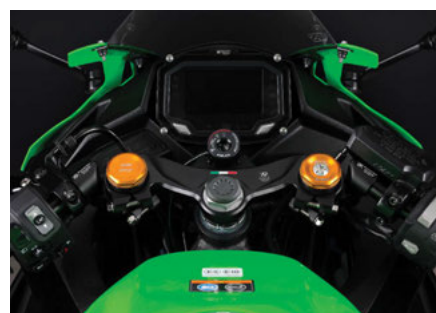
All accessories are customisable with different colour and laser engraving options and various accessories. Each component can be installed without too much difficulty - either individually or in combination with other accessories.

All accessories are compatible with ZX-4RR, ZX-4R and the ZX-4R SE; hardware is supplied with each item and spare parts are always available.

"Our racing components are FIM-approved, used in MotoGP, WorldSBK, EWC, MotoAmerica, IOM TT and the most important national championships and trophies".

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

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



Bonamici Racing





MOTO CORSE

Ducati Streetfighter V4
Billet aluminum alloy
right engine crankcase
with titanium screws

MADE IN ITALY

CONTACT US FOR MORE INFORMATION
ABOUT OUR DEALER'S CONDITIONS

www.motocorsestore.com



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

OFFICIAL SPONSOR OF:




FOLLOW US ON:




TRILOBITE Parado Monolayer/AAA jeans

Described as "the next generation of riding comfort and style", TRILOBITE Parado Monolayer/AAA jeans "represent a significant advancement in motorcycle apparel technology - representing a new generation of an already legendary riding jeans programme". Made from EN 17092 AAA certified Tri-Stretcher Pro 5.0 denim, they are a lightweight, breathable, single

layer construction for men and women in blue and black editions.

A brand owned by leading Czech motorcycle industry retailer and distributor Bikers Crown, CEO and Lead Designer Martin Solar told IDN: "Over the last two years, TRILOBITE invested a lot of time, energy and financial resources in textile engineering and development.

"We designed and developed many fabrics with our partners, some of them are being used in mass production, others ended up in a dead end

- after all, you have to fail in order to learn how to succeed, right?

We tested many different fabrics in different laboratories from different countries.

"We are continuously looking for the uncompromising quality, affordable price and the highest level of safety in denim fabric in the world. We believe that the Parado Monolayer/AAA jeans will be a 'game changer' for motorcycle



For women

enthusiasts, providing them with a level of comfort and protection they've never experienced before.

"With the 2024 collection, we aim to cater to the evolving needs of the riding community, and the Parado Monolayer/AAA jeans exemplify our dedication to innovation and excellence."

Safety and ergonomic features include CE level 2 protectors at the hips and knees, five pockets, stretch panels at the knees, back, waist and crotch, adjustable height of knee protectors, double belt loops in front and raised waist belt at the back.

One of the few riding jeans concept brands to additionally have paid attention to the needs for ventilation, with air vent pockets at the thighs and a breathable crotch panel.



For men

BIKERS CROWN LTD
CZECH REPUBLIC
info@trilobitemoto.com
www.trilobitemoto.com



GPR 95 dB compliant full system for 2023 Versys 650

Long established and sustainability pioneering exhaust manufacturer GPR Italia has added another exhaust system in its 95 dB compliant 'Euro Silentium' line - for the 2023 Kawasaki Versys 650. Co-owner **Mauro Orlandi** told IDN that this new titanium system 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 Versys 650 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 Versys 650, at the time of writing the new system was already available for Ténéré 700, KTM 790/890 Adventure and Duke models, the Honda Transalp 750, and Kawasaki Ninja and Z 650 models, with more applications to be added.

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



Oxford 'Hardwick' MS jacket



British distributor and brand owner Oxford Products continues to add to its apparel programme with this 'Hardwick' MS jacket. Borrowing styling cues from its best-selling hardy waterproof jacket, it offers a more contemporary interpretation with zippered chest vents and breathable mesh lining, delivering improved ventilation. This stylish summer riding jacket features a dry wax finish, vented construction, diamond quilting and rolled reflective details. Protection features include CE A Certified (EN 17092-4:2020) Level 1 CE shoulder and elbow protectors (EN 1621-1:2012), back protector pocket, belt attachment loops for a secure protective



fastening with jeans, reflective piping on the back for night-time visibility.

Made in a Dry Wax cotton outer shell with a soft touch collar lining for comfort, there is a zipper placket at the centre front, zippered chest vents and breathable mesh lining, press stud adjustment at the collar, cuffs and hem for a secure, adaptive fit and zip open cuff expansion gusset with two external chest pockets, two zippered side pockets, internal chest pocket with zipper fastening and large internal pocket.



OXFORD PRODUCTS
Witney, Oxfordshire, UK
Tel: +44 (0)1993 862 300
info@oxprod.com
www.oxfordproducts.com

VStream windscreens - 2021 to current Yamaha MT-07

Maywood, Illinois based manufacturer National Cycle's new VStream windscreens are available in three different sizes and tints for the updated Yamaha MT-07. This means there is a perfectly sized windscreen for almost every rider - "all will offer improved wind protection and riding comfort compared to other aftermarket windscreens, making this light but powerful bike a perfect urban commuter

or short distance tourer". VStream gets its name from its unique patented shape. The advanced "V" profile and dimensional contours push the wind vortex out and away from the rider's helmet, resulting in a peaceful, quieter riding environment. These windscreens are made from tough 3.0 mm Quantum hardcoated polycarbonate. This high-

quality material, along with its internationally recognised state-of-the-art manufacturing techniques, "provides an outstanding level of clarity, impact strength and scratch resistance that is unmatched by any windscreen maker worldwide." Quantum hardcoated polycarbonate "is the material of choice for serious motorcycle riders". It is rated at 10 times more abrasion resistant than FMR hardcoated polycarbonate, and 30 times more than windscreens made from commonly used acrylic or "aircraft plastic". VStream windscreens are easy to install and are protected by a three-year warranty against breakage.



NATIONAL CYCLE INC.
Maywood, Illinois, USA
Tel: +1 708 343 0400
sales@nationalcycle.com
www.nationalcycle.com



WWW.DELTA-BRAKING.COM

NEW FOR 2024
Second generation

RD-ER2 Street Compound
Brake pads meet ECE-R90

Comes with 10.000 KM warranty!
- conditions apply -

for more information contact - info@delta-braking.com



SIP Vespa racing cylinders



Engineered for Vespa 50-125 cc PV/ET3/PK/S/XL/2 LongFrame models, these SIP Performance racing cylinders in grey cast iron feature six overflow ports with 55.6 mm bore and 51 mm stroke, 8 x 8 mm stud bolt pattern, with 52 mm hole spacing and long thread spark plug design.

High-performance cylinder kit in the 125 cc class for Vespa SmallFrame models. The SIP Performance cylinder helps the small Vespas to achieve modern performance in the popular displacement class.

The modern layout of the overflow system makes it possible to achieve significantly better performance than with the original 125 cc cylinders used in the Vespa SmallFrame models. There is a modern-style channel layout with large cross-sections and high quality two-ring flat pistons and four gaskets.

The original Vespa SmallFrame engines only deliver 5.6 hp and 85 km/h. With the SIP

Performance 125, the achievable power is on a par with the 133 cc-136 cc grey cast iron tuning cylinders that have been widely used since the 1990s.

These cylinders fit without modifications to the engine case and have a 118-degree boost port, 178-degree exhaust and 122-degree overflow.

"These are the perfect contemporary upgrade for SmallFrame Vespa engines," says CEO Ralf Jodl. "Our tip for the best set-up would be to add the SIP road banana, SIP engine case and SIP Performance ignition."

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



performance & style



The K4900 K'VANGUARD - MONOKEY® feat. KAPPABLUEPLAST, a secret formula developed by the k.lab using 30% of recycled PP.



kappamoto.com

RIDEYOURLIFE



Each 5000 units of K4900 K'VANGUARD, we're able to save: **-10,77 tons CO2**

KAPPABLUEPLAST is a secret formula using 30% of recycled PP.



KAPPABLUEPLAST means less plastic in the oceans.



KAPPABLUEPLAST less plastic in the oceans, means more **HAPPY BIKERS!**



K4900 K'VANGUARD MONOKEY® feat.
KAPPABLUEPLAST

Italian Design since 1956
kappamoto.com

Rekluse launches next-generation auto clutch tech with EXP 4.0



Boise, Idaho headquartered clutch specialist Rekluse has introduced what it describes as its "most innovative auto clutch technology yet: EXP 4.0".

"This advancement celebrates Rekluse's long history of rider-first initiatives with the goal of delivering an unparalleled riding experience. EXP 4.0 offers 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. Its 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".

Developed and tested across a wide range of bikes for improved compatibility with modern motorcycle engines, EXP 4.0 also provides riders with unparalleled tuning flexibility through varying wedge weights and EXP springs to achieve each riders' specific preference.

An optimised friction pad design, adapted from Rekluse's TorqDrive technology, helps EXP 4.0 perform effectively and resist wear with revised oil flow characteristics.

There are two EXP 4.0 options available - Rekluse's RadiusX and RadiusCX auto clutch systems - which both now feature "cutting-edge EXP 4.0 technology, depending on the application". Riders who already own an EXP 3.0 Rekluse auto clutch system can upgrade with Rekluse's convenient EXP 4.0 upgrade kits.

Available throughout Europe from distributors, including CI Sport in the UK, Duell Bike Center in Finland, Hoco Parts in the Netherlands and



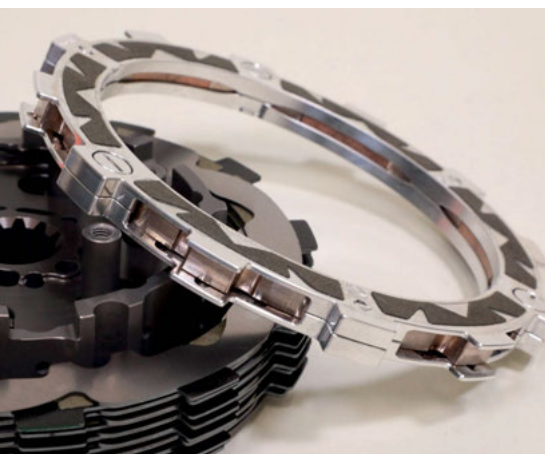
elsewhere, Innteck in Italy, Max Moto in 'The Baltics' and Parts Europe in Germany and elsewhere.

REKLUSE EUROPE
RACE WINNING BRANDS EUROPE B.V.

Tel: +31 252687713

info@rwbteam.eu

www.rekluse.com



Energy Safe - transport-friendly AGM VRLA battery technology



Owned in Italy by Accu Italia, Energy Safe is a line of industrial and multi-application batteries produced by a company that can trace its origins back to the 1950s. More recently, the ES branded motorcycle battery programme was created in 2013 as a joint venture between Società

Genarale Ricambi (SGR) and Accu Italia - two businesses with a shared heritage.

Accu Italia was founded by engineers Franco and Alberto Saporetto to distribute German made VRLA batteries with GEL technology. Fast forward, and SGR is owned by their descendants and operated by Chairman Andrea Saporetto.

For over thirty years, Energy Safe 6-12V batteries have had an excellent reputation for **innovation, quality and reliability**. Drawing on the R&D that has gone into making the brand, Energy Safe is a major player in the industrial sector. In motorcycle industry terms, that has given the ES brand the platform to build a range of increasingly efficient technological solutions and an entry into MotoGP as technical sponsor of the **LCR Honda team**.

"This partnership offers even more opportunities for the development of high-performance batteries thanks to the data collected during the races and the high demands that race bikes place on their batteries."

Still based on AGM VRLA technology (Advanced Glass Mat - Valve Regulated Lead Acid) and designed to be completely maintenance-free, they are manufactured in accordance with international



standards such as IEC 6056-1, 60896-21 and 60896-22.

"Offering a broad spectrum of capacities, from 1 Ah to 204 Ah, Energy Safe meets a wide range of energy needs. The batteries are designed with an expected life of **3/5 years for general purpose models** and **10/12 years for long life models** at a temperature of 20°C.

"Furthermore, Energy Safe batteries offer maximum flexibility in terms of transport, being **suitable for air, sea, rail and road transport**."

Available for use in motorbikes, scooters and ATVs, whether conventional standard batteries,

maintenance-free or factory-activated high-performance batteries, ES produces exclusively in ISO:90001 certified factories to guarantee the highest quality standards.

"The Energy Safe portfolio also includes battery chargers and testers with the latest technology - for the maximum possible service life of your battery."

SOCIETÀ GENERALE RICAMBI
Milan, ITALY

Tel: +39 0517 22557

info@sgr.it.com

www.sgr.it.com



BAAS

bike parts

RRP € 38,95



NEW

BA150 1,5A 6/12V
MAINTENANCE CHARGER
switchable LITHIUM/LEAD

baas-parts.de



NEW

EGO

Our strongest handguard EVER!



@barkbustershandguards

WORLD NOVELTY!

Kellermann



i.NEX

Whether you are installing it yourself or in the workshop: The Kellermann i.NEX makes it as easy as possible!

From classic bikes to new models: The Kellermann i.NEX is the system solution for every motorcycle when it comes to installing indicators, rear/brake lights and position lights.

Motorcycle Products

Made in Germany®

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

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

GP07 and HYDROFORM RS for R nineT

Italian exhaust manufacturer HP Corse is celebrating 100 years of the legendary BMW Boxer engine with the launch of a GP07 application and all new HYDROFORM RS versions for 2021 and up R nineT models.

New this year, its Euro 5 homologation (Regulations 134/2014 and 2016/1824 G)



HYDROFORM RS exhaust features a hydroformed conical jacket in low-thickness stainless steel with two side ribs - one external and one internal - on

the wheel side. The silencers are made of circular and stamped stainless steel, with the inlet in a smaller diameter than the outlet. An outlet flange in anthracite anodised aluminium is machined from solid and both the silencer and flange are satin hand-finished.

Versions of the HYDROFORM RS configuration include the 300 mm long high satin, high fitting, manual TIG-welded 1-2-1 single (also available in ceramicised black coating), single high satin 1-1 fitting (also in black), single low exhaust 1-1 fitting in satin or black, and 1-2 fitting high or low pass double exhausts in satin or black.

The GP07 has been one of the most popular exhausts offered by HP Corse for R nineT riders ever since it launched.

Short (220 mm), compact, manual TIG-welded and aggressively styled, the circular silencers are satin (or black) hand-finished stainless steel with a smaller inlet and larger outlet, also with the



anthracite anodised aluminium flange CNC-machined from solid. The high-pass version features two heat shields in hand-stamped and satin stainless steel. The logos are laser-engraved and all versions are Euro 5 approved.

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

Over 900 spoke set configurations - and still counting

Leading international spoke set manufacturer Cross-Center in Sweden has told IDN that the company has passed another landmark in the growth of its inventory with the 900th model-specific spoke set configuration added to its database.

The most recent were #50-0913 and #50-0914 for the 2016 Triumph Bonneville Bobber. With over 1,000,000,000 registered motorcycles in the world, and most of them using spoked wheels, owner and 'Wheel Meister' extraordinaire 'Tobbe' Bergh told IDN that "of all the sectors of the market, I think ours is still a growth market and the demand we are seeing just continues to increase - we expect 2024 to be a tenth year of consecutive growth for us."

Manufactured in-house using high-quality Swedish steel and shipped worldwide, in addition to spoke sets for (at least) 57 different brands and more than 5,000



different models, Cross-Center is also a wheel builder, and through its 'CC Products' brand also makes and sells motocross and enduro racing parts.

"From a distributor perspective, we are a great business to work with, because we always carry a deep inventory. We are the world's 'Rapid Responders' where the motorcycle wheel industry is concerned."

"We can turn orders around on a same day basis sometimes, because once we have put a spoke configuration on the shelf for the first time, we can



repeat manufacture very quickly, which is the kind of service level that distributors and dealers need."

CROSS-CENTER INTERNATIONAL
Habo, SWEDEN
Tel +46 (0)36 466 64
www.cross-center.com

G.C. PRODUCTS



bitubo®

SSW STEERING DAMPER KITS

Plug & Play kits are available for multiple models with a wide range of lengths, mounting brackets for race bikes and universal models.



PERFORMANCE IN MOTION

www.racing.reginachain.net

PRESENT THE FIRST MAINTENANCE FREE CHAIN

BENEFITS

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



Proudly made in Italy
since 1919

GPRtech



ALUMINIUM BLACK AND SILVER

TOP CASES

26 - 35 - 45 - 55 LITRES

TOP CASE SPECIFIC PLATES

SKID PLATES TITANIUM MADE

Discover the full range of accessories for the best motorbikes on www.gprtechparts.com - support@gpr.it



Leatt - New range of ADV products for 2024

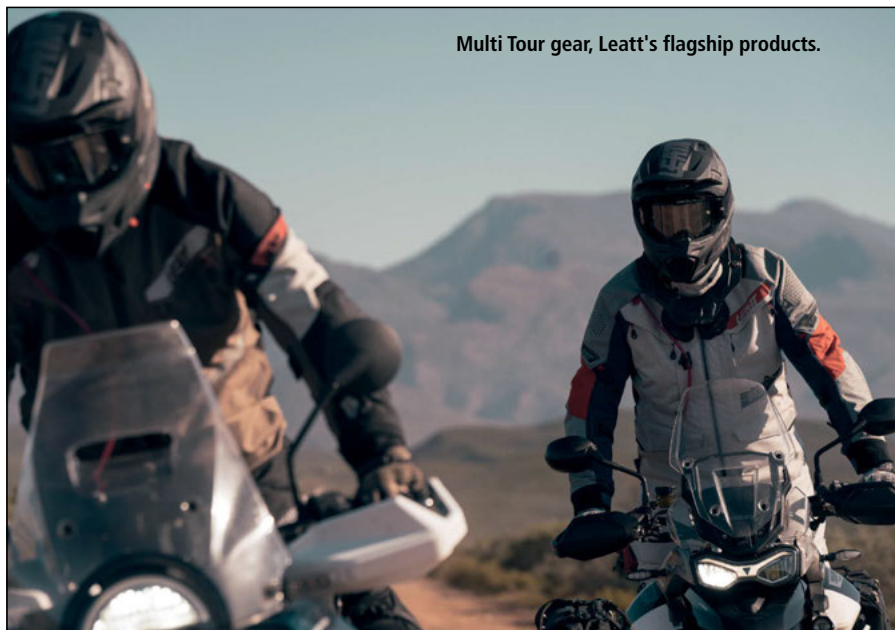


Cape Town, South Africa, based Leatt Corp has released a new range of Adventure gear for 2024 - "a milestone for the South African specialist which started with just a single, innovative product - the Neck Brace, back in 2004."

The ADV line is made up of three product ranges - the flagship product being the **Multi Tour** gear with all seasons, all weather apparel. Then there is the **Flow Tour** gear, "perfect for warmer climates" and **Dri Tour** - "essential wet weather gear."



World traveller and adventure rider Kinga Tanajewska will ride in Leatt ADV gear.



Multi Tour gear, Leatt's flagship products.

All three include removable thermal or waterproof layers - or both. "Our ADV line is as adaptable as the elements themselves. An adventure range would not be complete without an outstanding footwear proposition. Designed for comfort and safety, the versatile ADV HydraDri boots feature Leatt's

proprietary HydraDri Evo membrane.

"The gloves in the ADV range are available in a standard above-the-wrist fit or a shorter alternative. In the full range, there are options for all weather and season variations with HydraDri membranes or X-Flow mesh uppers - with NanoGrip palms and CE certified leather as well the brand's lightweight, super flexible Reaflex gel knuckle protection".

Every product in the ADV apparel range makes use of Leatt 3DF impact protection and has Class AA rated certification and, in most cases, CE level 2 protection.



At the Leatt lab, a testing facility on-site at the company's Cape Town HQ, products are put through a rigorous series of impact simulations to guarantee their durability.

LEATT CORPORATION
Durbanville, SOUTH AFRICA
Tel: +27 (0)21 557 7257
info@leatt.com
www.leatt.com

Trust LP Powersport batteries for **reliable starting power** and **maximum performance**.



Since 1993





NEW GENERATION

- ⚡ Active in **more than 35 countries**
- ⚡ **1.5 million** batteries per year
- ⚡ **30 years** of experience
- ⚡ Part of **Louwman Group**
- ⚡ Proud supporter of the **Liqui Moly Husqvarna Intact team**

landportbv.com



THE SCIENCE OF FRICTION

RACE AHEAD AS AP RACING DISTRIBUTOR

Are you seeking a brake pad supplier that has:

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

Then become AP Racing Distributor.

Apply to global sales office at: www.windtrading.it



SETTING NEW STANDARDS

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

NUCAP
Retention
System

NRS



www.apracing-mc.com

INTERNATIONAL DEALER NEWS

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

THIS MONTH'S ADVERTISERS

| | |
|---|----------|
| AFAM Group (BE) SHIDO HP series lithium batteries..... | 19 |
| Andreani Group International Srl (IT) Shock stretching & measuring tool | 46 |
| AP Racing (GB) Become a distributor | 61 |
| Athena (IT) GET SX1 Pro ECUs | 46 |
| BAAS Bike Parts (DE) Bike parts & accessories | 57 |
| Barnett Clutches & Cables (US) Dirt Digger clutch kits | 37 |
| Bike It International (GB) MotoGP product range and factory racing garage mats | 43,45,47 |
| Bike It International (GB) Wholesale and dealer opportunities..... | 5 |
| Biltwell (US) Gringo SV helmet..... | 35 |
| Bitubo (IT) SSW steering damper kits | 58 |
| Bonamici Racing (IT) BMW S 1000 RR parts..... | 49 |
| Bruce Collins Enterprises (AU) Barkbusters Ego handguard..... | 57 |
| BS Battery (FR) Plug and play battery solutions..... | 38 |
| Cross-Center International (SE) Stainless steel spokes..... | 9 |
| D.I.D Europe (IT) Chain lubricant and cleaner | 42 |
| Delta Braking (NL) RD-ER2 street compound brake pads | 54 |
| Fehling (DE) Parts & accessories | 41 |
| GIVI (IT) Outback EVO cases | 21 |
| GPR Italia (IT) GPR Tech top cases and skid plates | 59 |
| Industrias Galfer (ES) Coloured brake rotors | 42 |
| JAWA Moto (CZ) Importer opportunities in Europe and Asia..... | 2 |
| Kappa (IT) K4900 K'Vanguard Monokey case..... | 55 |
| Kellermann (DE) i.NEX universal lighting control solution | 57 |
| Landport (NL) LP batteries | 60 |
| LeoVince (PL) LV Race for Suzuki GSX-8S | 41 |
| Locatelli (IT) AIROH J 110 | 23 |
| Matris (IT) New F20K fork cartridge kit..... | 20 |
| Motocorse (SM) Aluminium right engine crankcase | 52 |
| Motoplastic (ES) Hi-road windshields | 44 |
| Motoz (AU) 'Terrapacitor' MX tyre options | 41 |
| National Cycle (US) VStream windscreens for '21-'24 Honda NC750X | 30 |
| Omnia Racing Special Parts (IT) Parts & accessories | 48 |
| Oxford Products (GB) 'Atlas' modular luggage | 11 |
| Phil Ayliff Products /DP Brakes (GB) Brakes & clutches | 51 |
| Pyramid Motorcycle Accessories (GB) Bespoke aftermarket accessories | 39 |
| Regina Catene Calibrate (IT) HPE maintenance free chain..... | 59 |
| Rick's Motorsport Electrics (US) Starters, chargers & ignitions | 4 |
| SBS Friction (DK) 'Better Brakes' compounds | 28 |
| SIP Scootershop (DE) SIP aluminium rims 'SERIES PORDOI' | 25 |
| Società Generale Ricambi (Europa) (IT) MIW filters | 27 |
| Stein-Dinse (DE) Distributor | 64 |
| Supersprox (CZ) 'Performance' chain and sprocket kits | 15 |
| Surflex (IT) Clutches | 18 |
| Technomousse (IT) New Red Series/Soft & Black Series/Standard | 50 |
| TecMate International (BE) OptiMate4 Gold standard..... | 30 |
| Vertex Pistons - VP Italy (IT) Winner DNA, pistons chosen by factory teams | 13 |
| Wind Trading (IT) WRP bearings & component kits | 51 |
| WRS (IT) Deflectors & protection lens for BMW R 1300 GS..... | 63 |

THIS MONTH'S EDITORIAL

| | |
|---|-------|
| AIMExpo/MIC Events (US) AIMExpo 2024 review | 29-34 |
| Akrapovic (SI) NewsBrief: Expanding collaboration with Ducati | 14 |
| ANESDOR (ES) Spanish registration data | 7 |
| Associazione Nazionale Ciclo Motociclo Accessori (ANCMA) (IT) Italian registration data | 7 |
| Athena (IT) GET Racing kits SC1 PRO ECUs | 14-15 |
| Athena (IT) AIMExpo 2024 show review | 33 |
| Avon Tyres (GB) NewsBrief: Final tyre produced at Melksham | 64 |
| Barnett Clutches & Cables (US) AIMExpo 2024 show review..... | 32 |
| Benelli (IT) Leoncino 350 V-twin | 24 |
| Bikers Crown (CZ) AIMExpo 2024 show review | 29 |
| Bikers Crown (CZ) TIROLBITE Parado monolayer/AAA jeans | 53 |
| Bitubo (IT) Adds David Zemla to U.S. team | 8 |
| BMW Motorrad Deutschland (DE) NewsBriefs: NORDOEL partnership; Munich factory | 22 |
| BMW Motorrad Deutschland (DE) 2023 record unit sales | 26 |

| | |
|--|-------|
| Bombardier Recreational Products (CA) NewsBrief: 80% stake in Pinion GmbH | 24 |
| Bonamici Racing (IT) Kawasaki ZX-4RR accessories..... | 52 |
| Bruce Collins Enterprises (AU) Barkbusters Ego handguard | 40 |
| BS Battery (FR) Racing collaboration | 9 |
| Cake O Emission (SE) NewsBrief: Rescue attempt fails | 64 |
| Cross-Center International (SE) Over 900 spoke set configurations | 58 |
| D.I.D Europe (IT) High viscosity chain lubricant | 39 |
| FUCHS Lubricants (UK) (GB) Partnership with Triumph for Performance Lubricants range | 44 |
| Funnelweb Filter (NL) AIMExpo 2024 show review | 33 |
| Gilles Tooling (LU) AIMExpo 2024 show review..... | 29 |
| GIVI (IT) XL09 range of soft bags | 40 |
| Goodridge USA (US) AIMExpo 2024 show review | 33 |
| GPR Italia (IT) AIMExpo 2024 show review | 34 |
| GPR Italia (IT) Titanium skid plates | 40 |
| GPR Italia (IT) Full system for 2023 Versys 650 | 53 |
| Hero MotoCorp (IN) NewsBrief: Electric initiatives | 14 |
| Honda Motor Co (JP) NewsBrief: E-clutch | 16 |
| Honda Motor Co (JP) Motorcycle sales | 26 |
| HP Corse (IT) GP07 and HYDROFORM RS for R NineT..... | 58 |
| Industrias Galfer (ES) Mini GP discs and pads; MXGP | 12 |
| Innteck (IT) AIMExpo 2024 show review | 34 |
| INTERMOT (DE) NewsBrief: Staging International Motorcycle Safety Conference | 10 |
| INTERMOT (DE) Change to annual show in December | 64 |
| IVM Industrie-Verband Motorrad (DE) German registration data | 6 |
| Kappa (IT) KV58 demi-jet | 44 |
| Kawasaki (JP) NewsBrief: Unmanned drone prototype | 16 |
| Kawasaki (JP) Hydrogen motorcycle prototype | 25 |
| Kellermann (DE) i.NEX universal lighting control solution | 36 |
| KSR Group (AT) Successfully completes restructuring proceedings | 16 |
| KTM (AT) NewsBrief: Race Contingency programme | 10 |
| Landport (NL) Distributes 'intAct' battery brand range..... | 49 |
| Leatt Corporation (ZA) AIMExpo 2024 show review | 33 |
| Leatt Corporation (ZA) Adventure gear for 2024 | 60 |
| LeoVince (PL) LV Race | 50 |
| Locatelli (IT) NewsBrief: Airoh official helmet of KTM Enduro Trophy | 10 |
| Locatelli (IT) Airoh 'Matryx' on-road full-face | 49 |
| Matris (IT) Honda XL 750 Transalp suspension options | 50 |
| MIPS (SE) NewsBrief: Continuation of partnership with Team HRC | 10 |
| Moto Parilla (IT) To enter electric bike market? | 18 |
| Motoplastic (ES) Diablo X | 38-39 |
| Motorcycle Industry Association (MCIA) (GB) UK registration data | 6 |
| Motorcycle Industry Council (MIC) (US) 2023 motorcycle sales | 6 |
| MV Agusta Motor (IT) Superveloce 1000 heading for production | 18 |
| Mytech Accessories (IT) Collaboration with MV Agusta | 16 |
| National Cycle (US) AIMExpo 2024 show review..... | 29 |
| National Cycle (US) Vstream windscreens for MT-07 | 54 |
| NG Brakes (ES) AIMExpo 2024 show review | 33 |
| Ohlins Racing (SE) SmartEC3 debuts on Fireblade SP; hires McAllister | 10 |
| Ohlins Racing (SE) AIMExpo 2024 show review | 31 |
| Oxford Products (GB) Atlas straps | 43 |
| Oxford Products (GB) 'Hardwick' MS jacket..... | 54 |
| Oxford Products (GB) New Managing Director | 8 |
| Piaggio (IT) Decarbonisation plan | 17 |
| PIERER Mobility (DE) NewsBriefs: Relocation of production; brand divestment | 24 |
| PIERER Mobility (DE) Record turnover and sales in 2023 | 24 |
| Polini Motori (IT) 4-stroke performance upgrades | 48 |
| POWERBIKE (PL) AIMExpo 2024 show review..... | 32 |
| PowerCell Performance (US) AIMExpo 2024 show review | 31 |
| Pyramid Motorcycle Accessories (GB) Spray protection for R1300 GS | 43 |
| Rekluse Motor Sports (US) NewsBrief: Continued partnership with Yamaha racing | 22 |
| Rekluse Motor Sports (US) EXP 4.0 next-generation auto clutch tech | 56 |
| Rewaco Spezialfahrzeug (DE) AIMExpo 2024 show review | 31 |
| SBS Friction (DK) AIMExpo 2024 show review | 34 |
| SENA Technologies (US) AIMExpo 2024 show review | 31 |
| SIP Scootershop (DE) Vespa racing cylinders | 55 |
| Società Generale Ricambi (Europa) (IT) MIW Filters consolidates product range | 47 |
| Società Generale Ricambi (Europa) (IT) AGM VRLA battery technology | 56 |
| Supersprox (CZ) 'Performance' chain and sprocket kits | 45 |
| SW-MOTECH (DE) AIMExpo 2024 show review..... | 34 |
| Technical Touch USA (US) AIMExpo 2024 show review | 31 |
| TecMate International (BE) AIMExpo 2024 show review | 32 |
| The Jekill & Hyde Company (NL) AIMExpo 2024 show review | 32 |
| Triumph Motorcycles (GB) NewsBrief: More powerful Rocket 3 models suggested | 10 |
| Triumph Motorcycles (GB) Upgrades; revived Daytona; TF 250-X | 20 |
| Twisted Throttle (US) AIMExpo 2024 show review..... | 32 |
| Velomoto (TR) AIMExpo 2024 show review..... | 34 |
| Vertex Pistons - VP Italy (IT) Racing success..... | 17 |
| Vesrah (JP) AIMExpo 2024 show review | 31 |
| Vmoto (AU) Cafe racer | 26 |
| Wind Trading (IT) WRP brake pads..... | 48 |
| Wunderlich (DE) AIMExpo 2024 show review | 34 |
| Yamaha Motor (JP) NewsBrief: Carbon Disclosure Project recognition | 10 |
| Yamaha Motor (JP) NewsBrief: YZ bLU cRU FIM record numbers | 14 |
| Yamaha Motor (JP) NewsBrief: Swappable batteries company established | 24 |
| Zhejiang CFMoto Power (CN) CFMoto Bobber, Cruiser and electric models | 22 |

WRS

WINDSCREEN PRODUCTION

New BMW R 1300 GS



PAIR OF STANDARD
SIDE DEFLECTORS



TRANSPARENT LIGHTHOUSE
PROTECTION LENS



CONTACT US FOR MORE INFORMATION
ABOUT OUR DEALER'S CONDITIONS

OFFICIAL WINDSCREEN SUPPLIER OF THE FOLLOWING TEAMS



TEAM SIC 58
MOTO 3 - MOTO E

SNIPERS
TEAM

TEAM SNIPERS
MOTO 3



CFMOTO ASPAR
RACING TEAM
MOTO 3 - MOTO 2



TEAM PRAMAC
DUCATI
MOTOGP - MOTO E



BMW MOTORRAD
WORLDSBK TEAM



PERTAMINA ENDURO
VR46 RACING TEAM
MOTOGP



TEAM PATA PROMETEON
YAMAHA
WORLDSBK



TEAM REDBULL
KTM AJO
MOTO 2 - MOTO 3

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

Email: info@wrs.it

Phone: +39 (0)541 1797778

www.wrs.it

NEWS BRIEFS

A rescue attempt to save the Swedish electric two-wheel motorcycle business **CAKE** has failed. Widely regarded as one of the better of the recent crop of electric PTW start-ups, and headed up by noted industrial designer **Stefan Ytterborn**, CAKE had struggled to attract new capital in advance of a larger rights issue later this year. Swedish news outlet ZAG Daily quoted Ytterborn as saying that "it is not one but several circumstances that make us end up in this situation. Climate issues are no longer in focus; we are in a recession. It's about us, but it's also about the risk capital ecosystem. At the moment, it's completely dead, there are no takers in the later phase that CAKE is in." Founded in 2016, the company had secured a global presence with stores in Los Angeles, New York, Paris, Seoul, Tokyo and Stockholm, but officially filed for bankruptcy in February. Ytterborn "also acknowledged that the company would not be cash-flow positive until it saw an annual figure of 7,500-10,000 sales. It has so far sold approximately 6,000, releasing five adult models and one child's bicycle so far". Some 140 employees at CAKE are affected. CAKE had raised \$74.4m in funding in the past, but had been unable to secure the further \$7.6m it needed in order to fund ongoing operations.

The final motorcycle tyre was produced at Avon's historic Melksham, UK facility in December - after 112 years of tyre production on the site. Avon was acquired by the American Cooper Tire & Rubber Company in 1997 and was itself subsequently bought out by Goodyear in 2023. In 2002, Cooper had announced that it would close the Melksham facility, leaving the remaining 350 employees facing redundancy. In December 2023, the final tyre finished at a facility that had once employed thousands in its 'heyday' was for a 1950s vintage motorcycle.

All change for annual INTERMOT Cologne, December 5-8, 2024

INTERMOT



Stung by the impact that EICMA has had on it (especially since ANCMA's decision to make EICMA an annual show some 20 years ago) and faced with a lingering decline in exhibitor reputation that pre-dates Covid, INTERMOT has finally embraced the inevitable and announced that it is to be held annually from 2024, on a new, later date (December 5-8) but still at

within the motorcycle trade and dealer marketing cycle and 'selling-in' season, and are pointing to being able to capitalise on the fact that, having been unveiled a month earlier at Milan, INTERMOT will be able to restore the consumer appeal of hosting the upcoming new season's new motorcycle models.

"All the new models [will be] on

advice and help everyone find their dream bike and, of course, the right accessories for both rider and vehicle". The increasing preference for OE manufacturers to delay the timing of new model launches by a month, for EICMA rather than Cologne, had become a major issue with visitors and for the exhibitor community and, therefore, for the show organisers.

That said, the effect that the 2020 pandemic had on permanently driving most new model introductions online has changed that once traditional 'hook' for all shows, forever.

Show organiser Koelnmesse went on to say that it and the event's conceptual sponsor, the German Motorcycle Industry Association (IVM e.V.), "aim to offer trade visitors and end consumers all the information they need, as well as a completely new way to enjoy the run-up to Christmas and the shopping that goes with it. Of course, there will also be an event programme geared to the season."

"Even before registration officially opens, the four-day event's new concept has already won over major market players such as BMW Motorrad Germany, Kawasaki Motors Europe N.V. and Yamaha Motor Europe N.V., who have already announced that they'll be participating".

More news about the new concept, the programme and the visitor experience will be announced throughout the year.

www.intermot-cologne.com



Koelnmesse (Cologne), Germany. Described as being "perfectly timed for getting a new season of biking off to a great start in the following spring" the organisers have clearly wanted to make sure that the expo still falls

display at INTERMOT - it's a chance to not only see them, but also to actually touch and experience them in person. At INTERMOT, the teams of motorbike and scooter manufacturers and importers will be on hand to offer



STEIN DINSE



Fuel in the blood. Italy in your heart.

Spare parts & accessories as well as long-lost stock items for many motorbike brands.

See what's new! – all new arrivals at a glance:



www.stein-dinse.com