

 **AKRAPOVIČ**



ROAD BIKE **EXHAUST SYSTEMS** 2015

PURE PERFORMANCE

Akrapovič exhaust systems





PURE PERFORMANCE

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PURE PERFORMANCE

ABOUT AKRAPOVIČ



reddot award 2015  
winner



Akrapovič is the market-leading manufacturer of premium exhaust systems for motorcycles and performance cars.

It's a pioneer in the innovative use of titanium and super-alloys, and is at the forefront of carbon-fiber components. Akrapovič exhaust systems are renowned for increasing performance, unmistakable sound, innovative design, lightweight construction, quality workmanship, and durability. Founded in Slovenia over twenty-four years ago by former motorcycle racer Igor Akrapovič, the brand has grown to international prominence. Through racing, which has led to winning major world championship titles, and setting the highest design standards - leading to Akrapovič being awarded the Red Dot: Best of the Best award in the Product Design category for the Akrapovič Evolution Line (Titanium) for Ducati 1199

Panigale in 2014 and Winner award in Product Design category for the Akrapovič Slip-on Line (Carbon) for Kawasaki Ninja H2 in 2015 — Akrapovič is consistently at the forefront of exhaust technology.

Download our free iOS motorcycle systems application at the App Store.



PURE PERFORMANCE

## AKRAPOVIČ FOR ROAD BIKES



Akrapovič designs and produces road bike exhaust systems with the passion and experience that it has garnered from many years of success working at the highest level of motorcycle racing. Every system developed for a road bike is created with the same exceptional attention to detail that we give to the world's best racers, including MotoGP and World Superbikes. All exhausts developed by our technicians for a race bike are totally unique, and it's this knowledge that we transfer to road bikes.

Our goal is to deliver increased performance throughout the entire rev range, reduce weight, improve throttle response, and extract additional power from the engine. As such, an

Akrapovič exhaust represents an important element in the motorcycle's evolution towards ever greater performance, be it for the racetrack or the road.

All Akrapovič exhaust system measurements are made on our computer-controlled chassis dynamometers. With Akrapovič products, you can experience the same performance, adventure, and thrill as the best riders in the world. All of these outstanding features—including the unique Akrapovič sound—are found in our range of Slip-On, Racing, and Evolution Line exhaust systems for world-renowned road brands: Aprilia, BMW, Ducati, Honda, Kawasaki, Suzuki, Yamaha, and many more.

## PURE PERFORMANCE

### Increased performance

Akrapovič exhaust systems for road bikes are designed to perform. Our developers and engineers have created unique exhaust systems for all types of motorcycle racing and it's from this knowledge that we produce the same high-quality product for road bikes. By using high-grade materials, reducing weight, and adding more horsepower, we strive to get the most out of every motorcycle. All systems are designed to significantly improve the bike's throttle response for better overall performance. When riding a road bike with an Akrapovič race-inspired exhaust, you'll feel the difference immediately.

### Advanced technology

We develop and use the latest production techniques to bring real benefits to the rider. Whether it's a world championship-winning machine or latest road-going Superbike, we create a perfectly designed and balanced exhaust system, with optimum flow and heat resistance. By carefully selecting and testing the best materials to ensure optimum strength, lighter weight, and unique design, we make sure that every system is a progression to greater performance. We're recognized as a pioneer in exhaust development and manufacturing. With our in-house titanium foundry — enabling us to cast the most complex shapes — high-tech machinery, precision welding specialists, and a highly trained and dedicated workforce, Akrapovič provides the best possible solutions for each exhaust system.

### Quality workmanship

Our products are produced with passion and know-how, meeting the highest quality standards. Over 95% of our products are produced in-house by highly experienced and skilled employees, in combination with the latest production technology. When developing and producing our products, we pay attention to every individual aspect: from carefully selected designs, the best materials, special reinforcements, in-depth testing, and final coatings to the packaging. Every single detail matters, to make sure an Akrapovič exhaust is the best available.

## STAND OUT WITH AKRAPOVIČ



### The Akrapovič sound

Our exhaust systems sound like no other! No wonder, because we've mastered the art of sound engineering over the years and have found a perfect harmony in the unique Akrapovič sound. You don't need to see it to know that it's an Akrapovič — just the right notes at the right time give you that unmistakable sound. The pure sound of racing!

### Design

Akrapovič exhausts are designed with the ideal balance of perfection and performance because this is how we see our products. We're the leader in exhaust technology and are constantly setting new standards and trends in the exhaust system industry. All of our systems are individually designed to fit in with the lines of every machine and enhance the overall appearance of any bike while delivering the best design for optimal performance. We're continually striving to find the best solutions with the latest high-tech components, and it's this dedication that makes us certain that an Akrapovič exhaust is the most stylish accessory for your bike and that there's no better-looking exhaust system!

### Durability

Using race-proven materials from our involvement in the world of high-class motorsports, all Akrapovič exhausts only use the best. Our highly skilled engineers extensively test the materials — and the final product — to ensure that each system meets the highest standards. The products we manufacture are extremely durable and race-proven, having been pushed to their limits on the track, so that riders enjoy the benefits on their machines.



PURE PERFORMANCE

SHAPING THE FUTURE



Developed from the (r)evolutionary Akrapovič concept system first seen at the 2014 Internot show, the all-new Akrapovič exhaust system is constructed from lightweight carbon fiber and high-grade titanium to give this innovative design a noticeable weight saving. The new shape is an evolution of the Akrapovič hexagonal exhaust, which caused a revolution in the world of motorcycle design in 2005. The man behind the idea is Igor Akrapovič himself. "The idea was to create an overall better — and not just better-looking — exhaust, while maintaining all the positive qualities of the old exhaust. Our idea was to define a new vision of premium exhaust system technology. We believe the new shape will influence the future of exhaust system design," says the founder of the Akrapovič company. The new exhaust is already available on selected bikes like the Kawasaki Ninja H2 and Yamaha R1.



# PURE PERFORMANCE

Akrapovič has more than twenty years of racing experience at the very top level of the sport and over ninety world champions have trusted its exhaust systems to give them the performance and results they need. It's this heritage that makes Akrapovič the desired choice among racing teams and road-riders alike.

The technical ability and support Akrapovič provides to MotoGP™ and WSB teams, to give them the competitive edge, follows the same heritage and knowhow that we transfer into our road-bike systems. Increased performance, improved

throttle response, higher power, and greater durability on our road systems are all directly related to the research, development, and testing that every Akrapovič exhaust is subjected to in the race arena, giving it a pedigree that few others can match.

With constantly growing and active involvement in most world and national road-racing championships, Akrapovič's high-tech and dedicated racing R&D department is one of the busiest and most advanced in the world.

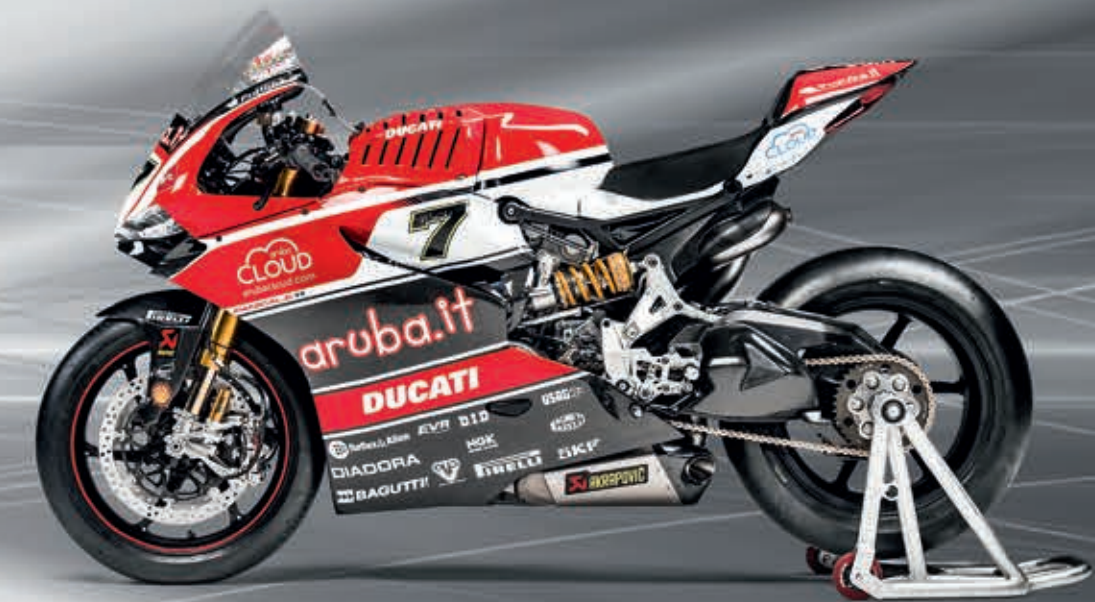


# RACING IS IN OUR DNA



Each racing machine has a unique Evolution exhaust system developed for it that's tested comprehensively at our in-house center and tuned to perfectly match the characteristics of the bike before being raced at the highest level, and it's this commitment that makes our systems the best in the world. Using the expertise gained from working with special materials such as titanium and carbon fiber, Akrapovič has a strong position at the forefront of performance exhaust technology and it's this experience, together with state-of-the-art manufacturing facilities—including an in-house titanium foundry—that gives Akrapovič an unrivaled position to translate racing success into systems for high-performance road bikes.

Official  
Sponsor





## PURE PERFORMANCE

In 2015 Akrapovič will be partnering with Yamaha, Ducati, and Aprilia in MotoGP, as well as extending the Ducati partnership with Ducati to WSB — where it will be the system of choice on the Panigale — and also continuing its support of the Kawasaki Racing Team and Aprilia Racing Team in the World Superbike Championship. Akrapovič's involvement with racing extends to Moto2, Moto3, World Endurance, British Superbikes, and German IDM, as well as many other championships across the globe. Akrapovič will be supporting over fifty teams throughout 2015, providing our partners with the greatest flexibility and 24/7 technical support.



## RACING IS IN OUR DNA



From MotoGP machines to national championship bikes, Akrapovič exhaust systems are designed in close cooperation with the technical departments of various teams and are designed to extract additional power from the motorcycle engine and to reduce weight. This dedication to produce the best is an ethos that's channeled through to road-bikes — making them lighter, faster, and better.

Akrapovič is the choice of champions on-track as well as off-track!





PURE PERFORMANCE

THE WALL OF CHAMPIONS



# CHAMPIONS

2002 – 2014 World champions



AKRAPOVIČ WORLD CHAMPIONS SO FAR

Colin Edwards (Honda)	World Superbike Champion	Chaz Davies (Yamaha)	World Supersport Champion
Jörg Teuchert (Yamaha)	World Supersport Champion	Jorge Lorenzo (Yamaha)	MotoGP World Champion
Andrew Pitt (Kawasaki)	World Supersport Champion	Marc Márquez (Suter)	Moto2 World Champion
Team Suzuki GB Phase One	World Endurance Champion*	Sandro Cortese (KTM)	Moto3 World Champion
Chris Pfeiffer (BMW)	Freestyle World Champion	Maverick Viñales (KTM)	Moto3 World Champion
Ben Spies (Yamaha)	World Superbike Champion	Pol Espargaró (Kalex)	Moto2 World Champion
Cal Crutchlow (Yamaha)	World Supersport Champion	Sylvain Guintoli (Aprilia)	World Superbike Champion
Team YART (Yamaha)	World Endurance Champion*	Esteve Rabat (Kalex)	Moto2 World Champion
Max Biaggi (Aprilia)	World Superbike Champion	David Checa, Mathieu Gines, Kenny Foray (Yamaha)	World Endurance Champion

\* Until 2013, only teams were declared world endurance champions, not riders.



## PURE PERFORMANCE

## PRODUCT LINES



### SLIP-ON LINE

Slip-Ons represent the first step in the exhaust system tuning process, and they offer a great balance between price and performance. Change the nature of your bike by adding more power, improved performance, and the unique Akrapovič sound. Everything's packed in stylishly designed Slip-On exhaust systems. The result of taking design very seriously is a beautifully crafted exhaust system with a carbon fiber and titanium muffler outer sleeve. The durability of all materials is track tested for optimum road performance.



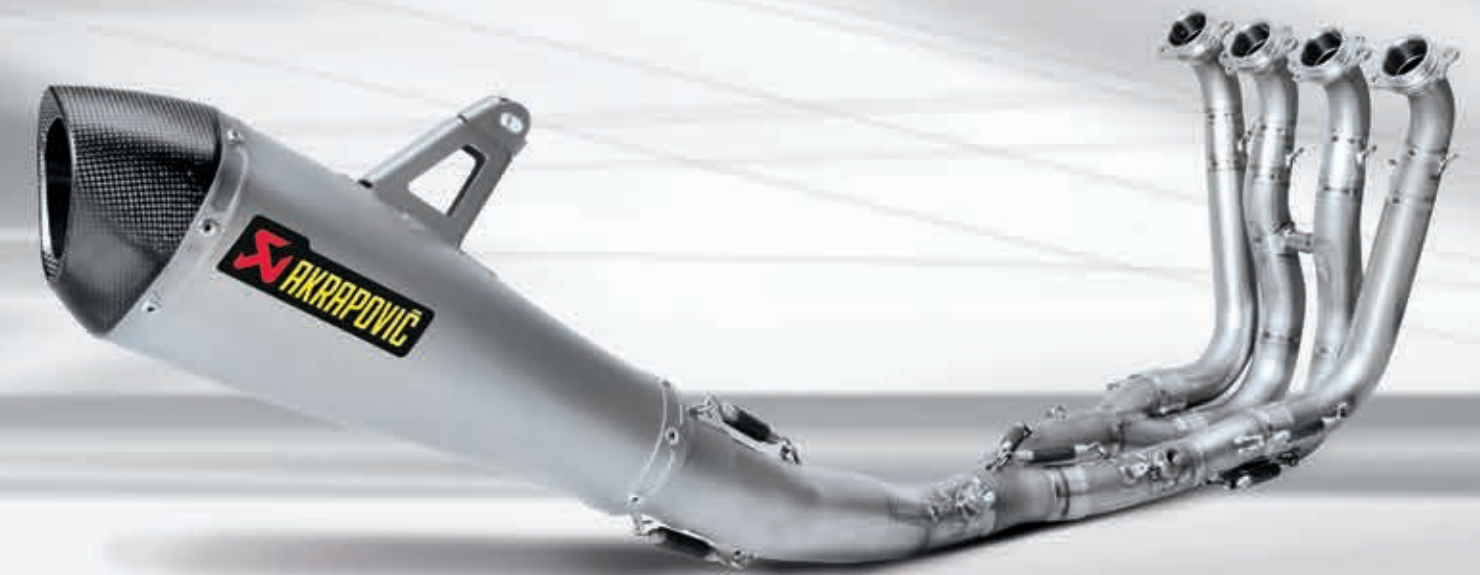
### RACING LINE

The Racing Line represents a full step in the exhaust system tuning process and offers a great balance between price and optimum performance. Racing Line exhaust systems are designed for riders that demand maximum performance from their motorcycle. The systems are lighter compared to the stock exhaust system and feature exceptional production quality and increased engine performance, combined with pure racing sound output. A combination of racing materials like carbon fiber and titanium muffler outer sleeve and the end cap gives these exhaust systems a pure racing touch.



### EVOLUTION LINE

Akrapovič titanium Evolution Line systems are designed for riders that demand maximum performance from their motorcycle. Made of titanium, the systems are significantly lighter compared to the stock exhaust system and feature exceptional production quality, high-tech materials, and of course increased engine performance combined with pure racing sound output. Perfect welds and a combination of racing materials like carbon fiber and titanium muffler outer sleeve make these systems stand out from the crowd and leave no doubt of their racing heritage.





PURE PERFORMANCE

PRODUCTS

 AKRAPOVIČ

APRILIA



**DORSODURO 750 2008–2015**

+ 1.8 HP / 9300 rpm

– 6.7 Kg / – 60%

Slip-On Line | SA7S02–HDT

EC EPA CARB



APRILIA



**RSV4 2009–2014**

+ 6.4 HP / 6790 rpm

– 6.2 Kg / – 61%

Evolution Line | S–A10RFT1–ZC

Additional exhaust systems can be found in the Application list.



APRILIA



**SHIVER 750 / GT 2010–2015**

+ 3.4 HP / 9250 rpm

– 6.1 Kg / – 58%

Slip-On Line | S–A7S03–HDT

EC EPA CARB



APRILIA



**TUONO V4 2011–2015**

+ 6.4 HP / 6790 rpm

– 6.2 Kg / – 61%

Evolution Line | S–A10RFT1–ZC

Additional exhaust systems can be found in the Application list.





PURE PERFORMANCE

PRODUCTS



APRILIA



RSV4 2015

> Slip-On Line I A-A10S07-HRC

< Evolution Line I A-A10E8-RC

Additional exhaust systems can be found in the Application list.



BMW



R 1200 GS 2013-2015

+ 1.8 HP / 4550 rpm

- 0.7 Kg / - 14%

> Slip-On Line I S-B12S010-HAAT

< Slip-On Line I S-B12S010-HAABL

Additional exhaust systems can be found in the Application list.



BMW



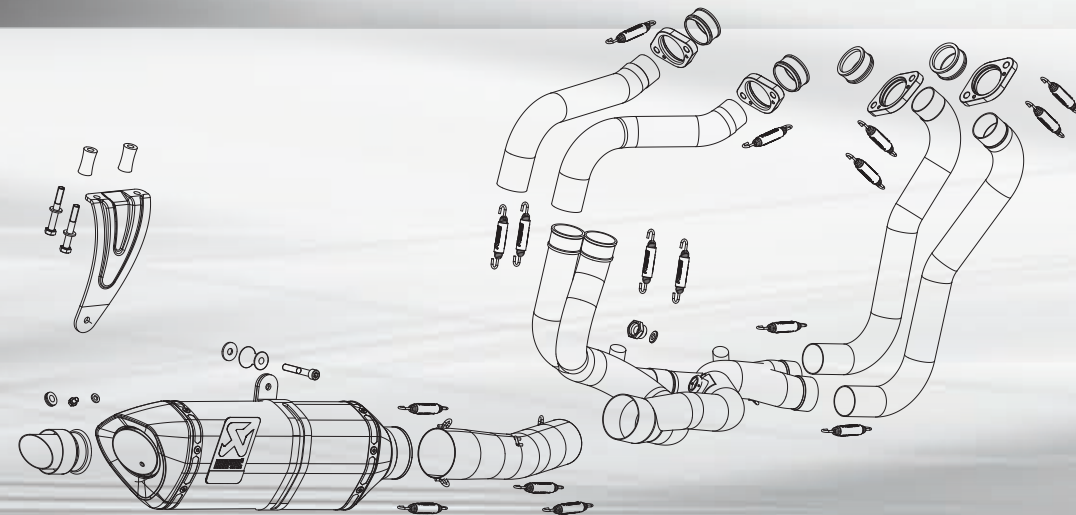
R 1200 GS 2010-2012

+ 2.5 HP / 4400 rpm

- 2.4 Kg / - 48%

Slip-On Line I S-B12S09-HRT

Additional exhaust systems can be found in the Application list.





PURE PERFORMANCE

PRODUCTS

**AKRAPOVIČ**

BMW



**R 1200 GS 2004–2009**

+ 2.0 HP / 6600 rpm

– 4.1 Kg / – 63%

Slip-On Line I S–B12S02–HLTT EC EPA CARB

Additional exhaust systems can be found in the Application list.



BMW



**F 800 GT 2013–2015**

+ 2.1 HP / 5420 rpm

– 2.1 Kg / – 43%

Slip-On Line I S–B8S04–HRT EC EPA CARB



BMW



**F 700/800 GS 2008–2015**

+ 0.7 HP / 6600 rpm

– 1.8 Kg / – 38%

Slip-On Line I S–B8S02–HBLT EC EPA CARB



BMW



**R NINET 2014–2015**

+ 2.2 HP / 7700 rpm

– 1.8 Kg / – 64%

<Slip-On Line I S–B12S013–HCZBL EC ECE EPA CARB

>Slip-On Line I S–B12S013–HCZT EC ECE EPA CARB

Technical data are measured with link pipe L–B12S06T  
Additional exhaust systems can be found in the Application list.





PURE PERFORMANCE

PRODUCTS

**AKRAPOVIČ**

BMW



**S 1000 RR 2010-2014**

+ 9.1 HP / 8200 rpm

- 5.2 Kg / - 44%

> Racing Line | S-B10R1C-HRC EC EPA

< Slip-On Line | S-B10S01-HASZ EC EPA CARB

Additional exhaust systems can be found in the Application list.



BMW



**S 1000 R 2014-2015**

+ 1.2 HP / 6050 rpm

- 1.4 Kg / - 58%

< Slip-On Line | S-B10S01-HASZ EC EPA CARB

> Slip-On Line | S-B10S03-HBT EC ECE EPA CARB

Additional exhaust systems can be found in the Application list.

BMW



**S 1000 RR 2015**

+ 12.4 HP / 8100 rpm

- 6.8 Kg / - 65%

< Evolution line | S-B10E5-CZT EC ECE EPA CARB

> Slip-On Line | S-B10S02-HRC EC ECE EPA CARB

Additional exhaust systems can be found in the Application list.



BMW



**S 1000 XR 2015**

Slip-On Line | S-B10S04-HZDFT EC ECE EPA CARB

Additional exhaust systems can be found in the Application list.



PURE PERFORMANCE

PRODUCTS



BMW



R 1200 R 2011–2014

+ 1.7 HP / 7230 rpm

– 2.2 Kg / – 51%

Slip-On Line I S–B12S08–HLT



BMW



K 1300 R 2009–2015

+ 4.4 HP / 9750 rpm

– 1.5 Kg / – 28%

Slip-On Line I S–B13S01–HLGT



Additional exhaust systems can be found in the Application list.



BMW



R 1200 R/RS 2015

4.0 HP / 8200 rpm

– 0.5 Kg / 11%

Slip-On Line I S–B12S014–HLGT



BMW



K 1300 S 2009–2015

+ 9.6 HP / 9900 rpm

Racing Line I S–B13R1–RC

Additional exhaust systems can be found in the Application list.





PURE PERFORMANCE

PRODUCTS



BMW



**K 1600 GT/GTL 2011–2015**

+ 2.3 HP / 5870 rpm

– 3.3 Kg / – 28%

Slip-On Line I S–B16S01–HZAAT



**899 PANIGALE 2014–2015**

+ 4.7 HP / 5900 rpm

– 4.8 Kg / – 43%

< Evolution Line I S–D11E1–T

> Slip-On Line I S–D9S04–T



DUCATI

BMW



**R 1200 RT 2014–2015**

+ 3.5 HP / 8050 rpm

– 2.0 Kg / – 39%

Slip-On Line I S–B12S011–HLGT



**848 EVO 2011–2014**

+ 3.6 HP / 4800 rpm

– 2.7 Kg / – 47%

Slip-On Line I S–D10S03–ZC

Additional exhaust systems can be found in the Application list.



DUCATI



DUCATI



MONSTER 796/795 2010–2014

+ 5.3 HP / 4360 rpm

– 1.7 Kg / – 25%

Slip-On Line I S–D10S07–HZC



DUCATI



Monster 821 2014–2015

+ 2.7 HP / 6850 rpm

– 3.9 Kg / – 68%

> Slip-On Line I S–D8S02–HRT



< Slip-On Line I S–D8S02–HRBL



Technical data are measured with link pipe L–D12S02  
Additional exhaust systems can be found in the Application list.



DUCATI



Monster 1200/1200S 2014–2015

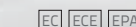
+ 2.4 HP / 8650 rpm

– 3.9 Kg / – 68%

> Slip-On Line I S–D8S02–HRT



< Slip-On Line I S–D8S02–HRBL



Technical data are measured with link pipe L–D12S02  
Additional exhaust systems can be found in the Application list.



DUCATI



Hypermotard/Hyperstrada 2013–2015

+ 2.0 HP / 6800 rpm

– 2.4 Kg / – 57%

Slip-On Line I S–D8S01–HRT



Technical data are measured with link pipe L–D8S02  
Additional exhaust systems can be found in the Application list.





PURE PERFORMANCE

PRODUCTS



DUCATI



Streetfighter 848 2011–2015

+ 2.0 HP / 6850 rpm

– 2.8 Kg / – 43%

Slip-On Line I S–D10S06C–HZT



Additional exhaust systems can be found in the Application list.



DUCATI



Diavel 2011–2015

+ 4.4 HP / 9400 rpm

– 1.8 Kg / – 26%

Slip-On Line I S–D12S02–HXT



DUCATI



Multistrada 1200 2010–2014

+ 1.0 HP / 9270 rpm

– 1.0 Kg / – 48%

Slip-On Line I S–D12S01–HAPT



DUCATI



Scrambler

Slip-On Line I S–D8S03–HCUBTBL



Slip-On Line I S–D8S04–CUBTBL



COMING SOON!



PURE PERFORMANCE

PRODUCTS

**AKRAPOVIČ**

HONDA



**CBR 1000 RR ABS 2014–2015**

+ 4.5HP / 6400 rpm

– 4.6 Kg / – 78%

< Slip-On Line I S–H10S011–T

> Racing Line I S–H10R7–TT

Additional exhaust systems can be found in the Application list.



HONDA



**CBR/CB 400/500 R/F/X 2013–2015**

+ 0.6 HP / 7600 rpm

– 2.3 Kg / – 55%

> Slip-On Line I S–H5S02–HRC

EC EPA CARB

< Slip-On Line I S–H5S02–HRSS

EC EPA CARB



HONDA



**CBR 600 RR 2013–2015**

+ 6.4 HP / 14000rpm

– 3.5 Kg / – 46%

> Evolution Line I S–H6E3–ACT

< Slip-On Line I S–H6S016–HACT

EC EPA CARB

Additional exhaust systems can be found in the Application list.



HONDA



**CBR 600 F 2007–2013**

+ 2.0 HP / 12600 rpm

– 0.6 Kg / – 30%

< Slip-On Line I S–H6S012–H2T

EC EPA CARB

> Slip-On Line I S–H6S012–H2C

EC EPA CARB

Additional exhaust systems can be found in the Application list.





PURE PERFORMANCE

PRODUCTS

**AKRAPOVIČ**

HONDA



**CBR 125 R 2011–2015**

+ 0.8 HP / 9170 rpm

– 1.5 Kg / – 27%

> Racing Line I S–H125R10–ZC

< Racing Line I S–H125R10–HRSS

EC EPA



HONDA



**CBR 300 R 2014–2015**

+ 1.3 HP / 4600 rpm

– 3.9 Kg / – 66%

Slip-On Line I S–H3S03–RC



HONDA



**CBR 250 R 2011–2015**

+ 1.4 HP / 4780 rpm

– 5.3 Kg / – 76%

> Slip-On Line I S–H25S01–ZC

< Slip-On Line I S–H25S01–HRSS

EC EPA

Additional exhaust systems can be found in the Application list.



HONDA



**MSX 125 / Grom 2012–2015**

+ 0.4 HP / 5350 rpm

– 2.5 Kg / – 69%

< Slip-On Line I S–H125S02–CUBT

CARB

> Slip-On Line I S–H125S01–HAPC

EC ECE EPA CARB

Additional exhaust systems can be found in the Application list.





PURE PERFORMANCE

PRODUCTS



HONDA



VFR 800F 2014–2015

+ 4.1 HP / 10000 rpm

– 2.5 Kg / – 51%

Slip-On Line I S–H8S03–HRT



HONDA



Crosstourer 2012–2015

+ 5.9 HP / 8900 rpm

– 2.4 Kg / – 49%

Slip-On Line I S–H12S03–HRT



HONDA



NC 700/750S 2012–2015

+ 0.7 HP / 6120 rpm

– 1.7 Kg / – 45%

Slip-On Line I S–H7S01–HT



HONDA



VFR 1200F 2010–2015

+ 5.5 HP / 9700 rpm

– 2.9 Kg / – 51%

Slip-On Line I S–H12S01–HRT

Additional exhaust systems can be found in the Application list.





PURE PERFORMANCE

PRODUCTS



HONDA



VFR 800X Crossrunner 2015

+4.1 HP / 10000 rpm

-2.5 Kg / -51%

Slip-On Line I S-H8S03-HRT



KAWASAKI



NINJA H2 2015

+ 4.0 HP / 10900 rpm

- 5.7 Kg / - 71%

Slip-On Line I S-K10S015-HHX2C

Additional exhaust systems can be found in the Application list.



HONDA



CB/GBR 650 F 2014-2015

+ 4.6 HP / 11100 rpm

- 4.6 Kg / - 46%

< Racing Line I S-H6R11-AFT

> Racing Line I S-H6R12-HAFT



KAWASAKI



ZX-10R 2011-2015

+ 8.9 HP / 9130 rpm

- 4.9 Kg / - 56%

> Evolution Line I S-K10E2-ZC

< Slip-On Line I S-K10S07T-HASZ

Additional exhaust systems can be found in the Application list.





KAWASAKI



ZX-6R 2009-2015

+ 7.8 HP / 13650 rpm

- 7.5 Kg / - 67%

> Evolution Line I S-K6RFT6T-XT

< Slip-On Line I S-K6S06-HZC



Additional exhaust systems can be found in the Application list.



Z800 2013-2015

+ 3.8 HP / 10700 rpm

- 4.8 Kg / - 63%

< Slip-On Line I S-K8S02-HRC



> Slip-On Line I S-K8S02-HRT



KAWASAKI

KAWASAKI



Z750 / Z750R 2007-2012

+ 2.5 HP / 10800 rpm

- 3.1 Kg / - 52%

Slip-On Line I S-K7S04-HZT



Additional exhaust systems can be found in the Application list.



ER-6 N/F, Ninja 650 2012-2015

+ 5.1 HP / 9560 rpm

- 3.9 Kg / - 49%

Racing Line I S-K6R7-HT



KAWASAKI



**KAWASAKI**



Z1000 **2014-2015**

+ 10.9 HP / 10500 rpm

- 9.6 Kg / - 66%

> Racing Line I S-K10R8-ZC

< Slip-On Line I S-K10S010-HZT

EC EPA CARB

Additional exhaust systems can be found in the Application list.



**KAWASAKI**



1400 GTR / Concours 14 **2008-2015**

+ 5.2 HP / 9050 rpm

- 5.2 Kg / - 57%

Slip-On Line I S-K14S05-HZAAT

EC ECE EPA CARB



**KAWASAKI**



Versys 1000 **2015**

+ 4.2 HP / 9470 rpm

- 3.2 Kg / - 64%

> Slip-On Line I S-K10S014-HZC

< Slip-On Line I S-K10S014-HZT

EC ECE EPA CARB

EC ECE EPA CARB



**KAWASAKI**



ZZR 1400, ZX14R **2012-2015**

+ 4.1 HP / 8100 rpm

- 5.7 Kg / - 40%

Slip-On Line I S-K14S04-HZAAT

EC EPA

Additional exhaust systems can be found in the Application list.





PURE PERFORMANCE

PRODUCTS



KAWASAKI



NINJA 250/300 2013-2015

+ 0.4 HP / 10650 rpm

- 2.8 Kg / - 64%

> Slip-On Line I S-K3S01-HZC

< Slip-On Line I S-K3S01-HZT



SUZUKI



GSX-R 1000 2012-2015

+ 15.7 HP / 12650 rpm

- 3.9 Kg / - 49%

< Evolution Line I S-S10E2-RC

> Slip-On Line I S-S10S08-HRT

Additional exhaust systems can be found in the Application list.



KAWASAKI



NINJA 250 SL (1 Cyl.) 2015

Slip-On Line I S-K2S08-CUBT

Slip-On Line I S-K2S07-HRSS

COMING SOON!

SUZUKI



GSX-R 600/750 2011-2015

+ 7.4 HP / 14250 rpm

- 4.7 Kg / - 50%

< Racing Line I S-S6R8-ZC

> Slip-On Line I S-S6S08-HZC

Additional exhaust systems can be found in the Application list.





SUZUKI



**GSF 1250 BANDIT 2007–2015**

+ 6.0 HP / 8400 rpm

– 4.3 Kg / – 66%

Slip-On Line I S–S12S03–HRT EC EPA CARB

Additional exhaust systems can be found in the Application list.



SUZUKI



**GSX 650 F 2008–2015**

+ 2.8 HP / 7300 rpm

– 4.3 Kg / – 66%

Slip-On Line I S–S12S03–HRT EC EPA CARB

Additional exhaust systems can be found in the Application list.



SUZUKI



**GSR 750 / GSX–S750 2011–2015**

+ 2.1 HP / 7240 rpm

– 2.5 Kg / – 56%

> Slip-On Line I S–S7S01–HRC EC EPA CARB

< Slip-On Line I S–S7S01–HRT EC EPA CARB

Additional exhaust systems can be found in the Application list.



SUZUKI



**GSX–R 1300 Hayabusa 2008–2015**

+ 12.1 HP / 10370 rpm

– 15.9 Kg / – 74%

Racing Line I S–S13R2–RC

Additional exhaust systems can be found in the Application list.





PURE PERFORMANCE

PRODUCTS



SUZUKI



V-Strom 1000 2014-2015

+ 1.6 HP / 6700 rpm

- 1.6 Kg / - 29%

Slip-On Line I S-S10S09-HAFT



TRIUMPH



Daytona 675 2009-2012

+ 3.6 HP / 7070 rpm

- 1.9 Kg / - 36%

Slip-On Line I S-T675S03-HACT

Additional exhaust systems can be found in the Application list.



SUZUKI



V-Strom 650 2012-2015

+ 2.4 HP / 8750 rpm

- 5.2 Kg / - 61%

Slip-On Line I S-S65S03-RC



TRIUMPH



Speed Triple 1050 2011-2015

+ 5.5 HP / 8650 rpm

- 4.3 Kg / - 51%

Slip-On Line I S-T10S01-HRC





PURE PERFORMANCE

PRODUCTS



TRIUMPH



Tiger 800/800XC 2011-2015

+ 4.9 HP / 9700 rpm

- 0.9 Kg / - 24%

Slip-On Line I S-T800S01-HZAAT   



YAMAHA



YZF-R1 2015

+ 3.6 HP / 13700 rpm

- 5.2 Kg / - 52%

< Evolution Line I S-Y10E2-HX2C

> Slip-On Line I S-Y10S011-HAP    

Additional exhaust systems can be found in the Application list.



YAMAHA



YZF-R1 2009-2014

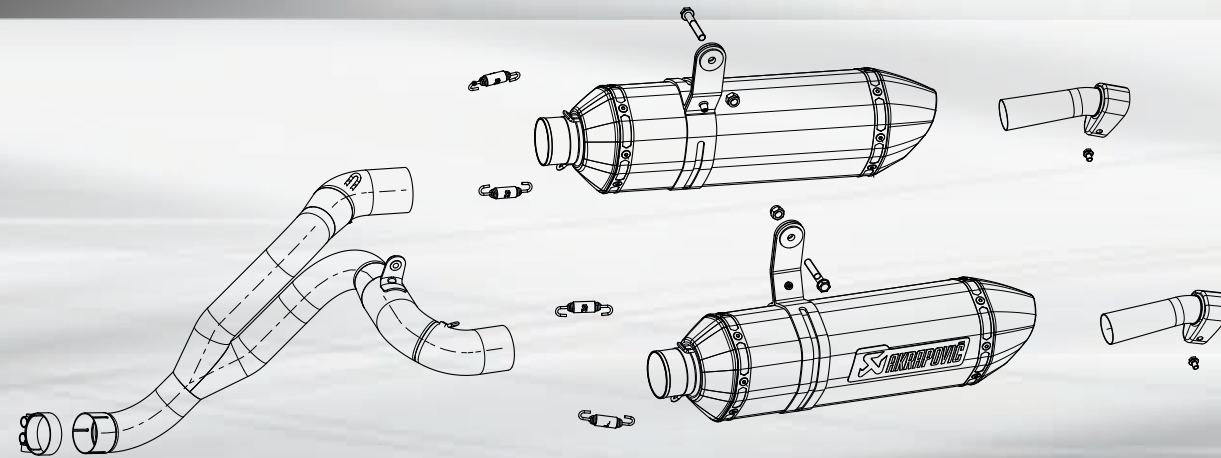
+ 7.8 HP / 5900 rpm

- 4.1 Kg / - 41 %

> Evolution Line (Carbon) S-Y10RFT10TL-ZC

< Slip-On Line I S-Y10S09-ZT 

Additional exhaust systems can be found in the Application list.





YAMAHA



**YZF-R6 2010-2015**

+ 6.3 HP / 8500 rpm

- 5.6 Kg / - 56%

< Racing Line I S-Y6R7-ZT

> Slip-On Line I S-Y6S010-AHBT

CARB

Additional exhaust systems can be found in the Application list.



YAMAHA



**YZF-R25 / R3 2014-2015**

+ 1.2 HP / 11000 rpm

- 3.2 Kg / - 61%

> Racing Line I S-Y2R1-CUBSS

< Slip-On Line I S-Y2S012-HAPC

EE ECE EPA CARB

Additional exhaust systems can be found in the Application list.



YAMAHA



**YZF-R125 2014-2015**

+ 0.3 HP / 9000 rpm

- 2.5 kg / - 48%

Racing Line I S-Y125R2-HRT

EE ECE EPA



YAMAHA



**MT-07 / FZ-07 2014-2015**

+ 2.7 HP / 9250 rpm

- 1.6 Kg / - 22%

> Racing Line I S-Y7R1-HAFT

< Racing Line I S-Y7R2-AFC

EE ECE EPA

Additional exhaust systems can be found in the Application list.





YAMAHA



MT-09 / FZ-09 2014-2015

+ 4.0 HP / 9900 rpm

- 2.4 Kg / - 45%

> Racing Line I S-Y9R2-AFC

< Racing Line I S-Y9R3-HAFT

EC EPA

Additional exhaust systems can be found in the Application list.



YAMAHA



FJR 1300 2011-2015

+ 3.7 Hp / 8650 rpm

- 3.6 Kg / - 43%

Slip-On Line I S-Y13S01-HT

EC EPA



YAMAHA



FZ 1 FAZER 2006-2015

+ 10.2 HP / 10850 rpm

- 5.7 Kg / - 51%

< Racing Line I S-Y10R8-HRC

> Slip-On Line I S-Y10S07-HRC

EC EPA

EC EPA

Additional exhaust systems can be found in the Application list.



YAMAHA



FZ 8, FZ8 FAZER 2010-2015

+ 3.8 HP / 10000 rpm

- 3.2 Kg / - 62%

< Slip-On Line I S-Y8S01-HRC

> Slip-On Line I S-Y8S01-HRT

EC EPA CARB

EC EPA CARB

Additional exhaust systems can be found in the Application list.





PURE PERFORMANCE

PRODUCTS



YAMAHA



VMAX 2009–2015

+ 2.4 HP / 9000 rpm

– 1.2 Kg / – 24%

Slip-On Line I S–Y17S01–HBAV



YAMAHA



XT 660 X/R 2004–2015

+ 2.5 HP / 6250 rpm

– 6.2 Kg / – 56%

Slip-On Line I SS–Y6S05–HDT



YAMAHA



XV950/XV950R 2013–2015

+ 3.3 HP / 6300 rpm

– 1.6 Kg / – 29%

Slip-On Line I S–Y9S03–HBBOSBL

Additional exhaust systems can be found in the Application list.



YAMAHA



XT1200Z 2010–2015

+ 3.4 HP / 6130 rpm

– 2.0 Kg / – 35%

Slip-On Line I S–Y12S01–HAAT





# APPLICATION LIST

Akrapovič exhaust systems





Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
<b>APRILIA</b>											
Aprilia	Dorsoduro 750	2008 - 2015	Slip-On Line (Titanium)	1,8	6,7	60,4%	YES	NO	YES	YES	S-A7S02-HDT
Aprilia	RSV4	2009 - 2014	Evolution Line (Carbon)	6,4	6,2	61,4%	NO	NO	NO	NO	S-A10RFT1-ZC
Aprilia	RSV4	2009 - 2014	Muffler bracket (Aluminium)								P-MBA10AL3/A2
Aprilia	RSV4	2009 - 2014	Slip-On Line (Carbon)	5,2	3,0	53,6%	YES	NO	YES	NO	S-A10S06C-HZC
Aprilia	RSV4	2009 - 2014	Slip-On Line (Carbon)	5,2	3,6	64,3%	NO	NO	NO	NO	S-A10S06-ZC
Aprilia	SHIVER 750 / GT	2008 - 2015	Mudguard								PHF346
Aprilia	SHIVER 750 / GT	2008 - 2009	Slip-On Line (Titanium)	1,4	6,4	61,5%	YES	NO	YES	YES	S-A7S01-HDT
Aprilia	SHIVER 750 / GT	2010 - 2015	Slip-On Line (Titanium)	3,4	6,1	58,1%	YES	NO	YES	YES	S-A7S03-HDT
Aprilia	TUONO V4	2011 - 2015	Evolution Line (Carbon)	6,4	6,2	61,4%	NO	NO	NO	NO	S-A10RFT1-ZC
Aprilia	TUONO V4	2011 - 2015	Muffler bracket (Aluminium)								P-MBA10AL3/A2
Aprilia	TUONO V4	2011 - 2015	Slip-On Line (Carbon)	5,2	3,0	53,6%	YES	NO	YES	NO	S-A10S06C-HZC
Aprilia	TUONO V4	2011 - 2015	Slip-On Line (Carbon)	5,2	3,6	64,3%	NO	NO	NO	NO	S-A10S06-ZC
<b>BMW</b>											
BMW	F 650 GS	2008 - 2012	Slip-On Line (Titanium)	0,7	1,8	37,5%	YES	NO	YES	YES	S-B8S02-HBLT
BMW	F 700 GS	2013 - 2015	Slip-On Line (Titanium)	0,7	1,8	37,5%	YES	NO	YES	YES	S-B8S02-HBLT
BMW	F 800 GS	2008 - 2015	Slip-On Line (Titanium)	0,7	1,8	37,5%	YES	NO	YES	YES	S-B8S02-HBLT

Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
BMW	F 800 GS ADVENTURE	2013 - 2015	Slip-On Line (Titanium)	0,7	1,8	37,5%	YES	NO	YES	YES	S-B8S02-HBLT
BMW	F 800 GT	2013 - 2015	Slip-On Line (Titanium)	2,1	2,1	42,9%	YES	NO	YES	YES	S-B8S04-HRT
BMW	F 800 R	2009 - 2015	Slip-On Line (Titanium)	2,1	2,1	42,9%	YES	NO	YES	YES	S-B8S04-HRT
BMW	F 800 S / ST	2006 - 2013	Catalytic converter				NO	NO	NO	NO	P-KAT005/1
BMW	F 800 S / ST	2006 - 2013	Slip-On Line (Titanium)	2,6	4,1	63,1%	YES	NO	YES	NO	SS-B8S01C-HLT
BMW	K 1200 GT	2006 - 2008	Slip-On Line (Titanium)	3,9	2,1	29,2%	YES	NO	YES	NO	S-B13S02C-HAAT
BMW	K 1200 R	2005 - 2008	Catalytic converter				NO	NO	NO	NO	P-KAT006/3
BMW	K 1200 R	2005 - 2008	Racing Line (Carbon)	9,6			NO	NO	NO	NO	S-B13R1-RC
BMW	K 1200 R	2005 - 2008	Slip-On Line (Carbon)	7,4	5,4	71,1%	YES	NO	YES	NO	SS-B12S01-HC
BMW	K 1200 R	2005 - 2008	Slip-On Line (Titanium)	7,4	5,4	71,1%	YES	NO	YES	NO	SS-B12S01-HT
BMW	K 1200 S	2005 - 2008	Catalytic converter				NO	NO	NO	NO	P-KAT006/3
BMW	K 1200 S	2005 - 2008	Racing Line (Carbon)	9,6			NO	NO	NO	NO	S-B13R1-RC
BMW	K 1200 S	2005 - 2008	Slip-On Line (Carbon)	7,4	5,4	71,1%	YES	NO	YES	NO	SS-B12S01-HC
BMW	K 1200 S	2005 - 2008	Slip-On Line (Titanium)	7,4	5,4	71,1%	YES	NO	YES	NO	SS-B12S01-HT
BMW	K 1300 GT	2009 - 2011	Slip-On Line (Titanium)	3,9	2,1	29,2%	YES	NO	YES	NO	S-B13S02C-HAAT
BMW	K 1300 R	2009 - 2015	Racing Line (Carbon)	9,6			NO	NO	NO	NO	S-B13R1-RC
BMW	K 1300 R	2009 - 2015	Slip-On Line (Titanium)	4,4	1,5	27,8%	YES	NO	YES	NO	S-B13S01-HLGT



# PURE PERFORMANCE

Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
BMW	K 1300 S	2009 - 2015	Racing Line (Carbon)	9,6			NO	NO	NO	NO	S-B13R1-RC
BMW	K 1300 S	2009 - 2015	Slip-On Line (Titanium)	4,4	1,5	27,8%	YES	NO	YES	NO	S-B13S01-HLGT
BMW	K 1600 GT/GTL	2011 - 2015	Slip-On Line (Titanium)	2,3	3,3	28,2%	YES	NO	YES	YES	S-B16S01-HZAAT
BMW	R 1150 GS	1999 - 2004	Slip-On Line (Titanium)				YES	NO	YES	NO	S-B11S01-HT
BMW	R 1150 GS ADVENTURE	2001 - 2006	Slip-On Line (Titanium)				YES	NO	YES	NO	S-B11S01-HT
BMW	R 1150 R	2000 - 2004	Slip-On Line (Titanium)	5,3	12,3	73,2%	YES	NO	YES	NO	S-B11S02-HT
BMW	R 1150 R ROCKSTER	2003 - 2005	Slip-On Line (Titanium)	5,3	12,3	73,2%	YES	NO	YES	NO	S-B11S02-HT
BMW	R 1200 GS	2004 - 2009	Optional Header (SS)				NO	NO	NO	NO	E-B12R2
BMW	R 1200 GS	2004 - 2009	Slip-On Line (Titanium)	4,5	4,1	63,1%	YES	NO	YES	YES	S-B12S02-HLTT
BMW	R 1200 GS	2010 - 2012	Heat shield (Carbon)								PHSB12R4/A2
BMW	R 1200 GS	2010 - 2012	Optional Header (SS)				NO	NO	NO	NO	E-B12R3
BMW	R 1200 GS	2010 - 2012	Slip-On Line (Titanium)	2,5	2,4	48,0%	YES	NO	YES	YES	S-B12S07-HLT
BMW	R 1200 GS	2010 - 2012	Slip-On Line (Titanium)	2,5	2,4	48,0%	YES	NO	YES	YES	S-B12S09-HRT
BMW	R 1200 GS	2013 - 2015	Optional Header (SS)	3,5	1,0	25,0%	NO	NO	NO	NO	E-B12R4
BMW	R 1200 GS	2013 - 2015	Optional Header (Titanium)	3,5	2,2	55,0%	NO	NO	NO	NO	E-B12E1
BMW	R 1200 GS	2013 - 2015	Slip-On Line (Titanium)	1,8	0,7	14,0%	YES	NO	YES	YES	S-B12S010-HAABL
BMW	R 1200 GS	2013 - 2015	Slip-On Line (Titanium)	1,8	0,7	14,0%	YES	NO	YES	YES	S-B12S010-HAAT

# APPLICATION LIST



Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
BMW	R 1200 GS ADVENTURE	2004 - 2009	Optional Header (SS)				NO	NO	NO	NO	E-B12R2
BMW	R 1200 GS ADVENTURE	2004 - 2009	Slip-On Line (Titanium)	4,5	4,1	63,1%	YES	NO	YES	YES	S-B12S02-HLTT
BMW	R 1200 GS ADVENTURE	2010 - 2013	Heat shield (Carbon)								PHSB12R4/A2
BMW	R 1200 GS ADVENTURE	2010 - 2013	Optional Header (SS)				NO	NO	NO	NO	E-B12R3
BMW	R 1200 GS ADVENTURE	2010 - 2013	Slip-On Line (Titanium)	2,5	2,4	48,0%	YES	NO	YES	YES	S-B12S07-HLT
BMW	R 1200 GS ADVENTURE	2010 - 2013	Slip-On Line (Titanium)	2,5	2,4	48,0%	YES	NO	YES	YES	S-B12S09-HRT
BMW	R 1200 GS ADVENTURE	2014 - 2015	Optional Header (SS)	3,5	1,0	25,0%	NO	NO	NO	NO	E-B12R4
BMW	R 1200 GS ADVENTURE	2014 - 2015	Optional Header (Titanium)	3,5	2,2	55,0%	NO	NO	NO	NO	E-B12E1
BMW	R 1200 GS ADVENTURE	2014 - 2015	Slip-On Line (Titanium)	1,8	0,7	14,0%	YES	NO	YES	YES	S-B12S010-HAABL
BMW	R 1200 GS ADVENTURE	2014 - 2015	Slip-On Line (Titanium)	1,8	0,7	14,0%	YES	NO	YES	YES	S-B12S010-HAAT
BMW	R 1200 R	2006 - 2010	Slip-On Line (Titanium)	3,7	3,0	55,6%	YES	NO	YES	YES	S-B12S05-HLT
BMW	R 1200 R	2011 - 2014	Slip-On Line (Titanium)	1,7	2,2	51,2%	YES	NO	YES	YES	S-B12S08-HLT
BMW	R 1200 R	2015 - 2015	Optional Header (SS)	5,9	1,3	15,9%	NO	NO	NO	NO	E-B12R6
BMW	R 1200 R	2015 - 2015	Optional Header (Titanium)	5,9	2,5	30,5%	NO	NO	NO	NO	E-B12E2
BMW	R 1200 R	2015 - 2015	Slip-On Line (Titanium)	4,0	0,5	11,1%	YES	YES	YES	YES	S-B12S014-HLGT
BMW	R 1200 RS	2015 - 2015	Optional Header (SS)	5,9	1,3	15,9%	NO	NO	NO	NO	E-B12R6
BMW	R 1200 RS	2015 - 2015	Optional Header (Titanium)	5,9	2,5	30,5%	NO	NO	NO	NO	E-B12E2



# PURE PERFORMANCE

Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
BMW	R 1200 RS	2015 - 2015	Slip-On Line (Titanium)	4,0	0,5	11,1%	YES	YES	YES	YES	S-B12S014-HLGT
BMW	R 1200 RT	2010 - 2013	Slip-On Line (Titanium)	3,2	1,7	36,2%	YES	NO	YES	YES	S-B12S06-HLT
BMW	R 1200 RT	2014 - 2015	Slip-On Line (Titanium)	3,5	2,0	38,5%	YES	NO	YES	YES	S-B12S011-HLGT
BMW	R 850 R	2002 - 2006	Slip-On Line (Titanium)	5,3	12,3	73,2%	YES	NO	YES	NO	S-B11S02-HT
BMW	R NINET	2014 - 2015	Link Pipe (Titanium)	1,1	2,8	63,6%	YES	YES	YES	YES	L-B12S05T
BMW	R NINET	2014 - 2015	Link Pipe (Titanium)	2,2	1,8	40,9%	YES	YES	YES	YES	L-B12S06T
BMW	R NINET	2014 - 2015	Optional Header (SS)	6,7	1,4	31,1%	NO	NO	NO	NO	E-B12R5
BMW	R NINET	2014 - 2015	Slip-On Line (Titanium)	2,2	2,8	63,6%	YES	YES	YES	YES	S-B12S013-HCZBL
BMW	R NINET	2014 - 2015	Slip-On Line (Titanium)	2,2	2,8	63,6%	YES	YES	YES	YES	S-B12S013-HCZT
BMW	S 1000 R	2014 - 2015	Evolution Line (Carbon)	3,5	6,8	63,0%	NO	NO	NO	NO	S-B10E3-RC
BMW	S 1000 R	2014 - 2015	Evolution Line (Titanium)	3,5	6,8	63,0%	NO	NO	NO	NO	S-B10E3-RT
BMW	S 1000 R	2014 - 2015	Muffler bracket (Carbon)								P-MBB10R1/2
BMW	S 1000 R	2014 - 2015	Optional Header (SS)	4,1	6,0	62,5%	NO	NO	NO	NO	E-B10R2
BMW	S 1000 R	2014 - 2015	Optional Header (Titanium)	4,1	7,3	76,0%	NO	NO	NO	NO	E-B10E3
BMW	S 1000 R	2014 - 2015	Racing Line (Carbon)	3,5	5,5	50,9%	NO	NO	NO	NO	S-B10R2-RC
BMW	S 1000 R	2014 - 2015	Racing Line (Titanium)	3,5	5,5	50,9%	NO	NO	NO	NO	S-B10R2-RT
BMW	S 1000 R	2014 - 2015	Slip-On Line (Titanium)	2,8	1,4	58,3%	YES	NO	YES	YES	S-B10S01-HASZ

# APPLICATION LIST



Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
BMW	S 1000 R	2014 - 2015	Slip-On Line (Titanium)	1,2	0,4	26,7%	YES	YES	YES	YES	S-B10S03-HBT
BMW	S 1000 RR	2010 - 2014	Evolution Line (Carbon)	11,2	7,6	64,4%	NO	NO	NO	NO	S-B10E1-RC
BMW	S 1000 RR	2010 - 2014	Evolution Line (Titanium)	11,2	7,6	64,4%	NO	NO	NO	NO	S-B10E1-RT
BMW	S 1000 RR	2010 - 2014	Muffler bracket (Carbon)								P-MBB10R1/2
BMW	S 1000 RR	2010 - 2014	Optional Header (SS)				NO	NO	NO	NO	E-B10R1
BMW	S 1000 RR	2010 - 2014	Optional Header (Titanium)				NO	NO	NO	NO	E-B10E2
BMW	S 1000 RR	2010 - 2014	Racing Line (Carbon)	9,1	5,2	44,1%	YES	NO	YES	NO	S-B10R1C-HRC
BMW	S 1000 RR	2010 - 2014	Racing Line (Carbon)	11,2	6,3	53,4%	NO	NO	NO	NO	S-B10R1-RC
BMW	S 1000 RR	2010 - 2014	Racing Line (Titanium)	11,2	6,3	53,4%	NO	NO	NO	NO	S-B10R1-RT
BMW	S 1000 RR	2010 - 2014	Slip-On Line (Titanium)	2,8	1,4	58,3%	YES	NO	YES	YES	S-B10S01-HASZ
BMW	S 1000 RR	2010 - 2014	Slip-On Line (Titanium)	1,2	0,4	26,7%	YES	YES	YES	YES	S-B10S03-HBT
BMW	S 1000 RR	2015 - 2015	Evolution Line (Titanium)	12,4	6,8	65,4%	NO	NO	NO	NO	S-B10E5-CZT
BMW	S 1000 RR	2015 - 2015	Optional Header (SS)	10,4	2,0	32,8%	NO	NO	NO	NO	E-B10R4
BMW	S 1000 RR	2015 - 2015	Optional Header (Titanium)	10,4	4,1	67,2%	NO	NO	NO	NO	E-B10E4
BMW	S 1000 RR	2015 - 2015	Racing Line (Titanium)	12,4	4,7	45,2%	NO	NO	NO	NO	S-B10R3-CZT
BMW	S 1000 RR	2015 - 2015	Slip-On Line (Carbon)	2,2	2,0	47,6%	YES	YES	YES	YES	S-B10S02-HRC
BMW	S 1000 RR	2015 - 2015	Slip-On Line (Titanium)	2,2	2,0	47,6%	YES	YES	YES	YES	S-B10S02-HRT



# PURE PERFORMANCE

Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
BMW	S 1000 XR	2015 - 2015	Optional Header (SS)	6,8	5,0	61,7%	NO	NO	NO	NO	E-B10R5
BMW	S 1000 XR	2015 - 2015	Optional Header (Titanium)	6,8	5,7	70,4%	NO	NO	NO	NO	E-B10E5
BMW	S 1000 XR	2015 - 2015	Slip-On Line (Titanium)	0,8	1,4	33,3%	YES	YES	YES	YES	S-B10S04-HZDFT
<b>DUCATI</b>											
Ducati	848	2008 - 2010	Slip-On Line (Carbon)	6,1	2,7	46,6%	NO	NO	NO	NO	S-D10S03-ZC
Ducati	1098 / 1098S	2007 - 2008	Slip-On Line (Carbon)	6,1	2,7	46,6%	NO	NO	NO	NO	S-D10S03-ZC
Ducati	1098R	2008 - 2009	Slip-On Line (Carbon)	2,3	2,7	46,6%	NO	NO	NO	NO	S-D10S03-ZC
Ducati	1198 / 1198S	2009 - 2011	Slip-On Line (Carbon)	4,7	2,7	46,6%	NO	NO	NO	NO	S-D10S03-ZC
Ducati	1199 Panigale	2012 - 2014	Evolution Line (Titanium)	12,8	4,8	42,5%	NO	NO	NO	NO	S-D11E1-T
Ducati	1199 Panigale	2012 - 2014	Slip-On Line (Titanium)	12,7	2,5	35,7%	NO	NO	NO	NO	S-D9S04-T
Ducati	1199 Panigale R	2013 - 2014	Evolution Line (Titanium)	12,8	4,8	42,5%	NO	NO	NO	NO	S-D11E1-T
Ducati	1199 Panigale R	2013 - 2014	Slip-On Line (Titanium)	12,7	2,5	35,7%	NO	NO	NO	NO	S-D9S04-T
Ducati	1199 Panigale S	2012 - 2014	Evolution Line (Titanium)	12,8	4,8	42,5%	NO	NO	NO	NO	S-D11E1-T
Ducati	1199 Panigale S	2012 - 2014	Slip-On Line (Titanium)	12,7	2,5	35,7%	NO	NO	NO	NO	S-D9S04-T
Ducati	848 EVO	2011 - 2014	Slip-On Line (Carbon)	3,7	2,7	46,6%	NO	NO	NO	NO	S-D10S03-ZC
Ducati	899 Panigale	2014 - 2015	Evolution Line (Titanium)	4,7	4,8	42,5%	NO	NO	NO	NO	S-D11E1-T
Ducati	899 Panigale	2014 - 2015	Slip-On Line (Titanium)	12,7	2,5	35,7%	NO	NO	NO	NO	S-D9S04-T

# APPLICATION LIST



Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Ducati	Diavel	2011 - 2015	Slip-On Line (Titanium)	4,4	1,8	25,7%	YES	NO	YES	NO	S-D12S02-HXT
Ducati	Hypermotard	2013 - 2015	Evolution Header (Titanium)	1,8	1,2	42,9%	NO	NO	NO	NO	E-D8E1
Ducati	Hypermotard	2013 - 2015	Heat shield (Carbon)		-0,1						PHSD8E2
Ducati	Hypermotard	2013 - 2015	Link pipe (SS)	1,7	1,7	40,5%	YES	YES	YES	NO	L-D8S01H
Ducati	Hypermotard	2013 - 2015	Link Pipe (Titanium)	2,0	2,4	57,1%	NO	NO	YES	NO	L-D8S02
Ducati	Hypermotard	2013 - 2015	Slip-On Line (Titanium)	2,0	2,4	57,1%	YES	YES	YES	NO	S-D8S01-HRT
Ducati	Hyperstrada	2013 - 2015	Evolution Header (Titanium)	1,8	1,2	42,9%	NO	NO	NO	NO	E-D8E1
Ducati	Hyperstrada	2013 - 2015	Heat shield (Carbon)		-0,1						PHSD8E2
Ducati	Hyperstrada	2013 - 2015	Link pipe (SS)	1,7	1,7	40,5%	YES	YES	YES	NO	L-D8S01H
Ducati	Hyperstrada	2013 - 2015	Link Pipe (Titanium)	2,0	2,4	57,1%	NO	NO	YES	NO	L-D8S02
Ducati	Hyperstrada	2013 - 2015	Slip-On Line (Titanium)	2,0	2,4	57,1%	YES	YES	YES	NO	S-D8S01-HRT
Ducati	Monster 1100/1100S	2009 - 2010	Catalytic converter Set				YES	NO	NO	NO	PKAT025/1
Ducati	Monster 1100/1100S	2009 - 2010	Slip-On Line (Carbon)	5,3	1,7	25,8%	YES*	NO	YES	NO	S-D10S07-HZC
Ducati	Monster 1200/1200S	2014 - 2015	Evolution Header (Titanium)	4,8	1,4	51,9%	NO	NO	NO	NO	E-D12E1
Ducati	Monster 1200/1200S	2014 - 2015	Heat shield (Carbon)		0,5	83,3%					PHSD12E1
Ducati	Monster 1200/1200S	2014 - 2015	Link pipe (SS)	2,5	3,2	56,1%	YES	YES	YES	NO	L-D12S01H
Ducati	Monster 1200/1200S	2014 - 2015	Link Pipe (Titanium)	2,4	3,9	68,4%	NO	NO	YES	NO	L-D12S02

Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Ducati	Monster 1200/1200S	2014 - 2015	Slip-On Line (Titanium)	2,4	3,9	68,4%	YES*	YES	YES	NO	S-D8S02-HRT
Ducati	Monster 696	2008 - 2014	Catalytic converter Set				YES	NO	NO	NO	P-KAT025/1
Ducati	Monster 696	2008 - 2014	Slip-On Line (Carbon)	5,3	1,7	25,8%	YES*	NO	YES	NO	S-D10S07-HZC
Ducati	Monster 796/795	2010 - 2014	Catalytic converter Set				YES	NO	NO	NO	P-KAT025/1
Ducati	Monster 796/795	2010 - 2014	Slip-On Line (Carbon)	5,3	1,7	25,8%	YES*	NO	YES	NO	S-D10S07-HZC
Ducati	Monster 821	2014 - 2015	Evolution Header (Titanium)	4,8	1,4	51,9%	NO	NO	NO	NO	E-D12E1
Ducati	Monster 821	2014 - 2015	Heat shield (Carbon)		0,5	83,3%					P-HSD12E1
Ducati	Monster 821	2014 - 2015	Link pipe (SS)	1,8	3,2	56,1%	YES	YES	YES	NO	L-D12S01H
Ducati	Monster 821	2014 - 2015	Link Pipe (Titanium)	2,7	3,9	68,4%	NO	NO	YES	NO	L-D12S02
Ducati	Monster 821	2014 - 2015	Slip-On Line (Titanium)	2,7	3,9	68,4%	YES*	YES	YES	NO	S-D8S02-HRT
Ducati	Multistrada 1200	2010 - 2014	Slip-On Line (Titanium)	1,0	1,0	47,6%	YES	NO	YES	YES	S-D12S01-HAPT
Ducati	Multistrada 1200 S	2010 - 2014	Slip-On Line (Titanium)	1,0	1,0	47,6%	YES	NO	YES	YES	S-D12S01-HAPT
Ducati	Streetfighter	2009 - 2011	Slip-On Line (Carbon)		3,5	53,8%	NO	NO	NO	NO	S-D10S06-ZC
Ducati	Streetfighter	2009 - 2011	Slip-On Line (Titanium)	5,0	2,8	43,1%	YES	NO	YES	NO	S-D10S06C-HZT
Ducati	Streetfighter 848	2011 - 2015	Slip-On Line (Carbon)	2,0	3,5	53,8%	NO	NO	NO	NO	S-D10S06-ZC
Ducati	Streetfighter 848	2011 - 2015	Slip-On Line (Titanium)	2,0	2,8	43,1%	YES	NO	YES	NO	S-D10S06C-HZT
Ducati	Streetfighter S	2009 - 2014	Slip-On Line (Carbon)	4,9	3,5	53,8%	NO	NO	NO	NO	S-D10S06-ZC

Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Ducati	Streetfighter S	2009 - 2014	Slip-On Line (Titanium)	5,0	2,8	43,1%	YES	NO	YES	NO	S-D10S06C-HZT
<b>HONDA</b>											
Honda	CB 1000 R	2008 - 2015	Heat shield (Carbon)								P-HSH10R3
Honda	CB 1000 R	2008 - 2015	Optional Link Pipe (SS)				NO	NO	NO	NO	L-H10S05L/1
Honda	CB 1000 R	2008 - 2015	Slip-On Line (Carbon)	5,4	4,8	65,8%	YES	NO	YES	YES	S-H10S07FHTC
Honda	CB 1000 R	2008 - 2015	Slip-On Line (Carbon)	8,1	9,0	77,6%	NO	NO	NO	NO	S-H10S07FTC
Honda	CB 1000 R	2008 - 2015	Slip-On Line (Titanium)	5,4	4,8	65,8%	YES	NO	YES	YES	S-H10S07FHTT
Honda	CB 1300	2003 - 2014	Slip-On Line (Carbon)	7,8	3,1	58,5%	NO	NO	NO	NO	S-H13S01-C
Honda	CB 400/500F	2013 - 2015	Slip-On Line (Carbon)	0,6	2,3	54,8%	YES	NO	YES	YES	S-H5S02-HRC
Honda	CB 400/500F	2013 - 2015	Slip-On Line (SS)	0,6	1,4	33,3%	YES	NO	YES	YES	S-H5S02-HRSS
Honda	CB 400/500X	2013 - 2015	Slip-On Line (Carbon)	0,6	2,3	54,8%	YES	NO	YES	YES	S-H5S02-HRC
Honda	CB 400/500X	2013 - 2015	Slip-On Line (SS)	0,6	1,4	33,3%	YES	NO	YES	YES	S-H5S02-HRSS
Honda	CB 600F HORNET	2007 - 2013	Slip-On Line (Carbon)	1,5	0,6	30,0%	YES	NO	YES	YES	S-H6S012-HZC
Honda	CB 600F HORNET	2007 - 2013	Slip-On Line (Titanium)	1,5	0,6	30,0%	YES	NO	YES	YES	S-H6S012-HZT
Honda	CB 600F HORNET	2007 - 2013	Slip-On Line (Titanium)	2,2	1,6	80,0%	NO	NO	NO	YES	SM-H6S07T
Honda	CB 900F HORNET	2002 - 2006	Slip-On Line (Titanium)				YES	NO	YES	NO	SS-H9S01-HDT
Honda	CBF 600	2008 - 2014	Slip-On Line (Titanium)	2,3	2,1	44,7%	YES	NO	YES	NO	S-H6S014-HRT



# PURE PERFORMANCE

Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Honda	CBR 1000 RR	2006 - 2007	Slip-On Line (Carbon)	2,8	2,3	53,5%	YES	NO	YES	YES	S-H10S05F-HWC
Honda	CBR 1000 RR	2008 - 2011	Racing Line (Carbon)	4,7	4,0	44,4%	NO	NO	NO	NO	S-H10R6L-TC
Honda	CBR 1000 RR	2008 - 2013	Slip-On Line (Carbon)	4,6	3,8	61,3%	NO	NO	NO	NO	S-H10S06F-TC
Honda	CBR 1000 RR	2008 - 2013	Slip-On Line (Carbon)	4,6	2,8	45,2%	YES	NO	YES	NO	S-H10S09F-HTC
Honda	CBR 1000 RR	2008 - 2013	Slip-On Line (Titanium)	4,6	3,8	61,3%	NO	NO	NO	NO	S-H10S06F-TT
Honda	CBR 1000 RR	2012 - 2015	Racing Line (Carbon)	8,7	4,0	44,4%	NO	NO	NO	NO	S-H10R7-TC
Honda	CBR 1000 RR	2012 - 2015	Racing Line (Titanium)	8,7	4,0	44,4%	NO	NO	NO	NO	S-H10R7-TT
Honda	CBR 1000 RR	2014 - 2015	Slip-On Line (Carbon)	4,4	3,3	55,9%	YES	YES	YES	NO	S-H10S014T-HTC
Honda	CBR 1000 RR	2014 - 2015	Slip-On Line (Titanium)	4,5	4,6	78,0%	NO	NO	NO	NO	S-H10S011-T
Honda	CBR 1000 RR	2014 - 2015	Slip-On Line (Titanium)	4,4	3,3	55,9%	YES	YES	YES	NO	S-H10S014T-HTT
Honda	CBR 1000 RR ABS	2009 - 2015	Racing Line (Carbon)	8,7	4,0	44,4%	NO	NO	NO	NO	S-H10R7-TC
Honda	CBR 1000 RR ABS	2009 - 2015	Racing Line (Titanium)	8,7	4,0	44,4%	NO	NO	NO	NO	S-H10R7-TT
Honda	CBR 1000 RR ABS	2009 - 2013	Slip-On Line (Carbon)	4,6	3,8	61,3%	NO	NO	NO	NO	S-H10S06F-TC
Honda	CBR 1000 RR ABS	2009 - 2013	Slip-On Line (Titanium)	4,6	2,8	45,2%	YES	NO	YES	NO	S-H10S010T-HTT
Honda	CBR 1000 RR ABS	2009 - 2013	Slip-On Line (Titanium)	4,6	3,8	61,3%	NO	NO	NO	NO	S-H10S06F-TT
Honda	CBR 1000 RR ABS	2014 - 2015	Slip-On Line (Carbon)	4,4	3,3	55,9%	YES	YES	YES	NO	S-H10S014T-HTC
Honda	CBR 1000 RR ABS	2014 - 2015	Slip-On Line (Titanium)	4,5	4,6	78,0%	NO	NO	NO	NO	S-H10S011-T

# APPLICATION LIST



Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Honda	CBR 1000 RR ABS	2014 - 2015	Slip-On Line (Titanium)	4,4	3,3	55,9%	YES	YES	YES	NO	S-H10S014T-HTT
Honda	CBR 1100 XX	2004 - 2006	Slip-On Line (Carbon)				YES	NO	YES	NO	SS-H11S02-HC
Honda	CBR 125 R	2011 - 2015	Catalytic converter				YES	NO	NO	NO	P-KAT-028
Honda	CBR 125 R	2011 - 2015	Racing Line (Carbon)	0,8	1,5	26,8%	NO	NO	NO	NO	S-H125R10-ZC
Honda	CBR 125 R	2011 - 2015	Racing Line (SS)	0,8	1,5	26,8%	YES*	NO	YES	NO	S-H125R10-HRSS
Honda	CBR 150 R	2011 - 2015	Catalytic converter				YES	NO	NO	NO	P-KAT-028
Honda	CBR 150 R	2011 - 2015	Racing Line (Carbon)	0,8	1,5	26,8%	NO	NO	NO	NO	S-H125R10-ZC
Honda	CBR 150 R	2011 - 2015	Racing Line (SS)	0,8	1,5	26,8%	YES*	NO	YES	NO	S-H125R10-HRSS
Honda	CBR 250 R	2011 - 2015	Catalytic converter				YES	NO	NO	NO	P-KAT-028
Honda	CBR 250 R	2011 - 2015	Optional Header (SS)				NO	NO	NO	NO	HH25R1/1
Honda	CBR 250 R	2011 - 2015	Slip-On Line (Carbon)	1,4	5,3	75,7%	NO	NO	NO	NO	S-H25S01-ZC
Honda	CBR 250 R	2011 - 2015	Slip-On Line (SS)	0,7	3,4	48,6%	YES	NO	YES	NO	S-H25S01-HRSS
Honda	CBR 300 R	2014 - 2015	Slip-On Line (Carbon)	1,3	3,9	66,1%	NO	NO	NO	NO	S-H3S03-RC
Honda	CBR 400/500 R	2013 - 2015	Slip-On Line (Carbon)	0,6	2,3	54,8%	YES	NO	YES	YES	S-H5S02-HRC
Honda	CBR 400/500 R	2013 - 2015	Slip-On Line (SS)	0,6	1,4	33,3%	YES	NO	YES	YES	S-H5S02-HRSS
Honda	CBR 600 F	2007 - 2013	Racing Line (Titanium)	1,5	0,6	30,0%	YES	NO	YES	YES	S-H6S012-HZT
Honda	CBR 600 F	2007 - 2013	Racing Line (Titanium)	2,2	1,6	80,0%	NO	NO	NO	YES	SM-H6S07T

Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Honda	CBR 600 F	2007 - 2013	Slip-On Line (Carbon)	1,5	0,6	30,0%	YES	NO	YES	YES	S-H6S012-HZC
Honda	CBR 600 RR	2006 - 2006	Slip-On Line (Carbon)	3,5	2,3	56,1%	YES	NO	YES	YES	S-H6S010-HWC
Honda	CBR 600 RR	2007 - 2015	Evolution Line (Titanium)	5,1	3,3	44,0%	NO	NO	NO	NO	S-H6FT9T-WT
Honda	CBR 600 RR	2007 - 2008	Racing Line (Titanium)	3,5	1,5	20,0%	NO	NO	NO	NO	S-H6R9-ACT
Honda	CBR 600 RR	2007 - 2008	Slip-On Line (Titanium)	2,2	1,2	33,3%	YES	NO	YES	YES	S-H6S011-HACT
Honda	CBR 600 RR	2009 - 2012	Slip-On Line (Titanium)	3,0	1,2	30,8%	YES	NO	YES	YES	S-H6S013-HACT
Honda	CBR 600 RR	2013 - 2015	Evolution Line (Titanium)	6,4	3,5	45,5%	NO	NO	NO	NO	S-H6E3-ACT
Honda	CBR 600 RR	2013 - 2015	Optional Header (SS)	6,4	0,3	7,7%	NO	NO	NO	NO	E-H6R8
Honda	CBR 600 RR	2013 - 2015	Slip-On Line (Titanium)	3,0	1,2	30,8%	YES	NO	YES	YES	S-H6S016-HACT
Honda	MSX 125 / Grom	2013 - 2015	Optional Header (Titanium)	0,9	3,7	72,5%	NO	NO	NO	NO	E-H125E1
Honda	MSX 125 / Grom	2013 - 2015	Slip-On Line (Carbon)	0,5	2,4	66,7%	YES	YES	YES	YES	S-H125S01-HAPC
Honda	MSX 125 / Grom	2013 - 2015	Slip-On Line (Titanium)	0,4	2,5	69,4%	NO	NO	NO	YES	S-H125S02-CUBT
Honda	NC 700/750S	2012 - 2015	Slip-On Line (Titanium)	0,7	1,7	44,7%	YES	NO	YES	YES	S-H7S01-HT
Honda	NC 700/750X	2012 - 2015	Slip-On Line (Titanium)	0,7	1,7	44,7%	YES	NO	YES	YES	S-H7S01-HT
Honda	VFR 1200F	2010 - 2015	Slip-On Line (Carbon)	5,5	2,9	50,9%	YES	NO	YES	YES	S-H12S01-HRC
Honda	VFR 1200F	2010 - 2015	Slip-On Line (Titanium)	5,5	2,9	50,9%	YES	NO	YES	YES	S-H12S01-HRT
Honda	VFR 1200F	2010 - 2015	Slip-On Line (Titanium)	5,5	2,9	50,9%	YES	NO	YES	YES	S-H12S02-HRT

Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Honda	VFR 1200X Crosstourer	2012 - 2015	Slip-On Line (Titanium)	5,9	2,4	49,0%	YES	NO	YES	YES	S-H12S03-HRT
Honda	VFR 800F	2014 - 2015	Slip-On Line (Titanium)	4,1	2,5	51,0%	YES	YES	YES	YES	S-H8S03-HRT
Honda	VFR 800X Crossrunner	2011 - 2014	Slip-On Line (Titanium)	3,7	3,6	62,1%	YES	NO	YES	YES	S-H8S02-HRT
Honda	VFR 800X Crossrunner	2015 - 2015	Slip-On Line (Titanium)	4,1	2,5	51,0%	YES	YES	YES	YES	S-H8S03-HRT
Honda	CB 650 F	2014 - 2015	Racing Line (Titanium)	4,6	4,6	46,0%	NO	NO	NO	NO	S-H6R11-AFT
Honda	CB 650 F	2014 - 2015	Racing Line (Titanium)	4,6	4,4	44,0%	YES*	YES	YES	NO	S-H6R12-HAFT
Honda	CB 650 F	2014 - 2015	Catalytic converter				YES	NO	NO	NO	P-KAT-040
Honda	CBR 650 F	2014 - 2015	Racing Line (Titanium)	4,6	4,4	44,0%	YES*	YES	YES	NO	S-H6R12-HAFT
Honda	CBR 650 F	2014 - 2015	Racing Line (Titanium)	4,6	4,6	46,0%	NO	NO	NO	NO	S-H6R11-AFT
Honda	CBR 650 F	2014 - 2015	Catalytic converter				YES	NO	NO	NO	P-KAT-040
<b>KAWASAKI</b>											
Kawasaki	1400 GTR	2008 - 2015	Slip-On Line (Titanium)	5,2	5,2	56,5%	YES	YES	YES	YES	S-K14S05-HZAAT
Kawasaki	CONCOURS 14	2008 - 2015	Slip-On Line (Titanium)	5,2	5,2	56,5%	YES	YES	YES	YES	S-K14S05-HZAAT
Kawasaki	ER-6 N/F, Ninja 650	2006 - 2008	Catalytic converter				NO	NO	NO	NO	P-KAT-009
Kawasaki	ER-6 N/F, Ninja 650	2006 - 2008	Slip-On Line (Titanium)	3,8	5,0	74,6%	YES	NO	YES	NO	SS-K6S04-HTT
Kawasaki	ER-6 N/F, Ninja 650	2009 - 2011	Slip-On Line (Titanium)	4,0	4,0	62,5%	YES	NO	YES	NO	SS-K6S05-HTT
Kawasaki	ER-6 N/F, Ninja 650	2012 - 2015	Catalytic converter				YES	NO	NO	NO	P-KAT-036



Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Kawasaki	ER-6 N/F, Ninja 650	2012 - 2015	Racing Line (Titanium)	5,1	3,9	48,8%	YES*	NO	YES	NO	S-K6R7-HT
Kawasaki	KLV 1000	2004 - 2006	Slip-On Line (Titanium)		7,5	61,0%	YES	NO	YES	NO	SS-S10S01-HT
Kawasaki	NINJA 250R	2008 - 2012	Slip-On Line (Carbon)	1,1	3,2	66,7%	NO	NO	NO	NO	S-K2S05-ZC
Kawasaki	NINJA 250R	2013 - 2015	Slip-On Line (Carbon)	0,4	2,8	63,6%	YES	YES	YES	YES	S-K3S01-HZC
Kawasaki	NINJA 250R	2013 - 2015	Slip-On Line (Titanium)	0,4	2,8	63,6%	YES	YES	YES	YES	S-K3S01-HZT
Kawasaki	NINJA 300	2013 - 2015	Slip-On Line (Carbon)	0,4	2,8	63,6%	YES	YES	YES	YES	S-K3S01-HZC
Kawasaki	NINJA 300	2013 - 2015	Slip-On Line (Titanium)	0,4	2,8	63,6%	YES	YES	YES	YES	S-K3S01-HZT
Kawasaki	NINJA H2	2015 - 2015	Slip-On Line (Carbon)	4,0	5,7	71,3%	YES	YES	YES	YES	S-K10S015-HHX2C
Kawasaki	NINJA H2	2015 - 2015	Evolution Line (Carbon)				NO	NO	NO	NO	S-K10E3-HX2C
Kawasaki	NINJA H2R	2015 - 2015	Evolution Line (Carbon)				NO	NO	NO	NO	S-K10E3-HX2C
Kawasaki	Versys 1000	2012 - 2015	Heat shield (Carbon)								PHSK10R4
Kawasaki	Versys 1000	2012 - 2015	Slip-On Line (Titanium)	4,2	3,2	64,0%	YES	YES	YES	YES	S-K10S014-HZT
Kawasaki	Versys 1000	2012 - 2015	Slip-On Line (Carbon)	4,2	3,2	64,0%	YES	YES	YES	YES	S-K10S014-HZC
Kawasaki	Versys 650	2007 - 2014	Slip-On Line (Titanium)	2,5	4,0	62,5%	YES	NO	YES	NO	SS-K6S06-HTT
Kawasaki	Z1000	2007 - 2009	Slip-On Line (Carbon)	3,0	7,0	65,4%	YES	NO	YES	NO	S-K10S03C-HZC
Kawasaki	Z1000	2010 - 2013	Optional Header (SS)				NO	NO	NO	NO	E-K10R3
Kawasaki	Z1000	2010 - 2013	Racing Line (Carbon)	16,2	9,9	66,4%	NO	NO	NO	NO	S-K10R6-ZC

Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Kawasaki	Z1000	2010 - 2013	Racing Line (Titanium)	16,2	9,9	66,4%	NO	NO	NO	NO	S-K10R6-ZT
Kawasaki	Z1000	2010 - 2013	Slip-On Line (Carbon)	7,0	4,3	56,6%	YES	NO	YES	YES	S-K10S06-HZC
Kawasaki	Z1000	2010 - 2013	Slip-On Line (Titanium)	7,0	4,3	56,6%	YES	NO	YES	YES	S-K10S06-HZT
Kawasaki	Z1000	2010 - 2013	Slip-On Line (Titanium)	7,6	6,6	86,8%	NO	NO	NO	YES	SM-K10S01T
Kawasaki	Z1000	2014 - 2015	Heat shield set (Carbon)								PHSK10R5
Kawasaki	Z1000	2014 - 2015	Optional Header (SS)	11,3	3,6	50,0%	NO	NO	NO	NO	E-K10R4
Kawasaki	Z1000	2014 - 2015	Racing Line (Carbon)	10,9	9,6	65,8%	NO	NO	NO	NO	S-K10R8-ZC
Kawasaki	Z1000	2014 - 2015	Slip-On Line (Carbon)	2,3	4,2	56,8%	YES	NO	YES	YES	S-K10S010-HZC
Kawasaki	Z1000	2014 - 2015	Slip-On Line (Titanium)	2,3	4,2	56,8%	YES	NO	YES	YES	S-K10S010-HZT
Kawasaki	Z1000	2014 - 2015	Slip-On Line (Titanium)	2,3	6,4	86,5%	NO	NO	NO	YES	SM-K10S02T
Kawasaki	Z1000SX	2010 - 2013	Optional Header (SS)				NO	NO	NO	NO	E-K10R3
Kawasaki	Z1000SX	2010 - 2013	Racing Line (Carbon)	16,2	9,9	66,4%	NO	NO	NO	NO	S-K10R6-ZC
Kawasaki	Z1000SX	2010 - 2013	Racing Line (Titanium)	16,2	9,9	66,4%	NO	NO	NO	NO	S-K10R6-ZT
Kawasaki	Z1000SX	2010 - 2013	Slip-On Line (Carbon)	7,0	4,3	56,6%	YES	NO	YES	YES	S-K10S06-HZC
Kawasaki	Z1000SX	2010 - 2013	Slip-On Line (Titanium)	7,0	4,3	56,6%	YES	NO	YES	YES	S-K10S06-HZT
Kawasaki	Z1000SX	2010 - 2013	Slip-On Line (Titanium)	7,6	6,6	86,8%	NO	NO	NO	YES	SM-K10S01T
Kawasaki	Z1000SX	2014 - 2015	Optional Header (SS)	11,3	3,6	50,0%	NO	NO	NO	NO	E-K10R4

# PURE PERFORMANCE

Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Kawasaki	Z1000SX	2014 - 2015	Racing Line (Carbon)	10,9	9,6	65,8%	NO	NO	NO	NO	S-K10R8-ZC
Kawasaki	Z1000SX	2014 - 2015	Slip-On Line (Carbon)	2,3	4,2	56,8%	YES	NO	YES	YES	S-K10S09-HZC
Kawasaki	Z1000SX	2014 - 2015	Slip-On Line (Titanium)	2,3	4,2	56,8%	YES	NO	YES	YES	S-K10S09-HZT
Kawasaki	Z1000SX	2014 - 2015	Slip-On Line (Titanium)	2,3	6,4	86,5%	NO	NO	NO	YES	SM-K10S02T
Kawasaki	Z250	2013 - 2015	Slip-On Line (Carbon)	0,4	2,8	63,6%	YES	YES	YES	YES	S-K3S01-HZC
Kawasaki	Z250	2013 - 2015	Slip-On Line (Titanium)	0,4	2,8	63,6%	YES	YES	YES	YES	S-K3S01-HZT
Kawasaki	Z300	2015 - 2015	Slip-On Line (Carbon)	0,4	2,8	63,6%	YES	YES	YES	YES	S-K3S01-HZC
Kawasaki	Z300	2015 - 2015	Slip-On Line (Titanium)	0,4	2,8	63,6%	YES	YES	YES	YES	S-K3S01-HZT
Kawasaki	Z750 / Z750R	2004 - 2006	Slip-On Line (Carbon)				YES	NO	YES	NO	SS-K7S01-HC
Kawasaki	Z750 / Z750R	2004 - 2006	Slip-On Line (Titanium)				YES	NO	YES	NO	SS-K7S01-HT
Kawasaki	Z750 / Z750R	2007 - 2012	Slip-On Line (Carbon)	2,5	3,1	51,7%	NO	NO	NO	NO	S-K7S02-ZC
Kawasaki	Z750 / Z750R	2007 - 2012	Slip-On Line (Titanium)	2,5	3,1	51,7%	YES	NO	YES	NO	S-K7S04-HZT
Kawasaki	Z800	2013 - 2015	Optional Header (SS)	13,5	1,7	35,4%	NO	NO	NO	NO	E-K8R1
Kawasaki	Z800	2013 - 2015	Slip-On Line (Carbon)	3,8	4,8	63,2%	YES	NO	YES	YES	S-K8S02-HRC
Kawasaki	Z800	2013 - 2015	Slip-On Line (Titanium)	3,8	4,8	63,2%	YES	NO	YES	YES	S-K8S02-HRT
Kawasaki	Z800 e version	2013 - 2015	Slip-On Line (Carbon)	4,8	4,6	64,8%	YES	NO	YES	YES	S-K8S01-HRC
Kawasaki	Z800 e version	2013 - 2015	Slip-On Line (Titanium)	4,8	4,6	64,8%	YES	NO	YES	YES	S-K8S01-HRT

# APPLICATION LIST



Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Kawasaki	ZX-10R	2004 - 2005	Slip-On Line (Carbon)				YES	NO	YES	NO	S-K10S02-HZC
Kawasaki	ZX-10R	2006 - 2007	Slip-On Line (Carbon)	4,0	0,8	19,5%	YES	NO	YES	YES	S-K10B01-HZC
Kawasaki	ZX-10R	2008 - 2010	Optional Link Pipe (SS)	7,7	3,5	58,7%	NO	NO	NO	NO	L-K10S04/1
Kawasaki	ZX-10R	2008 - 2010	Slip-On Line (Carbon)	4,6	1,8	48,6%	YES	NO	YES	YES	S-K10S04-HZC
Kawasaki	ZX-10R	2008 - 2010	Slip-On Line (Carbon)	4,6	2,0	54,1%	NO	NO	NO	YES	S-K10S04-ZC
Kawasaki	ZX-10R	2011 - 2015	Evolution Line (Carbon)	8,9	4,9	55,7%	NO	NO	NO	NO	S-K10E2-ZC
Kawasaki	ZX-10R	2011 - 2015	Muffler bracket (Carbon)								P-MBK10R3/A1
Kawasaki	ZX-10R	2011 - 2015	Optional Link Pipe (Titanium)	5,8	5,3	77,9%	NO	NO	NO	NO	L-K10S05/1
Kawasaki	ZX-10R	2011 - 2015	Slip-On Line (Titanium)	8,4	4,7	69,1%	NO	NO	NO	NO	S-K10S013-ZT
Kawasaki	ZX-10R	2011 - 2015	Slip-On Line (Titanium)	1,7	1,2	50,0%	YES	NO	YES	YES	S-K10S07F-HASZ
Kawasaki	ZX-6R	2005 - 2006	Slip-On Line (Titanium)				YES	NO	YES	NO	SS-K6S03-HNT
Kawasaki	ZX-6R	2007 - 2008	Slip-On Line (Titanium)	3,0			YES	NO	YES	NO	S-K6S05-HACT
Kawasaki	ZX-6R	2009 - 2015	Evolution Line (Titanium)	7,8	7,5	67,0%	NO	NO	NO	NO	S-K6RFT6T-XT
Kawasaki	ZX-6R	2009 - 2015	Optional Link Pipe (SS)	3,3	4,6	65,7%	NO	NO	NO	NO	L-K6S08/1
Kawasaki	ZX-6R	2009 - 2015	Racing Line (Carbon)	7,8	6,3	56,3%	NO	NO	NO	NO	S-K6R6-ZC
Kawasaki	ZX-6R	2009 - 2015	Racing Line (Titanium)	7,8	6,3	56,3%	NO	NO	NO	NO	S-K6R6-ZT
Kawasaki	ZX-6R	2009 - 2015	Slip-On Line (Carbon)	2,9	2,5	56,8%	YES	NO	YES	YES	S-K6S06-HZC



# PURE PERFORMANCE

Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Kawasaki	ZX-6R	2009 - 2015	Slip-On Line (Carbon)	2,4	2,5	56,8%	NO	NO	NO	YES	S-K6S06-ZC
Kawasaki	ZX-6R	2009 - 2015	Slip-On Line (Titanium)	2,4	2,5	56,8%	NO	NO	NO	YES	S-K6S06-ZT
Kawasaki	ZX-6R 636	2013 - 2015	Evolution Line (Titanium)	7,8	7,5	67,0%	NO	NO	NO	NO	S-K6RFT6T-XT
Kawasaki	ZX-6R 636	2013 - 2015	Optional Link Pipe (SS)	3,3	4,6	65,7%	NO	NO	NO	NO	L-K6S08/1
Kawasaki	ZX-6R 636	2013 - 2015	Racing Line (Carbon)	7,8	6,3	56,3%	NO	NO	NO	NO	S-K6R6-ZC
Kawasaki	ZX-6R 636	2013 - 2015	Racing Line (Titanium)	7,8	6,3	56,3%	NO	NO	NO	NO	S-K6R6-ZT
Kawasaki	ZX-6R 636	2013 - 2015	Slip-On Line (Carbon)	2,9	2,5	56,8%	YES	NO	YES	YES	S-K6S06-HZC
Kawasaki	ZX-6R 636	2013 - 2015	Slip-On Line (Carbon)	2,4	2,5	56,8%	NO	NO	NO	YES	S-K6S06-ZC
Kawasaki	ZX-6R 636	2013 - 2015	Slip-On Line (Titanium)	2,4	2,5	56,8%	NO	NO	NO	YES	S-K6S06-ZT
Kawasaki	ZZR 1400, ZX14R	2008 - 2011	Racing Line (Carbon)	10,2	8,6	49,7%	NO	NO	NO	NO	S-K14R2-RC
Kawasaki	ZZR 1400, ZX14R	2008 - 2011	Slip-On Line (Carbon)	5,3	6,5	50,0%	NO	NO	NO	NO	S-K14S02-RC
Kawasaki	ZZR 1400, ZX14R	2012 - 2015	Catalytic converter Set				YES	NO	NO	NO	P-KAT-035
Kawasaki	ZZR 1400, ZX14R	2012 - 2015	Optional Header (SS)				NO	NO	NO	NO	E-K14R1
Kawasaki	ZZR 1400, ZX14R	2012 - 2015	Racing Line (Titanium)	6,6	6,8	36,4%	NO	NO	NO	NO	E-K14R1
Kawasaki	ZZR 1400, ZX14R	2012 - 2015	Slip-On Line (Titanium)	4,1	5,7	39,6%	YES	NO	YES	NO	S-K14S04-HZAAT
<b>STAR MOTORCYCLES</b>											
Star Motorcycles	Bolt	2013 - 2015	Slip-On Line (SS)	3,3	1,6	28,6%	YES	NO	YES	NO	SY9S03-HBBOSSBL/1

# APPLICATION LIST



Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Star Motorcycles	VMAX	2009 - 2015	Optional Collector (Titanium)				NO	NO	NO	NO	C-Y17S01T/1
Star Motorcycles	VMAX	2009 - 2015	Optional Noise Damper Set								VTUV104SET
Star Motorcycles	VMAX	2009 - 2015	Slip-On Line (Titanium)	2,4	1,2	23,5%	YES	NO	YES	YES	S-Y17S01-HBAV
<b>SUZUKI</b>											
Suzuki	Gladius	2009 - 2015	Slip-On Line (Carbon)	1,4	2,6	60,5%	YES	NO	YES	YES	S-S6S07-HZC
Suzuki	GSF 1250 BANDIT	2007 - 2015	Slip-On Line (Carbon)	6,0	4,3	66,2%	YES	NO	YES	YES	S-S12S03-HRC
Suzuki	GSF 1250 BANDIT	2007 - 2015	Slip-On Line (Titanium)	6,0	4,3	66,2%	YES	NO	YES	YES	S-S12S03-HRT
Suzuki	GSF 650 BANDIT	2007 - 2008	Slip-On Line (Carbon)	6,0	4,3	66,2%	YES	NO	YES	YES	S-S12S03-HRC
Suzuki	GSF 650 BANDIT	2007 - 2008	Slip-On Line (Titanium)	6,0	4,3	66,2%	YES	NO	YES	YES	S-S12S03-HRT
Suzuki	GSF 650 BANDIT	2009 - 2015	Slip-On Line (Titanium)	8,8	4,0	61,5%	YES	NO	YES	YES	S-S12S04-HRT
Suzuki	GSR 600	2006 - 2011	Slip-On Line (Titanium)	1,6	1,6	29,1%	YES	NO	YES	YES	SS-S6S07-HHAH
Suzuki	GSR 750	2011 - 2015	Slip-On Line (Carbon)	2,1	2,5	55,6%	YES	NO	YES	YES	S-S7S01-HRC
Suzuki	GSR 750	2011 - 2015	Slip-On Line (Titanium)	2,2	4,0	88,9%	NO	NO	NO	YES	SM-S7S01T
Suzuki	GSR 750	2011 - 2015	Slip-On Line (Titanium)	2,1	2,5	55,6%	YES	NO	YES	YES	S-S7S01-HRT
Suzuki	GSX 1250 FA	2010 - 2015	Slip-On Line (Titanium)	8,8	4,0	61,5%	YES	NO	YES	YES	S-S12S04-HRT
Suzuki	GSX 650 F	2008 - 2015	Slip-On Line (Carbon)	6,0	4,3	66,2%	YES	NO	YES	YES	S-S12S03-HRC
Suzuki	GSX 650 F	2008 - 2015	Slip-On Line (Titanium)	6,0	4,3	66,2%	YES	NO	YES	YES	S-S12S03-HRT

Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Suzuki	GSX-R 1000	2005 - 2006	Slip-On Line (Carbon)	6,9	2,7	55,1%	YES	NO	YES	NO	S-S10S02-HZC
Suzuki	GSX-R 1000	2007 - 2008	Muffler bracket (Carbon)								P-MBS10R4/A1
Suzuki	GSX-R 1000	2007 - 2008	Optional Link Pipe (SS)				NO	NO	NO	NO	L-S10S03/1
Suzuki	GSX-R 1000	2007 - 2008	Slip-On Line (Carbon)	3,3	2,6	40,0%	YES	NO	YES	YES	S-S10S03-HZC
Suzuki	GSX-R 1000	2007 - 2008	Slip-On Line (Carbon)	6,9	3,9	60,0%	NO	NO	NO	YES	S-S10S04-RC
Suzuki	GSX-R 1000	2009 - 2011	Muffler bracket right (Carbon)								P-MBS10R5R
Suzuki	GSX-R 1000	2009 - 2011	Optional Collector (SS)				NO	NO	NO	NO	C-S10S01
Suzuki	GSX-R 1000	2009 - 2011	Racing Line (Carbon)	10,8	7,4	58,3%	NO	NO	NO	NO	S-S10R9-RC
Suzuki	GSX-R 1000	2009 - 2011	Slip-On Line (Carbon)	4,3	4,0	66,7%	NO	NO	NO	YES	S-S10S05-RC
Suzuki	GSX-R 1000	2009 - 2011	Slip-On Line (Carbon)	4,3	4,0	66,7%	NO	NO	NO	YES	S-S10S05-RC/1
Suzuki	GSX-R 1000	2009 - 2011	Slip-On Line (Carbon)	4,3	2,9	48,3%	YES	NO	YES	YES	S-S10S06-HZC
Suzuki	GSX-R 1000	2009 - 2011	Slip-On Line (Titanium)	2,8	4,8	80,0%	NO	NO	NO	YES	SM-S10S01T
Suzuki	GSX-R 1000	2012 - 2015	Evolution Line (Carbon)	15,7	3,9	48,8%	NO	NO	NO	NO	S-S10E2-RC
Suzuki	GSX-R 1000	2012 - 2015	Racing Line (Carbon)	15,7	2,6	32,5%	NO	NO	NO	NO	S-S10R10-RC
Suzuki	GSX-R 1000	2012 - 2015	Slip-On Line (Carbon)	6,2	1,0	40,0%	YES	NO	YES	YES	S-S10S08-HRC
Suzuki	GSX-R 1000	2012 - 2015	Slip-On Line (Titanium)	6,2	1,0	40,0%	YES	NO	YES	YES	S-S10S08-HRT
Suzuki	GSX-R 1300 Hayabusa	2008 - 2015	Racing Line (Carbon)	12,1	15,9	74,0%	NO	NO	NO	NO	S-S13R2-RC

Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Suzuki	GSX-R 1300 Hayabusa	2008 - 2015	Slip-On Line (Carbon)	4,2	9,8	67,6%	YES	NO	YES	YES	S-S13S02-HRC
Suzuki	GSX-R 600	2006 - 2007	Racing Line (Carbon)				YES	NO	YES	YES	S-S6S03-HZC
Suzuki	GSX-R 600	2006 - 2007	Racing Line (Carbon)				NO	NO	NO	YES	S-S6S05-TC
Suzuki	GSX-R 600	2006 - 2007	Slip-On Line (Titanium)				NO	NO	NO	YES	S-S6S05-TT
Suzuki	GSX-R 600	2008 - 2010	Racing Line (Carbon)	5,8	6,1	59,2%	NO	NO	NO	NO	S-S6R8-TC
Suzuki	GSX-R 600	2008 - 2010	Racing Line (Carbon)	4,6	1,2	41,4%	YES	NO	YES	YES	S-S6S06-HZC
Suzuki	GSX-R 600	2008 - 2010	Slip-On Line (Titanium)	4,6	2,3	81,5%	NO	NO	NO	YES	SM-S6S01T
Suzuki	GSX-R 600	2011 - 2015	Racing Line (Carbon)	7,4	4,7	50,0%	NO	NO	NO	NO	S-S6R8-ZC
Suzuki	GSX-R 600	2011 - 2015	Racing Line (Titanium)	7,4	4,7	50,0%	NO	NO	NO	NO	S-S6R8-ZT
Suzuki	GSX-R 600	2011 - 2015	Slip-On Line (Carbon)	2,5	1,0	40,0%	YES	NO	YES	YES	S-S6S08-HZC
Suzuki	GSX-R 600	2011 - 2015	Slip-On Line (Titanium)	2,8	2,0	80,0%	NO	NO	NO	YES	SM-S6S02T
Suzuki	GSX-R 600	2011 - 2015	Slip-On Line (Titanium)	2,5	1,0	40,0%	YES	NO	YES	YES	S-S6S08-HZT
Suzuki	GSX-R 750	2006 - 2007	Slip-On Line (Carbon)				YES	NO	YES	YES	S-S6S03-HZC
Suzuki	GSX-R 750	2006 - 2007	Slip-On Line (Carbon)				NO	NO	NO	YES	S-S6S05-TC
Suzuki	GSX-R 750	2006 - 2007	Slip-On Line (Titanium)				NO	NO	NO	YES	S-S6S05-TT
Suzuki	GSX-R 750	2008 - 2010	Racing Line (Carbon)	9,1	6,1	59,2%	NO	NO	NO	NO	S-S7R8-TC
Suzuki	GSX-R 750	2008 - 2010	Slip-On Line (Carbon)	4,6	1,2	41,4%	YES	NO	YES	YES	S-S6S06-HZC



Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Suzuki	GSX-R 750	2008 - 2010	Slip-On Line (Titanium)	4,6	2,3	81,5%	NO	NO	NO	YES	SM-S6S01T
Suzuki	GSX-R 750	2011 - 2015	Slip-On Line (Carbon)	7,4	4,7	50,0%	NO	NO	NO	NO	S-S6R8-ZC
Suzuki	GSX-R 750	2011 - 2015	Slip-On Line (Carbon)	2,5	1,0	40,0%	YES	NO	YES	YES	S-S6S08-HZC
Suzuki	GSX-R 750	2011 - 2015	Slip-On Line (Titanium)	2,8	2,0	80,0%	NO	NO	NO	YES	SM-S6S02T
Suzuki	GSX-R 750	2011 - 2015	Slip-On Line (Titanium)	7,4	4,7	50,0%	NO	NO	NO	NO	S-S6R8-ZT
Suzuki	GSX-R 750	2011 - 2015	Slip-On Line (Titanium)	2,5	1,0	40,0%	YES	NO	YES	YES	S-S6S08-HZT
Suzuki	GSX-S750	2015 - 2015	Slip-On Line (Carbon)	2,1	2,5	55,6%	YES	NO	YES	YES	S-S7S01-HRC
Suzuki	GSX-S750	2015 - 2015	Slip-On Line (Titanium)	2,2	4,0	88,9%	NO	NO	NO	YES	SM-S7S01T
Suzuki	GSX-S750	2015 - 2015	Slip-On Line (Titanium)	2,1	2,5	55,6%	YES	NO	YES	YES	S-S7S01-HRT
Suzuki	V-Strom 1000	2002 - 2009	Slip-On Line (Titanium)		7,5	61,0%	YES	NO	YES	NO	SS-S10S01-HT
Suzuki	V-Strom 1000	2014 - 2015	Slip-On Line (Titanium)	1,6	1,6	29,1%	YES	YES	YES	YES	S-S10S09-HAFT
Suzuki	V-Strom 650	2004 - 2015	Slip-On Line (Carbon)	2,4	5,2	60,5%	NO	NO	NO	NO	S-S6S03-RC
<b>TRIUMPH</b>											
Triumph	Daytona 675	2006 - 2008	Slip-On Line (Titanium)	3,6	1,9	35,8%	YES	NO	YES	YES	ST675S03-HACT
Triumph	Daytona 675	2009 - 2012	Optional Header (SS)	5,1	2,9	32,7%	NO	NO	NO	NO	ET675R1
Triumph	Daytona 675	2009 - 2012	Slip-On Line (Titanium)	3,6	1,9	35,8%	YES	NO	YES	YES	ST675S03-HACT
Triumph	Daytona 675R	2011 - 2012	Optional Header (SS)	5,1	2,9	32,7%	NO	NO	NO	NO	ET675R1

Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Triumph	Daytona 675R	2011 - 2012	Slip-On Line (Titanium)	3,6	1,9	35,8%	YES	NO	YES	YES	ST675S03-HACT
Triumph	Speed Triple 1050	2011 - 2015	Heat shield (Carbon)								PHST10CA
Triumph	Speed Triple 1050	2011 - 2015	Slip-On Line (Carbon)	5,5	4,3	51,2%	YES	NO	YES	YES	ST10S01-HRC
Triumph	Speed Triple R 1050	2012 - 2015	Heat shield (Carbon)								PHST10CA
Triumph	Speed Triple R 1050	2012 - 2015	Slip-On Line (Carbon)	5,5	4,3	51,2%	YES	NO	YES	YES	ST10S01-HRC
Triumph	Street Triple	2008 - 2012	Slip-On Line (Carbon)	3,6	3,7	52,1%	YES	NO	YES	YES	STST675S01-HZC
Triumph	Street Triple R	2009 - 2012	Slip-On Line (Carbon)	3,6	3,7	52,1%	YES	NO	YES	YES	STST675S01-HZC
Triumph	Tiger 800/800XC	2011 - 2014	Slip-On Line (Titanium)	4,9	0,9	23,7%	YES	NO	YES	YES	ST800S01-HZAAT
<b>YAMAHA</b>											
Yamaha	FJ-09	2015 - 2015	Catalytic converter				YES	NO	NO	NO	P-KAT-028
Yamaha	FJ-09	2015 - 2015	Racing Line (Carbon)	6,9	3,8	45,2%	NO	NO	NO	NO	S-Y9R2-AFC
Yamaha	FJ-09	2015 - 2015	Racing Line (Titanium)	5,4	2,4	28,6%	YES*	NO	YES	NO	S-Y9R3-HAFT
Yamaha	FJR 1300	2001 - 2015	Catalytic converter Set				YES	NO	NO	NO	P-KAT-035
Yamaha	FJR 1300	2001 - 2015	Slip-On Line (Titanium)	3,7	3,6	43,4%	YES*	NO	YES	NO	S-Y13S01-HT
Yamaha	FZ 1 FAZER	2006 - 2015	Catalytic converter				YES	NO	NO	NO	P-KAT-006/1
Yamaha	FZ 1 FAZER	2006 - 2015	Catalytic converter				YES	NO	NO	NO	P-KAT-008/3
Yamaha	FZ 1 FAZER	2006 - 2015	Racing Line (Carbon)	10,2	5,7	51,4%	YES	NO	YES	NO	S-Y10R8-HRC

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Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Yamaha	FZ 1 FAZER	2006 - 2015	Slip-On Line (Carbon)				YES	NO	YES	NO	SY10S07-HRC
Yamaha	FZ 1 FAZER	2006 - 2015	Slip-On Line (Titanium)				YES	NO	YES	NO	SY10S07-HRT
Yamaha	FZ 6 S2, FZ 6 FAZER S2	2004 - 2009	Slip-On Line (Titanium)	2,7	3,2	52,5%	YES	NO	YES	YES	SS-Y6S04-HET
Yamaha	FZ 6, FZ6 FAZER	2004 - 2009	Slip-On Line (Titanium)	2,7	3,2	52,5%	YES	NO	YES	YES	SS-Y6S04-HET
Yamaha	FZ 8, FZ8 FAZER	2010 - 2015	Optional Header (SS)	7,5	5,2	53,6%	NO	NO	NO	NO	E-Y8R2
Yamaha	FZ 8, FZ8 FAZER	2010 - 2015	Slip-On Line (Carbon)	3,8	3,2	61,5%	YES	NO	YES	YES	SY8S01-HRC
Yamaha	FZ 8, FZ8 FAZER	2010 - 2015	Slip-On Line (Titanium)	3,8	3,2	61,5%	YES	NO	YES	YES	SY8S01-HRT
Yamaha	FZ-07	2014 - 2015	Catalytic converter				YES	NO	NO	NO	P-KAT-028
Yamaha	FZ-07	2014 - 2015	Racing Line (Carbon)	2,6	3,0	41,7%	NO	NO	NO	NO	SY7R2-AFC
Yamaha	FZ-07	2014 - 2015	Racing Line (Titanium)	2,7	1,6	22,2%	YES*	YES	YES	NO	SY7R1-HAFT
Yamaha	FZ-09	2014 - 2015	Catalytic converter				YES	NO	NO	NO	P-KAT-028
Yamaha	FZ-09	2014 - 2015	Racing Line (Carbon)	6,9	3,8	45,2%	NO	NO	NO	NO	SY9R2-AFC
Yamaha	FZ-09	2014 - 2015	Racing Line (Titanium)	5,4	2,4	28,6%	YES*	NO	YES	NO	SY9R3-HAFT
Yamaha	MT-07	2014 - 2015	Catalytic converter				YES	NO	NO	NO	P-KAT-028
Yamaha	MT-07	2014 - 2015	Racing Line (Carbon)	2,6	3,0	41,7%	NO	NO	NO	NO	SY7R2-AFC
Yamaha	MT-07	2014 - 2015	Racing Line (Titanium)	2,7	1,6	22,2%	YES*	YES	YES	NO	SY7R1-HAFT
Yamaha	MT-09	2014 - 2015	Catalytic converter				YES	NO	NO	NO	P-KAT-028

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Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Yamaha	MT-09	2014 - 2015	Racing Line (Carbon)	6,9	3,8	45,2%	NO	NO	NO	NO	SY9R2-AFC
Yamaha	MT-09	2014 - 2015	Racing Line (Titanium)	5,4	2,4	28,6%	YES*	NO	YES	NO	SY9R3-HAFT
Yamaha	MT-125	2014 - 2015	Racing Line (Titanium)	0,3	2,5	48,1%	YES*	YES	YES	NO	SY125R2-HRT
Yamaha	MT-125	2014 - 2015	Catalytic converter				YES	NO	NO	NO	P-KAT-038
Yamaha	VMAX	2009 - 2015	Optional Collector (Titanium)				NO	NO	NO	NO	C-Y17S01T/1
Yamaha	VMAX	2009 - 2015	Optional Noise Damper Set								V-TUV104SET
Yamaha	VMAX	2009 - 2015	Slip-On Line (Titanium)	2,4	1,2	23,5%	YES	NO	YES	YES	SY17S01-HBAV
Yamaha	XJR 1300	2007 - 2015	Slip-On Line (Titanium)	9,0	1,9	33,3%	YES	NO	YES	NO	SY13S02-HBBOT
Yamaha	XT 660 X/R	2004 - 2015	Slip-On Line (Titanium)	2,5	6,2	55,9%	YES	NO	YES	YES	SS-Y6S05-HDT
Yamaha	XT1200Z	2010 - 2015	Slip-On Line (Titanium)	3,4	2,0	34,5%	YES	NO	YES	YES	SY12S01-HAAT
Yamaha	XV950/XV950R	2013 - 2015	Slip-On Line (SS)	3,3	1,6	28,6%	YES	NO	YES	NO	SY9S03-HBBOSSBL/1
Yamaha	YZF-R1	2004 - 2006	Optional Link Pipe (SS)		0,8	57,1%	NO	NO	NO	NO	LY10S06
Yamaha	YZF-R1	2004 - 2006	Slip-On Line (Carbon)	4,0	0,9	22,0%	YES	NO	YES	YES	SY10S06-HDTC/1
Yamaha	YZF-R1	2007 - 2008	Optional Link Pipe (SS)				NO	NO	NO	NO	LY10S08
Yamaha	YZF-R1	2007 - 2008	Slip-On Line (Carbon)	6,6	1,4	31,1%	YES	NO	YES	YES	SY10S08-HDTC
Yamaha	YZF-R1	2009 - 2014	Evolution Line (Carbon)	7,8	4,1	41,0%	NO	NO	NO	NO	SY10RFT10TL-ZC
Yamaha	YZF-R1	2009 - 2014	Evolution Line KIT (Carbon)	7,8	4,1	41,0%	NO	NO	NO	NO	SY10RFT10-ZC/2



# PURE PERFORMANCE

Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Yamaha	YZF-R1	2009 - 2014	Optional Link Pipe (Titanium)	5,1	4,1	50,6%	NO	NO	NO	NO	LY10S09L
Yamaha	YZF-R1	2009 - 2014	Racing Line (Carbon)	7,8	2,6	26,0%	NO	NO	NO	NO	SY10R11-ZC
Yamaha	YZF-R1	2009 - 2014	Slip-On Line (Carbon)	2,4	1,5	31,3%	YES	NO	YES	YES	SY10S010-HZC
Yamaha	YZF-R1	2009 - 2014	Slip-On Line (Carbon)	2,4	1,5	31,3%	NO	NO	NO	YES	SY10S09-ZC
Yamaha	YZF-R1	2009 - 2014	Slip-On Line (Titanium)	2,4	1,5	31,3%	YES	NO	YES	YES	SY10S010-HZT
Yamaha	YZF-R1	2009 - 2014	Slip-On Line (Titanium)	2,4	1,5	31,3%	NO	NO	NO	YES	SY10S09-ZT
Yamaha	YZF-R1	2015 - 2015	Evolution Line (Carbon)	3,6	5,2	52,0%	NO	NO	NO	NO	SY10E2-HX2C
Yamaha	YZF-R1	2015 - 2015	Optional Link Pipe/Collector (Titanium)				NO	NO	NO	NO	LY10S011T
Yamaha	YZF-R1	2015 - 2015	Optional Link Pipe/Collector (Titanium)				NO	NO	NO	NO	LY10S012T
Yamaha	YZF-R1	2015 - 2015	Racing Line (Carbon)	3,6	3,6	36,0%	NO	NO	NO	NO	SY10R12-HX2C
Yamaha	YZF-R1	2015 - 2015	Slip-On Line (Carbon)				YES	YES	YES	YES	SY10S013-HHX2C
Yamaha	YZF-R1	2015 - 2015	Slip-On Line (Titanium)	1,0	0,5	27,8%	YES	YES	YES	YES	SY10S011-HAP
Yamaha	YZF-R125	2008 - 2013	Racing Line (Carbon)	0,6	3,3	60,0%	NO	NO	NO	NO	SY125R1-ZC
Yamaha	YZF-R125	2008 - 2013	Racing Line (Titanium)	0,6	3,3	60,0%	NO	NO	NO	NO	SY125R1-ZT
Yamaha	YZF-R125	2014 - 2015	Racing Line (Titanium)	0,3	2,5	48,1%	YES	YES	YES	NO	SY125R2-HRT
Yamaha	YZF-R25	2014 - 2015	Racing Line (SS)	1,2	5,0	61,0%	NO	NO	NO	NO	SY2R1-CUBSS
Yamaha	YZF-R25	2014 - 2015	Slip-On Line (Carbon)	1,0	1,4	48,3%	YES	YES	YES	YES	SY2S012-HAPC

# APPLICATION LIST



Brand	Model	Model year	Configuration	+ HP	- Kg	Weight reduction	EC	ECE	EPA	CARB	Part number
Yamaha	YZF-R25	2014 - 2015	Slip-On Line (SS)	0,5	1,9	67,9%	NO	NO	NO	YES	SY2S011-AHCSS
Yamaha	YZF-R3	2015 - 2015	Racing Line (SS)	1,2	5,0	61,0%	NO	NO	NO	NO	SY2R1-CUBSS
Yamaha	YZF-R3	2015 - 2015	Slip-On Line (Carbon)	1,0	1,4	48,3%	YES	YES	YES	YES	SY2S012-HAPC
Yamaha	YZF-R3	2015 - 2015	Slip-On Line (SS)	0,5	1,9	67,9%	NO	NO	NO	YES	SY2S011-AHCSS
Yamaha	YZF-R6	2003 - 2005	Slip-On Line (Carbon)	1,6	1,7	45,9%	YES	NO	YES	NO	SY6S03-HZC
Yamaha	YZF-R6	2006 - 2015	Noise damper				NO	NO	NO	NO	VTUV158
Yamaha	YZF-R6	2006 - 2015	Slip-On Line (Titanium)	1,2	1,6	80,0%	NO	NO	NO	YES	SM-Y6S06T
Yamaha	YZF-R6	2006 - 2015	Slip-On Line (Titanium)	1,2	1,2	57,1%	NO	NO	NO	YES	SY6S010-AHBT
Yamaha	YZF-R6	2006 - 2007	Slip-On Line (Titanium)	2,2	0,7	38,9%	YES	NO	YES	YES	SY6S06-HTT
Yamaha	YZF-R6	2008 - 2015	Evolution Line (Titanium)	6,4	6,7	67,0%	NO	NO	NO	NO	SY6RFT7TL-ZT
Yamaha	YZF-R6	2008 - 2009	Racing Line (Carbon)	5,0	5,6	56,0%	NO	NO	NO	NO	SY6R7-ZC
Yamaha	YZF-R6	2008 - 2009	Racing Line (Titanium)	5,0	5,6	56,0%	NO	NO	NO	NO	SY6R7-ZT
Yamaha	YZF-R6	2008 - 2009	Slip-On Line (Carbon)	2,6	0,7	36,8%	YES	NO	YES	YES	SY6S07-HZC
Yamaha	YZF-R6	2008 - 2009	Slip-On Line (Titanium)	2,6	0,7	36,8%	YES	NO	YES	YES	SY6S07-HZT
Yamaha	YZF-R6	2010 - 2015	Racing Line (Carbon)	5,0	5,6	56,0%	NO	NO	NO	NO	SY6R7-ZC
Yamaha	YZF-R6	2010 - 2015	Racing Line (Titanium)	5,0	5,6	56,0%	NO	NO	NO	NO	SY6R7-ZT
Yamaha	YZF-R6	2010 - 2015	Slip-On Line (Titanium)	1,2	1,0	50,0%	NO	NO	NO	YES	SY6S09-ASZ
Yamaha	YZF-R6	2010 - 2015	Slip-On Line (Titanium)	1,2	0,7	35,0%	YES	NO	YES	YES	SY6S09-HASZ

\*EC type-approval is valid only when optional catalytic converter is installed.

# OTHER AKRAPOVIC PRODUCTS

## SCOOTER



## OFFROAD



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SCOOTER



OFFROAD



CUSTOM



CAR





# AKRAPOVIČ

LIFESTYLE MAGAZINE

>>

BMW M8 GTE FOR THE ENDURANCE RACES

**LIGHTWEIGHT, PERFORMANCE, RELIABILITY  
AND EFFICIENCY**

René Rast - DTM Champion

**MY ADVANTAGE?  
STUDYING OTHER DRIVERS**

Jonathan Rea, three-time WorldSBK Champion

**"I'D GLADLY EXCHANGE THREE SUPERBIKE  
FOR THREE MOTOCROSS TITLES"**

Sky Racing Team VR46

**SKY IS THE LIMIT**

72 hours on the bike: Paris - Toulouse - Valencia - Chiasso

**NEVER, EVER, GIVE UP**

PLUS

**A column by Toby Moody**

AKRAPOVIČ

AKRAPOVIČ





You don't need to sacrifice

# family cruising

when choosing your next winning machine.

The Elan E Line yachts deliver uncompromised sailing performance, combined with abundant comfort and shorthanded solutions. It is based on Elan's signature performance oriented boatbuilding heritage, while ensuring impeccable cruising capabilities both on deck and below.

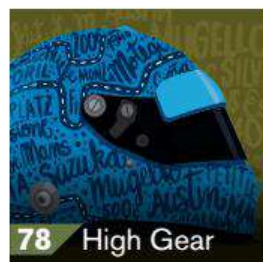
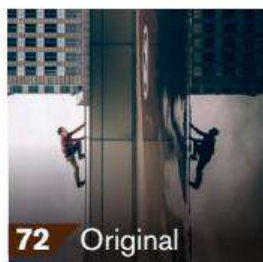
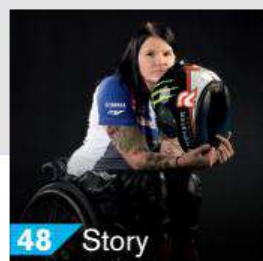
**elan** *E Line*

uncompromising in every sense  
since 1949









//Si

*NOTE All the longer articles in the Akrapovič magazine include a text that will be marked with the //Si sign and placed in a special frame. The Akrapovič company is based in Slovenia and this is why we decided to keep this part of the text in Slovenian as well.*

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photography Bor Dobrin



04

05

## DIGITAL OR ANALOGUE?

I have been, alongside co-workers and outside partners, involved in creating the Akrapovič Lifestyle Magazine, the company's window to the world of media, since its first issue. It gives me great pleasure, a bout of nostalgia, but mainly a surge of pride to remember how all of us, including owner Igor and his wife Slavojka, impatiently waited for the reaction on the scene in Milan in the Autumn of 2007 when the first issue came out. This was a new channel in the media activities of the ever-expanding company.

It was also a way to emphasize the company's growth as well as enthusiasm for everything interesting that surrounds us – not just the technology. This is why we used the adjective lifestyle. The magazine, rich in images and content, has had a distinctive design from the very start. It is worthwhile to point out the front page, which uses photographic images to showcase the company by emphasizing a product's technical and design elements as well as its details, and augments them with deliberate design elements. The magazine today is an exact mixture of advanced technology, exciting sports, outstanding life stories and interesting individuals, cities, lands and regions. It was conceived as a project that would in its own individual way follow the company's spirit and thus exceed the established norms and look for something more.

Our magazine aims for timelessness. We neither want nor desire to be just another marketing channel for the company. We want to provide our readers with a larger picture and use a wide range of different content to attract and excite them, even though they might not be car or motorbike enthusiasts.

The first issues of the Akrapovič magazine were called Sharp End and they started a decade of growth, development, ripening and enrichment – in all areas, be it design, text or content. The growth and development of the Akrapovič company is also reflected in how work on the magazine's content is organised and carried out. While the first issues might have included some guesswork, today the procedure is organised, follows a strict protocol and steps and involves a lot of coordination with various stakeholders and magazine creators. And there are quite a few of them.

Social media and digital media channels have become a fact, resulting in new dimensions of transfer of certain content to the user and requiring a completely different approach and methods of work than those used for more traditional analogue and printed media. ALM belongs to the latter group, and Akrapovič, despite the use of other digital media for communication with different audiences, is deliberately sticking by it. Why? Apart from the aforementioned points, this might be most easily explained by the difference between digital and vinyl records – the latter have never, despite widespread belief to the contrary, been forsaken by musical connoisseurs and lovers of quality sound.

A similar comparison can be drawn between digital and analogue (printed) media. The advantages of digital definitely include speed, accessibility and reach as well as the utilisation of the here and now principle. Publication in the virtual world requires but a single individual who can, due to the media's technological characteristics, play all the roles – writer, photographer, editor. The content is just a click away from the end user and is available always and everywhere.

Work on printed media meanwhile entails a coordinated team effort, involving authors, photographers, editors, printers... Everybody puts their best foot forward for the final product. In the case of ALM, the main guidelines are quality and timelessness of attractive content, delivered with the highest level of literary craftsmanship and accompanied by world-class photography, layout and design elements.

Another external element, which has also impacted the magazine's content in the past ten years, is the changing automotive and especially motorcycling world. Buyers of advanced technology are as a rule middle-aged, increasingly female and include more and more individuals with a higher education. These groups have a sharpened sense of aesthetics, are technological connoisseurs, are interested in the world of racing on four and two wheels, are fans of visible and successful individuals – athletes, artists and others. They come from all over the world, the world is their home. This is why the magazine is global and has also been printed in Chinese. But we nevertheless like to say that we come from Slovenia, and parts of the texts are therefore printed in Slovenian.

Dear readers, I believe that this issue will also grab you with exciting topics and content that will hold your attention from the first to the last page.

**Primož Jurman**  
Client Coordinator





06

## THE ALL NEW VANTAGE GTE

Aston Martin Racing unveiled its new race car for the FIA World Endurance Championship Super Season last winter. The new Vantage GTE with an Akrapovič exhaust system replaces Aston Martin's most successful racing car, the legendary V8 Vantage GTE, which racked up a total of 37 wins including two victories at the 24 Hours of Le Mans. Because nothing can be left to chance in the FIA World Endurance Championship, the new Vantage already clocked over 25,000 test kilometres by the end of March, including a 30-hour race simulation. The car has already proven its endurance and the drivers said it was easier to control on the limit. The British team confirmed that the new Vantage GTE will be driven in the GTE Pro category by familiar faces – Nicki Thiim, Marco Sørensen, Maxime Martin, Alex Lynn, Darren Turner and Jonny Adam.



## ALPHAND'S RETURN

Former alpine skier Luc Alphand, who won the large crystal globe in 1997, temporarily withdrew from car racing at the end of the last decade, following appearances at the 24 Hours of Le Mans and the Dakar Rally. His retirement lasted until this year's Abu Dhabi Desert Challenge, where he and co-driver Andreas Schulz posted two fastest stage times and finished in a respectable 15<sup>th</sup> place in their MINI John Cooper Works Buggy. "I am over the moon," said the former winner of the Dakar Rally. "This event was also a test for my neck and everything is fine. Without the gearbox problems we certainly would have been a factor in the fight for the win. The buggy is a great design and has got a lot of potential."



## MILANO PREMIERES

Akrapovič traditionally presents its newest products at the Milan EICMA Motorcycle Show, and 2017 was no exception. The company used the opportunity to unveil its major new products for the motorcycle spring under the slogan "Experience a New Dimension" and these included exhaust systems for the BMW F 850 GS, Kawasaki Ninja H2 SX and Kawasaki Z900RS motorbikes, which were also premiered at the EICMA. Another debut was the first Akrapovič exhaust for the Kymco brand. Apart from the line of new motorcycle exhausts from the Ivančna Gorica factory, the public was also wowed by the showcased MotoGP racing bikes, displayed under the motto #TrustedByChampions. The Akrapovič show space also hosted numerous guests from various classes of motorcycle racing, including stars from MotoGP, MXGP, WorldSBK and Rally Dakar.



07

AN  
EXCEPTIONAL  
EXHAUST  
FOR AN  
EXCEPTIONAL  
BIKE

For a few months last year, Akrapovič engineers worked in secret to develop a very unique exhaust system. This was then installed on a motorcycle called MYA, which was unveiled at VR46's exhibition space of the EICMA motorcycle show in Milan. This unique motorcycle, created for Valentino Rossi, is based on a Yamaha XJR1300 and was made mainly to provide excitement on the "dirt track". MYA Designer Rodolfo Frascoli got the inspiration for his creation from the legendary TZ750. The Akrapovič exhaust system is meanwhile made from light titanium and includes solutions used in MotoGP bikes.





## WALKER'S TRIPLE



Red Bull KTM Factory Racing rider Jonny Walker made history by winning the Super Pole powered by Akrapovič, awarded in the FIM SuperEnduro World Championship to the fastest rider, for the second time. Apart from enjoying the fame of the fastest rider in the championship, Jonny also received a cheque worth

08

## THE FIFTH DOUBLE

Motorsport *aktuell* readers voted for the best brands in 2017. The category "most popular brand in Motorcycle Racing Category – Exhaust System" was won by Akrapovič, with the company's achievement confirmed by coming first in the category "Most popular brand in Automobile Racing Sports Category – Sports Exhaust Systems". Thank you dear Motorsport *aktuell* readers for trusting us for the fifth year in a row.



## BROC PARKES COMES TO VISIT



Australian motorcycle racer Broc Parkes used the break between Endurance World Championship races for a visit to the Akrapovič company. The YART Yamaha Official EWC Team racing rider popped in at exhaust systems development, the titanium foundry and the racing department, where he joined the ranks of Akrapovič test riders as well as received a unique exhaust system for testing on his Yamaha YZ450F.



## YAMAHA'S CAVALRY

The presentation of the Yamaha road racing program for this year's season was reminiscent of the outstanding 2017 season, when Lucas Mahias and his GRT Yamaha Official WorldSSP Team became the FIM Supersport World Champions, while the GMT94 Yamaha Official EWC Team won the 2016/2017 FIM Endurance World Championship. Both, Mahias and the GMT94 team, started the new season in the best way possible, while the Pata Yamaha Official WorldSBK Team was given the required self-confidence boost by the double podium of Alex Lowes and Michael van der Mark at the second racing weekend of this year's WorldSBK season. The quick Yamahas will undoubtedly be serious contenders this year as well.



09

# MOTORRAD

## BEST BRAND 2018

Kategorie:  
Auspuff

## LUCKY 13

Readers of the renowned Motorrad magazine once again chose their best brands and for the 13<sup>th</sup> time in a row voted for Akrapovič as the top exhaust systems manufacturer. Thank you dear Motorrad readers for over 74% of the vote and a confirmation that we are on the right track.

## SIX-PACK OF BMW M4 DTM CARS

BMW M Motorsport allocated its race cars for the 2018 season, with Akrapovič ambassador Marco Wittmann getting the BMW Driving Experience M4 DTM, first unveiled during testing in Valledlunga. Marco will be joined by BMW M4 DTM race cars, also equipped with Akrapovič exhaust systems and driven by the familiar faces of Bruno Spengler, Augusto Farfus and Timo Glock. Philipp Eng and Joel Eriksson will meanwhile make their first appearance for BMW in the DTM. Apart from the underlying technology, BMW's DTM race cars also share design elements. Due to new rules, this season's DTM vehicles include fewer elements that affect their aerodynamics. After the first session with the 2018 race car, Marco Wittmann said: "My first impression is that, despite the significantly reduced downforce, the car still has a good balance."





# ROSSI TO STAY WITH YAMAHA FOR TWO MORE YEARS



Prior to the start of this year's MotoGP season, the Movistar Yamaha MotoGP team made an announcement that undoubtedly pleased all Valentino Rossi fans. The nine-time world champion signed a new two-year contract, which guarantees the 39-year-old Italian a place on the Yamaha YZR-M1 up until 2020. "The challenge is difficult: being competitive until I'm 40 years old! I know it's going to be difficult and it requires a lot of effort from my side and a lot of training, but I'm ready, I am not lacking in motivation, that's why I'm signing for two more years," Valentino said after concluding the contract, perhaps one of his last as a MotoGP racing rider.

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## INCREASED SUPPORT

Youthstream and Akrapovič extended their partnership for the three coming years. Akrapovič will thus remain official partner of MXGP for the FIM Motocross World Championship and the Monster Energy FIM Motocross of Nations until 2020. "After being partner with Youthstream and the MXGP World Championship on selected events for many years, we want to thank Akrapovič for having decided to make a further step by joining us for the full season being present worldwide for the next 3 years," David Luongo, Youthstream's Vice President, welcomed the cooperation.



## CHANGES AT HONDA



Honda Motor Europe has appointed Chris Pike as its new Operations Manager for the WorldSBK programme. Pike's duties include operational and technical support for the Red Bull Honda World Superbike Team. Apart from the significantly upgraded Honda CBR1000RR Fireblade SP2 racing bike, both riders Leon Camier and Jake Gagne are also new to the team, though the latter finished some races for Honda last year. Camier's quick lap times and being in contention for the podium at the first four races of the season signal that the team is on the right track.



## DEFENDER

Audi Sport finished last year's DTM season having won all three possible titles. It doesn't get better than this. With the idea of defending all of them as well as keeping in mind the new DTM rules, which reduced the impact of aerodynamics by a significant 25% in order to provide for more exciting racing, Audi Sport used winter to develop its 2018 version of the Audi RS 5 DTM. "The further reduction of downforce and simplified suspension promise an even greater spectacle for the fans," said Head of Audi Motorsport Dieter Gass. "The cars are now even more challenging to drive than before. For me, personally, this is great fun," defending champion René Rast commented after completing his first laps in the new vehicle. Rast will be joined by Jamie Green, Loïc Duval, Nico Müller, Mike Rockenfeller and rookie Robin Frijns in their respective Audi RS 5 DTM cars.



reddot award 2018  
winner

||

## AWARD FOR SLIP-ON LINE

Among products from 59 countries, the Red Dot jury awarded the Red Dot Award: Product Design 2018 to the Akrapovič Slip-On Line (Titanium) exhaust system for the Ducati Multistrada 1200 Enduro and Multistrada 950. The newest award for the unique exhaust will join a fair number of Red Dots that have already been received by Akrapovič exhaust systems. The winner this time around has two symmetrical mufflers, which represent a two-cylinder engine, and is 42.7% lighter than its serial counterpart.

## WALKNER WINS HIS FIRST DAKAR

Matthias Walkner joined the ranks of Dakar's greats by winning this year's edition of the world's most difficult rally. The Austrian, who is driving for Red Bull KTM Factory Racing, detailed the formula for success after the rally: "It's unbelievable – I can't describe how it feels. This year's Dakar has been so difficult, easily the toughest rally of my career. Navigation has been tricky pretty much every day. At the beginning of the race, all the top guys were so close with not much time between us. I just tried to keep on doing well each day without making any mistakes." The former MX3 and Cross-Country Rallies World Champion delivered the 17<sup>th</sup> Dakar victory to KTM, while his win also means the ninth victory for Akrapovič exhaust systems.





by Michael Baumann

photography BMW Motorsport





*BMW M8 GTE FOR THE ENDURANCE RACES*

# LIGHTWEIGHT, PERFORMANCE, RELIABILITY AND EFFICIENCY

THE NEW BMW M8 GTE HAS CLEARLY INDICATED ITS POTENTIAL AT ITS FIRST APPEARANCES IN DAYTONA AND SEBRING, ANNOUNCING BAYERN'S RE-ENTRY IN THE WORLD OF ENDURANCE RACING AND RETURN TO THE 24 HOURS OF LE MANS. ALSO INVOLVED IN THE COMEBACK PROJECT IS A TAILOR-MADE EXHAUST SYSTEM BY AKRAPOVIČ.





One of the stars at the last Geneva Motor Show was undoubtedly the BMW Concept M8 Gran Coupé - a marvelous car for the country road. The technology used in its headlamps that gives it its characteristic four-eyed face, was taken from the BMW M8 GTE endurance race car. This 5-meter-long and 2-meter wide vehicle has been an absolute star since its launch last year and has fulfilled the high expectations at the already completed races of the 2018 IMSA WeatherTech SportsCar Championship season. In its first 24-hour race appearance on the International Speedway at Daytona (USA) in January, the team racing drivers of Jesse Krohn, John Edwards, Nick Catsburg and Augusto Farfus finished in seventh place after a grueling 773 laps in the GTLM class. The second car with Alexander Sims, Connor De Phillippi, Bill Auberlen and Philipp Eng behind the steering wheel with 16 buttons and 7 rotary switches meanwhile finished in ninth.

#### The most reliable GT from BMW

The focus during the first appearances of the new GT flagship from BMW was mainly on its reliability. Both cars did well in this regard, experiencing no major technical problems during the 24 hour Daytona event, setting a milestone as the most reliable debut for a GT vehicle in BMW's history. BMW is a new entrant in the GT professional class and is going head-on with the likes of Ford, Porsche, Ferrari, Aston Martin and Corvette. But competing with the best in the business has always been part of the DNA of BMW Motorsport, whose Director Jens Marquardt was well pleased with the effort. His comment after the newcomer's first appearance: "Our BMW M8 GTE has successfully passed its baptism of fire here at Daytona. To finish such a tough debut race with both cars after 24 hours without major technical problems is something we can be more than proud of. I'd like to highlight the enormous team effort that went into this particular project."

And indeed, in mid-March, a BMW M8 GTE managed to make it to the podium at the 12-hour race in Sebring (USA) to the delight of fans and the BMW Motorsport team. The second race of the season saw Sims, De Phillippi and Auberlen finish second in the GTLM category after 328 laps. At times, their BMW even led the race, but had to settle for second in the end, though only 6 seconds behind the winner. And although the second car had to retire from the race shortly before the end, the synergy was better than at the debut. Great progress was made in suspension and traction control, which was confirmed by the feedback from the drivers.

#### Return to Le Mans

The highlight of the year, however, will undoubtedly be the 24 Hours of Le Mans, which will take place on 16 and 17 June as part of the FIA World Endurance Championship (WEC). By the time it comes about, BMW wants to have a go at the top spot with the M8 GTE. BMW

first raced at Le Mans in 1939, and last in 2011. The team's final victory dates back to 1999, when Yannick Dalmas, Joachim Winkelhock and Pierluigi Martini raced to the top of the podium in their BMW V12 LMR, marking the only overall victory for BMW at the classic French race.

BMW Motorsport has a long history and a lot of experience with 24-hour races. But what distinguishes the races in Daytona, Nürburgring and Le Mans regarding vehicle development and preparation as well as team presence? Are there any special features? "Of course the characteristics of the events and racetracks in Daytona, at the Nürburgring and in Le Mans are different," says Jens Marquardt, "but in general our preparation routine is very similar." BMW Motorsport and the BMW Team MTEK are preparing as well as possible for Le Mans. The pretesting in Le Castellet (France) and the WEC season opener in Spa-Francorchamps (Belgium) will provide important indicators for the reliability and performance of the BMW M8 GTE. The return to Le Mans means a lot to BMW Motorsport and the entire team and now the dream of finally returning there is coming true with the BMW M8 GTE. Marquardt almost cannot wait.

#### Lightweight and efficient

BMW has developed and built a completely new engine for the new car, which only weighs 1,220 kilograms and has a massive rear wing. The basis was its BiTurbo series engine with 8 cylinders and direct injection, but reduced to 4 instead of 4.4 liters displacement. According to Marquardt, among other things, the crankshaft and the cylinder heads were changed, and numerous hours were spent on bettering the power efficiency ratio. The casting of the engine block and the cylinder heads meanwhile come straight from the serially produced car, as



"RETURNING TO LE MANS WITH BMW MOTORSPORT MEANS A LOT TO THE WHOLE TEAM. WITH THE OVERALL VICTORY IN 1999, MANY OTHER GLORIOUS HOURS, AND THE LONG HISTORY OF BMW ART CARS THERE, LE MANS IS A DREAM OF EVERYONE WORKING IN OUR COMPANY. NOW THIS DREAM HAS COME TRUE WITH THE BMW M8 GTE. I CAN'T WAIT TO FINALLY RACE THERE."

Jens Marquardt  
BMW Motorsport Director





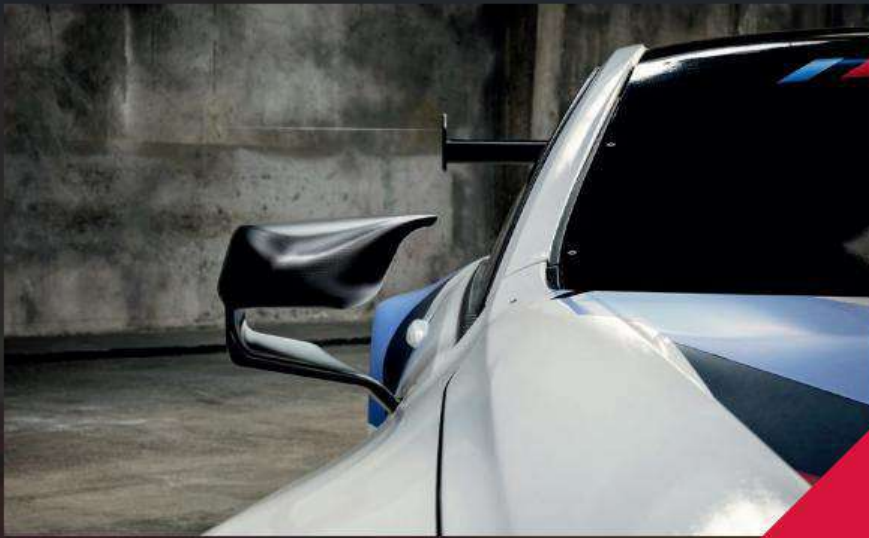


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Michael Scully  
Head of Design BMW Motorsport

prescribed in the regulations, and have not been adjusted. In total, more than 500 engine design drawings and another 500 drawings for the powertrain were created.

But that is far from all. The geometry of the combustion chamber with the intake and exhaust ducts as well as the intake and exhaust system have been reworked. The fuel is burned at a scorching 2,100 degrees Celsius and the result is the most efficient racing engine ever developed by BMW. Just two more numbers: the efficiency exceeds the 40 percent mark and the maximum power - depending on the specification - reaches past 600 hp. All this power is transmitted to the wheels with the help of a 6-speed gearbox and this efficiency gives the team a greater flexibility in race strategy. Marquardt: "This is one of the keys to success in a long-distance race." The goal is also to bring cutting-edge technology to the top international class of GT racing and Marquardt believes that their own requirements for engine and aerodynamics were exceeded.

#### Partnership with Akrapovič

Akrapovič is an important partner of BMW Motorsport in the exciting M8 GTE project and this is the third time the two companies are working together, following previous cooperation with the M3/M4 DTM and the M6 GT3. According to Akrapovič CEO Uroš Rosa BMW Motorsport and Akrapovič began their cooperation in car racing in 2012 with the DTM program. This was the year when BMW returned to the sport after a long absence and won all three titles. BMW Motorsport and Akrapovič have thus extended the partnership for a further year and are also cooperating on the BMW M6 GT3. "Akrapovič and BMW Motorsport have developed a tailor-made exhaust system for M6 GT3 as well as for the M4 DTM," adds Rosa.

And the same applies to the latest project.

"Engineers at BMW Motorsport and Akrapovič began work on the powerful exhaust system for the BMW M8 GTE in March 2017, almost a year before the first race," continues Rosa. This cooperation was very close. The exhaust system is made exclusively for the M8 GTE to get the maximum performance out of the car. Marquardt adds: "Of course weight plays a crucial role in endurance racing as efficiency is one of the keys to success." A great deal of carbon was used in the development of the BMW M8 GTE chassis explained Marquardt and added that the focus for the exhaust system was on the highest possible performance and the lowest possible weight. "The Akrapovič system offers both."

#### Reduced to the essentials

When the BMW M8 GTE was unveiled to the world last year at the IAA in Frankfurt, its innovative design attracted a great deal of attention because, on the one hand, it incorporates the brand's legendary motorsport and road vehicle heritage, and, on the other hand, it made a clear statement on modernity. Michael



Scully, Head of Design at BMW Motorsport and thus the person responsible for the aesthetics of the BMW M8 GTE, said at the time: "When a car like the BMW M8 GTE debuts publicly before a flagship production car such as the BMW 8 Series, the continuity of performance and design character are of heightened importance too." For Scully, the BMW M8 GTE is reduced to its essence and is an efficient, competitive machine. The car has a clearly defined purpose as well as focus and a distinct, dynamic character. "For me it's the most elemental, most determined car we've ever built," he says, because he sees race cars as functionally-driven objects and is interested not solely in their absolute performance but also in what character its shape and graphics communicate. The racing version was presented to the public prior to the production car, an unusual sequence. At the beginning, in 2015, the aim was to expand the activities in classic motorsport - BMW M Motorsport - and to position the team more

internationally and "at the same time, the possible return to Le Mans brought its very own fascination for our team," says Marquardt. However, the most important factor was that the production model, the BMW 8 Series Coupé, was developed at the same time. "We were given a green light from the board to develop a thoroughbred GTE racing car, parallel with the colleagues in production development." From the very beginning, both departments worked together to synchronise the individual steps as closely as possible. "That was a challenge," explains Marquardt. "When we needed the first chassis of the production car, there simply wasn't one yet. We were, however, able to work with special prototype chassis from production development." Things simply had to progress step by step and additionally, there were minor changes to the production model at the beginning of development. However, the close cooperation between the two sides clearly indicates the importance that BMW attaches to the M8 GTE project.



Jens Marquardt  
BMW Motorsport Director



THIS IS THE THIRD TIME BMW AND AKRAPOVIČ ARE WORKING TOGETHER FOLLOWING PREVIOUS COOPERATION ON THE M3/M4 DTM AND THE M6 GT3.

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René Rast - DTM Champion

# MY ADVANTAGE? STUDYING OTHER DRIVERS





Bregenz, a small town in Austria's far western reaches, lies at the eastern end of Lake Constance and boasts both, an idyllic baroque town centre and modern architecture in the guise of the Vorarlberg Museum and Kunsthaus Gallery, though its main claim to fame lies in the summer lake festival. Motorsports seem a world away when promenading by the idyllic lake, much as does the unusual decision by a DTM Championship driver to move to this remote countryside location.

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"True, I grew up far north near Hannover, and my partner and I lived in Frankfurt am Main for five years, but when we realised two years ago that a baby was on the way we decided to leave the big city for the country. We didn't like it up north, I often came here on holidays as a child and many race drivers also live nearby." René Rast is also not shy about his attachment to water. "Yes, the lake is very important, I used to fish, I'm also not adverse to boats, though I don't have one at the moment. But most of all I enjoy gazing at the lake from my windows or my balcony. Its closeness greatly relaxes and recharges me."

### A surprising champion

He focused his energy last year on the DTM Championship, where he turned out to be a bit of a surprise champion at the exciting final racing weekend in Hockenheim, thus becoming the first rookie after Nicola Larini in the mid-90s to win the DTM series. Mattias Ekström, also in an Audi, held a big advantage before the final two races and to overtake him would have required a miracle. "I was completely relaxed, I only wanted to put in two good race appearances. I knew my chances were slim, so I focused solely on my racing," René reminisced about those October days before the Hockenheim finale, where he took second and fifth, while his veteran competitor Ekström, already a two-time DTM Champion, suffered a major bout of bad luck and won four points. I admit, I was not quite as relaxed before the final race as I was at the start of the weekend. The first miracle happened on Saturday and was then repeated on Sunday when I started from the first row and Ekström from far behind... That Saturday night was not quite as relaxing," René remembers laughingly. The title at the final race was only contested by the Audi drivers, "and that's not

an easy situation. You spend the entire season fostering team spirit and helping each other as you battle drivers of other makes, but at the end we were only competing against each other. Head of Audi Motorsport Dieter Gass gave us complete freedom at the race, the only stipulation being not to crash into one another." What about human relations, how do drivers of the same makes who become competitors deal with such issues? "With great difficulty. Race drivers do not forget such defeats, and Ekström will not forget that weekend when he lost out to me. Similar things have happened to me and I never forgot those duels or the guys I went up against."

### Racing at the age of five

So, how did the Rast family get into racing? "Father loved to drive fast and he was very interested in cars. I was smitten at around age 8, well, a bit sooner actually," says René. "When I was five years old, I already raced on a kid's dirt bike. One day I went with my dad to see a karting race and I fell in love with four wheels. I decided then that this was what I wanted to do in life." His father was a carpenter, his mother a fashion store shop assistant, the family did not have a lot of money, but they all had fun spending their free time at karting events. "Then there came a point when we had to look for sponsors and father was really good at that. We managed to collect quite a sum..." It was at about that time that René's racing career put him head to head against Sebastian Vettel, whom he managed to beat a few times in karting. "True, I beat him at a few races and because we come from the same generation we raced for quite a while together, some ten years. It lasted until Vettel left for Formula 3, while we lacked the funds to do so. Let me just add that we all knew back

then that Vettel is extremely talented and that he would go far," René remembers his teenage racing competitor, today a four-time Formula 1 World Champion. The teenage years usually determine a driver's future career. "I knew it would not be easy. I raced in Formula BMW, but success didn't materialize. We had a small budget, I was part of a small team without good engineers and mechanics, I wasn't yet ready for single-seat formula racing, I don't know..." Lack of money prevented him from continuing in that direction and the only remaining option for racing was the Polo Cup. "No, I'm not going to race here. I fought it at first, but now I know it was an excellent starting point for my future career." For a long time he was left with the bitter aftertaste that leaving Formula BMW for the Polo Cup also closed his doors to Formula 1. "But since I won my very first Polo Cup race and then went on to win the championship, the joy for racing returned, while my success allowed me to take the next step in my career," is how the DTM Champion now sees that time of his life. Many of his peers who wanted to continue climbing through the formula categories had to quit because the lack of success soon caused the money to run out as well.

### A touch of Prost

René Rast is considered to be an analytical and thinking driver, who invests a lot of time in getting ready for a race, thinks a lot during the race and uses up only the necessary amounts of energy, material and strength. This makes him remarkably similar to Alain Prost, and he has been for quite a while now, just like Prost, called the "professor" by his racing colleagues. "DTM does not provide you with a huge staff to help you during a race, so you are very much dependent on yourself, your



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approach, feelings, analysis... Endurance races are different, everything is planned and the driver must simply race and clock times closest to the ones that engineers require from him. There is less of the driver's analytical approach required there, the approach that I inherited from my father, who already during my karting career had all the data in his head, including lap times, mine and competitors' tyre wear, all of it recorded, structured and processed. I still know how many tyres all of my competitors have available, their type, how many of which type they have already used, I monitor all of those things and that makes it easier to manage and assess the competitors' actions during races and practice. I analyse times, laps and telemetry data of all competitors after practice and races because I have all the data available, at least for Audi drivers. Perhaps this is my advantage."

#### Long wait for the break

René is a driver who creates his perfect lap in his head and then just has to go on the track and make it come true. But he waited a long time for

his break, despite all of his qualities. He spent a few successful years in the Porsche Supercup, where he was crowned champion three times. He won at endurance races like the 24 hours of Daytona, he took the chequered flag in Spa, at Nürburgring... Audi finally called him up for the LMP1 FIA WEC team and at first René almost didn't believe the call... But the DTM had to wait as Audi still had other drivers on the roster. René was already approaching his third decade when the momentous phone call finally came. "It was the summer of 2016, and we were in Bremen, Germany, celebrating my partner Diana's 30<sup>th</sup> birthday. It was on a Saturday evening at 9 PM when the phone rang with Dieter Gass on the other side. He told me that Adrien Tambay had suffered an injury and asked me whether I would be willing to race the next day at a DTM event in Zandvoort, the Netherlands. I laughed because I'd watched the first race on the TV that afternoon and I didn't believe it at first, I thought it was a prank. But you simply don't let such an opportunity pass you by. I was lucky to have had my helmet in the car and I was in the hotel

at 3 AM and in a DTM Audi in the morning. I couldn't even find the first gear, that's how poorly prepared I was. The engineer just told me to 'Drive, Drive, Drive...' I finished second to last. Well, it wasn't that bad even though it actually was, but I still got another chance." He used it much better that time. It was the final weekend at Hockenheim, 2016, and he was driving the car of his future competitor Ekström, who wanted to race at a different event. "That time we were able to get things done properly, we tested, we raced the entire weekend and I crowned it by finishing sixth." René's talent was finally noticed by Audi, which offered him a 2017 seat in the Audi Sport Team Rosberg, and the rest is history. Three victories and the champion title in his very first season. The 31-year-old rookie finally reached his goal. So, what now? "I admit I'd love to try Formula 1 once. Just to experience the feeling of piloting such a vehicle and how quickly and close to the edge you can push it. It's not as if I want to compete in it, that's impossible, I simply want to test my limits."





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### DTM and IMSA

Besides racing for Audi in the DTM series René will compete across the pond in the IMSA series with a Mazda this year, which will nearly double his number of annual race appearances, testing and travelling. He also has a family now, with his son Liam turning two in the autumn. "I have been racing at Sebring and Daytona for a long time and winning an IMSA race as well as the series is another of my big professional desires. More such racing is undoubtedly also good news for my DTM racing skills, something that Audi agrees with as well. On the other side, a family with a small child is an obligation and undoubtedly puts additional strain on such a way of life. But my career as a racing driver is in its final third, so I try to cash in on my success and my family does not know me as being any different. My partner grew up with me, the way I am, and I devote a lot of time to Liam when I'm home." The wonderful nature surrounding Bregenz, the small town and the lake most certainly allow for many ways to do just that, and René certainly put it to good use after concluding our conversation for the Akrapovič magazine. He was in a hurry to get back home and collect his son who was impatiently waiting to be taken to a completely different type of Sunday race. A walk in a Shrovetide parade, where Liam could admire his dad in an Arabian Sheik costume.



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# Bike Stuff

Akrapovič exhaust systems are designed for riders who demand maximum performance from their motorcycles. They feature exceptional production quality, hi-tech materials, increased engine performance and of course amazing sound and appearance. The change is also visual, as our mufflers perfectly fit the exterior line of modern motorcycles and add a clean racing image.

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**Ducati Monster 1200 / 1200 S / 821**  
+ 5.0 HP/9,550 rpm  
- 7.5 kg (-68.8%)



**Honda CRF250R**  
+ 1.5 HP/8,250 rpm  
- 1.7 kg (-32.2%)



**Triumph Street Triple 765 S / R / RS**  
More power  
Less weight



**Kawasaki Ninja H2 SX**  
+ 4.9 HP/10,450 rpm  
- 2.0 kg (-33.9%)



**BMW G 310 GS**  
+ 1.7 HP/4,900 rpm  
- 3.3 kg (-45.2%)



**Yamaha X-MAX 400**  
+ 1.7 HP/6,050 rpm  
- 4.8 kg (-45.7%)





# Car Stuff

Welcome to our range of aftermarket exhaust systems for cars. We use only the best materials and exclusive titanium alloys. We combine these materials with high technologies and craftsmanship of our welders that divide this exhausts systems from anything else on the market.



## Porsche Macan GTS / Turbo S (95B)

+ 3.8 HP/4,800 rpm, + 12.4 Nm/2,300 rpm, - 8.2 kg (-36.5%),  
Titanium, Akrapovič Sound Kit, Carbon fibre diffuser



## Nissan GT-R

High tuning potential, Titanium, Downpipe / Link pipe set



## Volkswagen Golf (VII) GTI FL

More power, Less weight, Titanium, Downpipe / Link pipe



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## BMW M3 / M4

Carbon fibre mirror cap set – high gloss, Carbon fibre diffuser – high gloss







# ALL ROADS LEAD

Aprilia Racing Team Gresini, Ducati Team, Movistar Yamaha MotoGP,

by Primož Jurman

photography Marc Robinot, Bor Dobrin, Ducati Team, Red Bull KTM Factory Racing, Movistar Yamaha MotoGP,  
Team SUZUKI ECSTAR, Aprilia Racing Team Gresini



'All roads lead to Rome' is a saying from the time when the Roman empire was the centre, the navel of the known world. If you wanted to be somebody, you had to go to the centre, nestled among the seven hills by the Tiber. Ivančna Gorica, a town in the Slovenian countryside, meanwhile lies under the Gorica





# TO IVANČNA GORICA

Red Bull KTM Factory Racing and Team SUZUKI ECSTAR ride with Akrapovič exhaust systems



hill, east of the capital Ljubljana and just a stone's throw away from the Ljubljana-Zagreb motorway. This is the home of Akrapovič. When it comes to exhaust systems and their development, modern technology and MotoGP, Ivančna Gorica is a modern Rome. All roads thus lead to – Ivančna Gorica.



In this year's MotoGP season, most of the factory teams use Akrapovič exhaust systems: Aprilia Racing Team Gresini, Ducati Team, Movistar Yamaha MotoGP, Red Bull KTM Factory Racing and Team SUZUKI ECSTAR. Good news for the brand's reputation and visibility, and challenging for company managers, who, alongside other tasks, have to continually juggle the complex logistics of visiting teams. Alojz "Slavko" Trstenjak, Head of Racing R&D, stresses the utmost importance of keeping the partners' trust: "Our Racing R&D employs nine people. We strive to maintain the same professional attitude towards all the teams, we do our utmost to help them as best we can. It takes great skill to prevent teams from bumping into each other at the door, we have to be tactful and discreet in allocating our capacities."

Akrapovič's trustworthiness is echoed by the teams. Luigi Dall'Igna, Ducati Corse General Manager: "I'm totally convinced about the rigorousness of the company and the complete separation between Akrapovič's various clients. I'm completely assured and rest peacefully knowing that Akrapovič do their best for their clients and I am just as sure that no information will ever pass between one client and another. We have worked together for so many years that by now they form part of our everyday life and our family. If there is a problem, we always sit down around a table and find a way to solve it." Massimo Meregalli, Movistar Yamaha MotoGP Team Director, says: "I had the chance to learn about Akrapovič's competence, professionalism and high quality standards back in 2007, when I was in charge of Yamaha's SBK project. That's why I proposed to Yamaha to consider Akrapovič for the MotoGP bike too. What we have achieved so far would have been impossible without their experience and knowhow." Ken Kawauchi, Team SUZUKI ECSTAR Technical Manager, was equally clear: "I'm very happy we are working with Akrapovič, because they have extensive experience and comprehensive knowledge of MotoGP machines, which can help us a lot. We have established an active partnership with a lot of information and knowledge exchange; it often happens that Akrapovič engineers visit us at races or our engineers visit their factory. The relationship is very good so we have full trust in their confidentiality and they in us as well."

#### TIME IS WHAT MATTERS MOST

The experienced Alojz "Slavko" Trstenjak, who has been with the company for over 25 years, also puts great stress on logistics, and especially time: "If we had more time, we could certainly do even better. Amongst our advantages is responsiveness: we are fastest from idea to end product. There was a case when we completed computer simulation in mid-December and had the exhausts ready for the team just a month later. We cooperate with engineers more than with riders during development, though the latter do tell us if we are going in the right direction. We start preparations for the coming season in June and roll up our sleeves for winter testing as soon as the



Alojz "Slavko" Trstenjak

final race in Valencia is done."

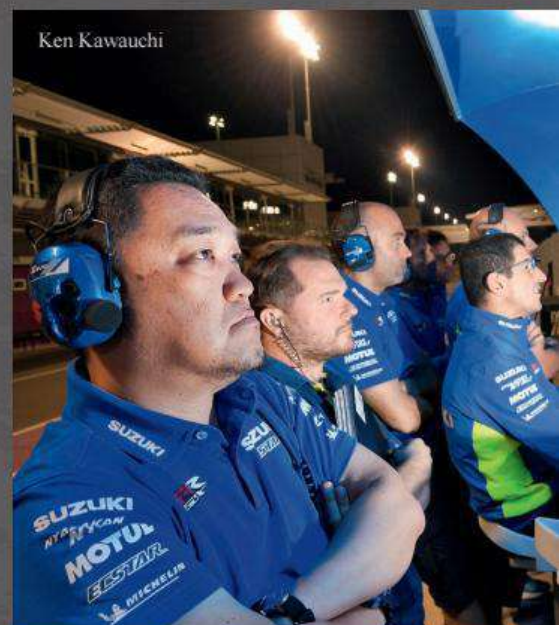
The teams confirmed their satisfaction with the cooperation. Says Red Bull KTM Factory Racing Team's Sebastian Risse, Technical Director MotoGP: "We are very grateful for having had a brand like Akrapovič as a partner for such a long time. This relationship is very special for us, due to growing together as companies both on the product side and in celebrating many world titles together in racing." Ducati's message goes along the same lines. Luigi Dall'Igna: "Akrapovič is without a shadow of doubt the best supplier of exhausts in the world. The technology that they have is certainly one step ahead of all the other exhaust manufacturers. It's not just the technology they have, it's the desire to develop new technologies, which is even more important, because, as always, it's not important to have the technology available but to try and improve and find something that allows you to exceed the current limit."

#### CONTEMPORARY TECHNOLOGY

When we turned to exhaust systems technology, Trstenjak lists component weight, thermodynamics and weight balance as the main areas of interest. Akrapovič Racing R&D crossed an important milestone this year, as they managed to create an exhaust system made entirely from titanium that weighs under two kilograms. Explains Trstenjak: "Guaranteeing optimum functioning of individual motorbike components, located near the exhaust – the engine and suspension for example – is increasingly important. More and more exhausts

"OUR RACING R&D EMPLOYS NINE PEOPLE. WE STRIVE TO MAINTAIN THE SAME PROFESSIONAL ATTITUDE TOWARDS ALL THE TEAMS, WE DO OUR UTMOST TO HELP THEM AS BEST WE CAN. IT TAKES GREAT SKILL TO PREVENT TEAMS FROM BUMPING INTO EACH OTHER AT THE DOOR, WE HAVE TO BE TACTFUL AND DISCREET IN ALLOCATING OUR CAPACITIES."

ALOJZ "SLAVKO" TRSTENJAK



Ken Kawauchi





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use additional thermal insulation and various coatings and finishes for stability." Luigi Dall'Igna agrees: "Clearly the exhaust is one of the most important components of the bike and it has significant implications on the performance of the vehicle, but on such sophisticated bikes as MotoGP and Superbike it is also stressed a lot on the thermal level."

#### WHERE WILL THE ROAD LEAD IN THE FUTURE?

When we finally turn to the coming trends in racing exhaust systems technology, the hallmark of Akrapovič and the reason why the company is the first choice of factory teams, Trstenjak points out the increasing importance of active exhausts, equipped with valves to control engine braking and back pressure, meaning that they enable control over the bike. There are no new materials or alloys on the horizon and it seems that titanium will continue to be the number one choice. If the MotoGP series will limit exhaust loudness, it will certainly influence their development and looks. Trstenjak: "We continually strive to improve the already developed exhaust, both regarding weight, layout, fitting and looks. Development never ends. There is always room for improvement."

ACTIVE EXHAUSTS, EQUIPPED WITH VALVES TO CONTROL ENGINE BRAKING AND BACK PRESSURE AND THUS ENABLING CONTROL OVER THE BIKE WILL BECOME INCREASINGLY IMPORTANT IN THE FUTURE.



ARUBA.IT RACING – DUCATI WORLDSBK  
EXHAUST CONFIGURATIONS

by Primož Jurman

photography Bor Dobrin

# OUTPERFORMING THE PREDECESSOR

UP UNTIL NOW, DUCATI WAS KNOWN IN THE SUPERBIKE WORLD CHAMPIONSHIP (WORLDSBK) FOR ITS TRADITIONAL TWO-CYLINDER ENGINE, A DESIGN WHICH DOES HOLD SOME ADVANTAGES OVER FOUR CYLINDERS. THIS REMAINS UNCHANGED FOR THE PANIGALE R, THE MODEL WHICH ARUBA.IT RACING – DUCATI TEAM IS FIELDING FOR THE LAST TIME IN WORLDSBK THIS YEAR. HOWEVER, IT DOES NOT MAKE LIFE ANY EASIER FOR AKRAPOVIČ, WHOSE EXHAUSTS MUST STILL SURPASS THE ORIGINAL, FOLLOW ITS LAYOUT AND REMAIN WITHIN THE 115 DB NOISE LIMIT.



The challenge therefore lies in configuring the exhaust tubes so as to optimise the performance of the two-cylinder engine throughout its range while at the same time making the mufflers visually appealing and recognisable. Alojz "Slavko" Trstenjak, Head of Racing R&D, said: "We work with Ducati in designing the various layouts for its WorldSBK factory team, we continuously upgrade and look for ways to outperform the previous design. Due to the limited space available, the exhaust for the Panigale R is one of the most complex and difficult systems to design. Our exhausts feature valves to provide for back pressure and engine braking, which play a significant role in balancing the bike's weight. The advantage of using such valves is that electronics can manage the bike with more precision than the rider and his senses, because electronics can monitor more of the bike's handling parameters."

## FROM SERIAL TO RACING

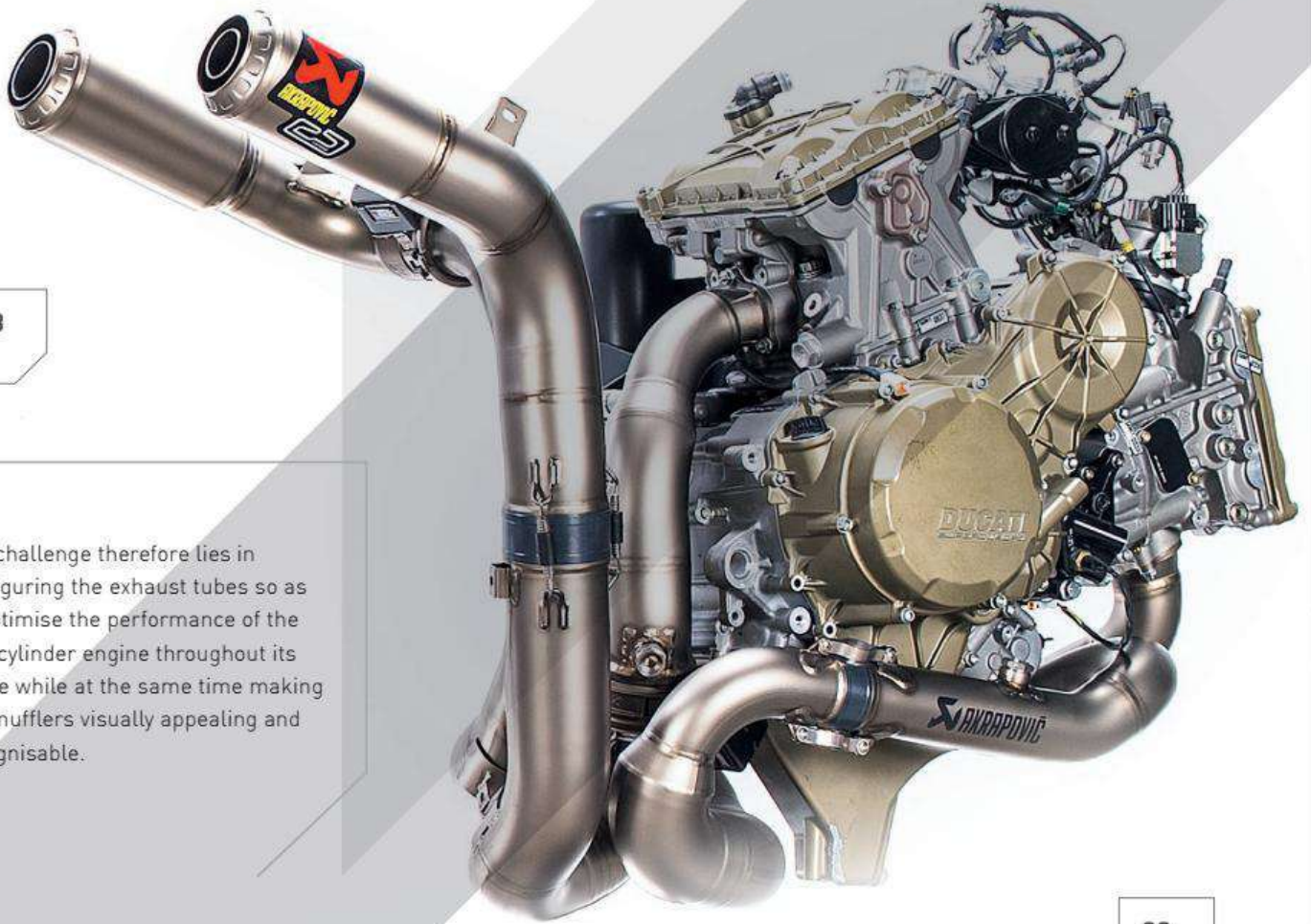
Racing products usually predate their serial counterparts at Akrapovič and as a rule appear at races a season before being adjusted for and fitted to serial motorbikes. The reverse, however, was true for the Ducati WorldSBK. Project leader Daniel Miketič explains: "Akrapovič received Red Dot: Best of the Best Award for the Ducati 1199 Panigale Evolution Line (Titanium) exhaust system in 2014, while official cooperation with the





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The challenge therefore lies in configuring the exhaust tubes so as to optimise the performance of the two-cylinder engine throughout its range while at the same time making the mufflers visually appealing and recognisable.



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Ducati Corse in WorldSBK started in 2015. We adjusted the diameters, and the lengths of bends, slightly shortened the mufflers. The layout was a 'classic Panigale' with the mufflers below, but we went through nine iterations, including some major changes, such as engine brake valves. It required tremendous creativity and ingenuity to fully utilise the very limited space for an exhaust system that includes pipes with a diameter of over 70 mm." That was not the end, however. "In 2015 we introduced the first and more visible alteration, a revolution called REX1. The exhaust manifold continues through mufflers with oval perforations into a tailpipe in the shape of a funnel on the bike's right hand side," added Miketić. The engineers faced extreme space limitations for the Panigale R,

but managed through clever computer simulations to optimally use the available space already during planning. 2016 season really kicked off with a double victory in Aragon by the successor REX2. Miketić continued: "The dual GP-style funnel designs under the seat were an innovation, but this layout can today be seen on Ducati's models like the 1299 Superleggera, 1299 Panigale R Final Edition, etc. The circle of development thus turned back from racing to serial, the usual course of events for Akrapovič. Fourth evolution of the exhaust still follows the same design, with the changes mainly in the placing of the valves, endurance, optimisation of the tailpipes, etc." One of these configurations was used by Ducati in the 2017 season.

So what does the Italian team, or more precisely Marco Zambenedetti, Ducati Corse Technical Coordinator, have to say about working with Akrapovič? "The development is a result of a co-design process. For example, the angles and diameters in the end part of the exhaust were defined by Ducati, which gave Akrapovič a complete motorcycle to experiment with and develop new solutions on its test bench. Akrapovič has the freedom to tinker with the length, diameter

and links – basically the whole layout of the exhaust – based on Ducati's data and, of course, current regulations."

The Akrapovič Racing R & D department this year faces another challenge – this time in the guise of following the technical rules that set the engine's regimes and limit the highest revs. The development of various exhaust system configurations therefore explores the shifts in the power curve, which can be compensated by a single transmission. Moreover, this could be the last iteration of the exhaust for the two-cylinder, according to Miketić: "We are currently likely working on the final configuration of this exhaust system, as it is scheduled to be replaced next year by a Panigale V4."

Due to the limited space available, the exhaust for the Panigale R is one of the most complex and difficult systems to design.



Jonathan Rea, three-time consecutive WorldSBK Champion

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# "I'D GLADLY EXCHANGE THREE SUPERBIKE FOR THREE MOTOCROSS TITLES"

by Gaber Keržičnik

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photography Bor Dobrin, Kawasaki

The 31-year-old Jonathan Rea won his third consecutive World Superbike championship title last year, thereby earning a place among the greats of the sport. Known as a pleasant interlocutor who doesn't just answer with "yes" or "no", his responses always honestly reflect the character of a relentless racer and warrior thirsty for victory, yet also unveil a gentle and loving father, who still puts his family life squarely before career and success. We were sitting in the pleasant lobby of the Primero Primera hotel in Barcelona on the day Kawasaki Racing Team unveiled its 2018 team and just across the road from the hospital that treated the finger he'd painfully smashed during motocross practice. Did you know that Jonathan is still a big fan of the sport? That he loves mud jumping and racing? That he would gladly swap his three WorldSBK titles for three motocross crowns? No? Read on then...

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You've had an excellent year 2017. You won your third consecutive Superbike World Champion title, which is an immense achievement. I would like to know how you see that title now, after the initial enthusiasm has somewhat subsided.

It feels incredible. Ever since I joined the Kawasaki team, my life has changed immensely. The winning brand and the team allowed me to bring my full racing potential to life. We won the third consecutive world champion title and I still feel like I'm dreaming. To be honest, I never expected that. As a child I always dreamt about becoming a world champion one day, though back then I thought it would be in motocross. That was my first love. But I never got a proper chance in that class. I got it in road racing, however, and managed to clinch the world champion title after a few seasons. Winning the first title actually fulfilled my ambitions. Taking two more simply means a huge bonus. I'm aware that I'm also extremely lucky. Mainly because I do what I like doing. But I'm also aware that it's going to be pretty difficult to remain on top. This is why I'm working really hard now.

The first title must be immensely coveted by all riders, but what about the second, third, fifth, ninth...? Where does the desire and motivation for each following title come from?

I worked all my life for this and wanted to become a champion. So once it happened, it was a huge load off my back. Perhaps it's not really about the motivation later on, but rather the desire to remain on top, to fend off the attacks of the rest of the pack. One is most certainly a lot more relaxed after winning the first title. I think that what's been driving me recently is mainly the fear that someone might dethrone me. It's not about improving the statistics by winning more titles, but rather the fear of not winning any more. But one must be able to calm down. Sometimes the heart wants more than the head allows. Luckily I've been surrounded by wonderful people who know how to help me keep my cool. All who are near me refrain from unrestrained euphoria. If I have a good race they are happy but not euphoric, because we are all aware that tomorrow is a new day and that we all have to do the same work again.

You've been in the WorldSBK for years and raced for highly organised and powerful teams. What's different with Kawasaki Racing Team, what makes them suit you so well?

Everything. Absolutely everything. The biggest difference is that the team enjoys very good support from the manufacturer. Without factory support it is really hard to achieve the same level of success. We have the best material available. Suspension, wheels, brakes, exhausts. Every single thing counts. We work with the best companies and best brands. What Kawasaki makes for my bike is the result of top know-how and technology. The other partners meanwhile contribute nothing but the

best on the market. For example, we use Akrapovič exhaust systems, which are the lightest and most durable as well as provide the optimum power and torque. The partnership between Kawasaki and Akrapovič has almost become a tradition. What I mean is that every part on the bike is top notch and perfected. From the top to the bottom. We are actually very lucky that Kawasaki's efforts in road racing centre solely on Superbike. Our team receives an amazing amount of support from Japan. I was previously racing for teams who were professional and well-organised, but focused too much on the motorbike. Kawasaki meanwhile places a lot of attention on the rider as well. They invest a lot in me, in my practising, health and well-being. This is something I didn't have before and something I appreciate very much. The people that I work with in the team are also like a family to me. This is a great feeling to have, because what we do is hard work and it does get a lot easier if your team understands, helps and supports you. I'm happy to be surrounded by great individuals.

Good relations in the team are important. Do they also impact rider motivation?

Of course. We have really become good friends here at Kawasaki. My crew chief and I became good buddies while signing my contract. He introduced me to all the members of the team and we have been inseparable since. We do everything together. We race, work, eat, have fun, we also go on holidays together. After winning the title last year, I went to Las Vegas with two mechanics to watch the Monster Energy Supercross, and after finishing the season, I, my four best friends and all the mechanics went to Marbella for a weekend. We also went to Ibiza together...

You are known as a family man and an exceptional father. The family accompanies you to the races. How do your sons see your racing? Do you see them as following in your footsteps or would you rather they took up less hazardous sports like tennis or football?

I like the fact that the family travels with me. My sons recently started riding on electric trial bikes and they love it. But I'm not the kind of person to push somebody into a specific sport at all costs. As a father I would never force them to ride motorbikes. If they show interest, great, but there is also nothing wrong if the bikes stay in the garage for a day or two. I'm not sure I want them to be racing riders. I'm aware of the dangers they would be exposed to, but if that's what they grow up wanting, I'll support them.

What do you like most about the winter break?

Testing takes place in November and I can forget about the daily diet then and eat what I like. Testing begins again in December and that means it's again time for hard practice and diet to get in shape for the





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first race. This is why a part of me doesn't want to be a racing rider. But I really shouldn't complain, I have a wonderful life and a successful career.

Where do you see yourself after finishing your racing career? Do you want to remain a part of the paddock?

The racing world is contagious. You can quickly become addicted to it. It gets under your skin. I wanted to become an engineer, but I dropped out so that I could be a part of the racing circuit, to be a motorcycle racer. And after I became one, I had no more desire to be an engineer. The same is true for most riders. 80 or 90 percent do not complete their studies, so they mainly do not have any other option but to remain in the paddock. Some, moreover, desire that. Some treat it as a hobby, others as passion or a way of life. And still others simply miss the hustle, the crowds, the adrenaline. I have no idea

"As a child I always dreamt about one day becoming a world champion, but back then I thought it would be in motocross."



what I'll do after I finish my career. I'd love to remain connected with racing, because I sincerely love the sport, but it does consume a lot of time. We have 13 races per season, MotoGP has 19. It's hard to have a normal life with such a schedule. Especially if one gets pulled in by stardom. But that is just a mask. It's not real. That kind of life is artificial, because your every day is precisely prescribed from morning to evening and obligations are listed by the minutes. I don't like that. It's really hard work. At the moment I prefer the Superbike lifestyle much more than MotoGP, because 13 races per season are a lot easier to deal with than 19, especially when accompanied by family.

You were nominated for the BBC Sports Personality of the Year in 2017. This is a great honour and recognition. Is fame important?

Fame means nothing to me. It was actually quite bizarre. A day after the announcement I flew to Australia with my family. That was good because it allowed me to get away from it all. Away from the news, away from the pressure and the phone stopped ringing too. It naturally feels good if you get recognised. I came in second, but I thought it was cool to have finished ahead of such renowned names as F1 driver Lewis Hamilton, cyclist Chris Froome and some others. It seems I have many fans, especially in Ireland. The competition among good athletes is fierce there.

Your family keeps racing on the Isle of Man in high regard. Were you ever interested in taking part in road races, the ones that take place across the Channel?

My father won the TT race on the Isle of Man, but I was never interested in street racing. I was more attracted by motocross.

You appeared as a substitute in MotoGP, but have never raced the entire season. Your testing times at Jerez were good. Do you still feel it would be a challenge to race in that class?

I still believe that I can be as fast as the fastest guys in MotoGP – with a properly competitive bike, of course. But unfortunately one does not choose one's destiny and future. You can't just get on any bike you want. Opportunity either comes your way or it doesn't and it unfortunately hasn't come knocking for me yet. I had a few chances to test bikes, but I never had the chance to ride the whole season on a competitive MotoGP machine. There were a few offers, but none enticing enough. This is why I'm completely focused on Superbike racing. I want to continue winning. I'm used to finishing first, I've been winning since the age of six when I was riding a tiny 50 cc motocross bike. I don't know how it would affect me if I came to MotoGP as a rookie, got on an uncompetitive bike and then rode somewhere at the back. As one of the best riders in Superbike I keep in touch with other teams about what they offer

in this as well as the other paddock. But I can honestly say that, deep down in my heart, I am very much happy and satisfied. Everything in my life seems good and balanced. Races, team, family. Everything is functioning perfectly and I don't really know whether I want a change, whether I want anything more than what I already have. I'm not saying that MotoGP isn't alluring, but to do it only to be there and share the same paddock as Valentino Rossi and other superstars... That's just not my goal.

So you believe you still have plenty of time?

Yes. It feels like many things are still open. My contract expires at the end of the season and many contracts will expire in MotoGP. It will be an interesting period for the racers, their managers and agents.

You were a motocross fan first. Who brought you to the world of road racing?

Yes, true. It's all the fault of Michael Laverty. I was completely enamoured with motocross. I thought riding on tarmac was boring. Like riding a motocross bike across a meadow without jumps. I come from a working-class family. We weren't rich. Father had neither the time nor money to support my racing beginnings. We managed somehow, but it was hard. A mechanic friend told me one day about a call for young racers in road racing. It was the 125 cc British Superbike Championship. I applied without any expectations and actually got selected. Michael Laverty told me then: "You'll go far in road racing." I immediately responded that it bored me. I had plan B, I was still riding in the British Supercross Championships at the time. I thought that should I fail on the road I still had my off-road team. I never regretted choosing the career on the asphalt, but I still love both classes.

Unless I'm mistaken, you still train a lot on a motocross bike.

Motocross? Yes. Yes, I do. Intensely. I adore motocross. If you asked me who won three MXGP titles, I'd have to think hard. In fact, only Everts and Cairoli come to mind, both dominating figures in the sport. You know, I'd swap my three Superbike titles for three Motocross World Champion titles in a heartbeat. Without thinking. These are two completely different sports. I also attend a 10-day motocross camp in Spain every year and I always leave it grinning. We practise riding technique, stamina, riding while standing, riding without using brakes so as to take advantage of the racing line... I like it because it is such a primal sport. I ride my own bike that I have to start by myself. I don't need two computers and a team of ten simply to start the bike and allow me to ride off. I put my motocross bike on a van and go for a ride with a friend. If the family joins us, the wife does lap times and the children show me the board. We have a great time, just as if we went fishing, for example.





"I'm not saying that MotoGP isn't alluring, but to do it only to be there and share the same paddock as Valentino Rossi and other superstars... That's just not my goal."

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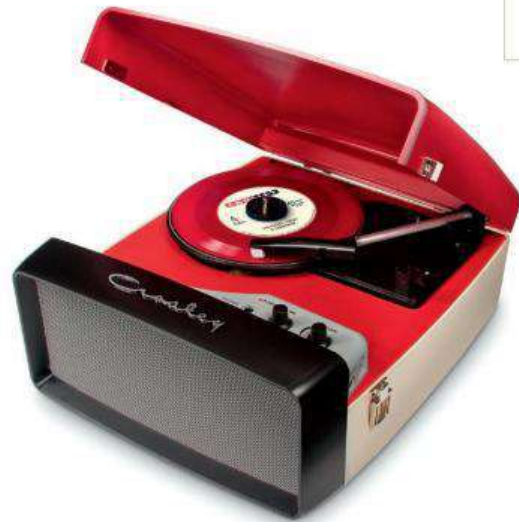
# FANTASTIC

by Alenka Birk  
photography PR.

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## CLASSICS

Do you have an extensive record collection at home and nothing to play it on? You'll love this classic record player. The retro Crosley can play records of varying sizes and it also boasts a headphone jack and USB port that can be used to connect it to a PC or Mac. Collegiate Portable USB Turntable, Crosley.



## CYCLE IN STYLE

Dior Homme has created its first ever BMX bike in collaboration with Parisian company Bogarde. The chrome-tinted limited-edition bike comes in the brand's black and red house colours with the logo printed on the handlebars and metalwork. The label's take on the item was inspired by 90s street culture – a theme that often dominates Dior's menswear collections. This is the epitome of luxury, especially since there are only 70 available. Be quick, gentlemen.

## FOLLOW ME!

You don't have to drag your suitcase around anymore! Let us introduce you to Puppy 1 – a smart suitcase that's designed to automatically follow you around so your hands remain free. It was released by Chinese brand 90FUN. The suitcase can constantly follow you or it can be summoned via a remote control. The company worked with Segway and added a gravity adaptive system to the 50.8 centimetre suitcase, which helps the bag balance itself as it rolls. Hands free, finally!





## PHANTOM SHOES

Check out the latest shoe cushioning technology. HOVR Phantom running shoes by Under Armour are technologically advanced and innovative with foam cushioning that can deliver comfort and performance in equal measure. They say it's the zero gravity feel that will make these the best cushioned running shoes you've ever put on. Let's try them on, shall we?



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## THE NEW SOUND OF HOME

Apple HomePod is a powerful and smart speaker that sounds amazing and adapts to wherever it's playing. It's the ultimate music authority, bringing together Apple Music and Siri to learn your taste in music. It's also an intelligent home assistant, capable of handling everyday tasks and controlling your smart home. HomePod takes the listening experience to a whole new level.

## TITANIUM IN THE SUN

The aviator style is always trendy. This exquisite pair of Lindberg model 8205 sunglasses is made from titanium. These minimalistically designed sunglasses are flexible and durable with premium lenses. Their trump card is also their innovative screwless design. Lightness, flexibility and adjustability – you'll almost forget you're wearing them.





72 hours on the bike: Paris-Toulouse-Valencia-Chiasso

# NEVER, EVER, GIVE UP

by Matevž Hribar

photography Bor Dobrin



We were tasked with doing a story about endurance world champions. That involved a motorcycle. A comfortable touring one, of course. But we are faced with a challenge. There are three GMT94 Yamaha Official EWC Team riders and each one lives in a different part of Europe. So in what order and when do we visit? We are also a bit short on time. We cannot make it in 24 hours, which is how long an endurance race can last, but we could aim for 72. The plan is to start in Paris and finish in Chiasso, Switzerland, with stops in Toulouse and Valencia. The total distance? Over 3,000 kilometres. The weather is cold, raining most of the time, though we do get some sun. Yamaha Motor Europe in Paris lends us a Yamaha FJR1300, but the rest is up to us.



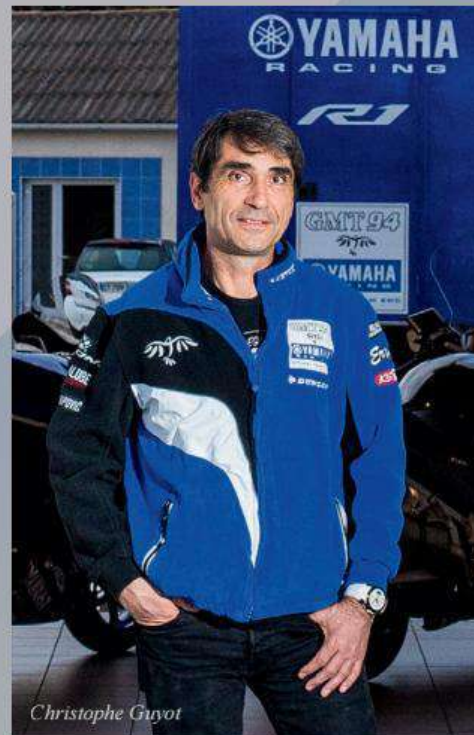


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Christophe Guyot

## THURSDAY, 8 MARCH AT 5 PM – NEUVILLE DE POITOU

I wheel the 1,300 cc Yamaha from the van. While waiting to meet Christophe, I check the tyre pressure (just in case) with the guys from the team and put on padded motorcycle pants. Temperatures in Europe are unusually cold at the start of March.

### FROM TEACHER TO BOSS

Christophe Guyot, born in 1962 in Marseille and the founder and head of the GMT94 Yamaha Official EWC Team, used to be a teacher of children with learning and behavioural difficulties. He wanted them to learn alongside their counterparts but was, despite approval by the local environment, frustrated by the education ministry which stated that at 13 to 15 years of age the children were too old to be included. "How can you be too old for anything at that age? I was told the same when I entered the motorbike world at the age of 25. 'You are fast,' they nodded, 'but regrettably too old for racing.' But my aim was to prove that anything was possible," he said as we sat at a round table in a small room with two guitars adorning the wall. Christophe is also a passionate guitarist and dancer – he met his wife at a dance 30 years ago. And so he proceeded from teaching and proving himself on 350 and 750 cc bikes to becoming the Head of a racing team which won its third World Endurance Championship crown in the last season. The French team includes a French, Spanish and Italian rider, with the 38-year-old David Checa as the veteran. "For me he is the best endurance

rider in the world," says Christophe. "He never ever quits. Let me tell you what happened last year. The start of Bol d'Or was a disaster, we crashed twice and were riding in 55<sup>th</sup> at the beginning of the race. A nightmare! But I told the riders: 'Go for it!' The tired Niccolo asked me in the middle of the night: 'But why, we are 25<sup>th</sup>, we won't be in the points, why?!' So I answered: 'Niccolo, if we were in the lead, you wouldn't complain about being tired. So race just as you would if we were in the lead.' If we hadn't had David, who was setting incredible times – baam, baaam, baaaaam – was upbeat and optimistic at every pit stop, I wouldn't have been able to convince the other two to give it their best. I told the boys that we had lost last year's title by a point and that they should fight until the end. This was probably one of the best races."

He says that the other two riders, both younger than David, are great talents. Both are test riders for factory teams, both superb in fine tuning the bike.

Christophe admires the work done by the masters at Akrapovič. "It is a pleasure to work with all of them. I can say that they are a reference point, and by that I don't just mean their product but also the way they work. In the words of da Vinci – Details make perfection, and perfection is not a detail."

## FRIDAY, 9 MARCH AT 10:30 AM – TOULOUSE

We meet Mike Di Meglio 430 kilometres from the team's headquarters at a local motorbike dealer and service shop. The Toulouse-born rider turned 30 this year, a far cry from when he

**"YOU ARE FAST, THEY NODDED, BUT REGRETFULLY TOO OLD FOR RACING. BUT MY AIM WAS TO PROVE THAT ANYTHING WAS POSSIBLE."**

CHRISTOPHE GUYOT

first sat on a microcross Yamaha PW50 at the age of three. He stayed in motocross for the next eight years before switching to minimoto, then to the 125 cc French championship and finally to the 125 cc world championship, where he became World Champion in 2008 with team Derbi. He joined the GMT94 Yamaha Official EWC Team in the middle of the 2017 season and contributed to winning the World Champion title. "I saw endurance riders as nutcases and thought they weren't exactly the fastest. Man, was I wrong! You must ride at the limit, but do it smartly. Of course, when the boss wakes you up at 3 am, a part of you wonders whether it's really worth it, but once you're on a bike, you forget about the pain. You know the detail of every curve, you know the braking points..." he said closing his eyes for a moment and miming the ride through a chicane with his arms and body. "For me racing is like rhythm, like music. The best time to race is when a new day dawns. That's when I set my fastest laps."

The team rookie holds its elder, the experienced David Checa, in high regard: "He's the foundation of the team. If Christophe tells him to do one more stint, he'll do it without talking back. If he sees you besting his time,





**"FOR ME RACING IS LIKE RHYTHM, LIKE MUSIC. THE BEST TIME TO RACE IS WHEN A NEW DAY DAWNS. THAT'S WHEN I RECORD MY FASTEST LAPS."**

*MIKE DI MEGLIO*



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*Mike Di Meglio*



he'll do his utmost to improve on his and vice versa, he'll give you advice on how to improve on your lap time."

Di Meglio wants to stay in Endurance for the time being, even though he will also test his mettle in Supersport this year. He likes the mentality of those involved in Endurance, the search for the balance between speed and endurance. "Somebody can sometimes be faster at the start but a few hours in their engine blows up."

We check the map together with his friend for the best route to Spain. They tell me that snow-capped hills lie ahead, but that it is going to be beautiful.

## CORNERING BETWEEN THE SLOPES

Confirming their words, the snowy Pyrenees soon appear behind the rolling hills between

Toulouse and Foix. Yes, I could have taken a quicker route directly into Spain and through Berga to Barcelona, but since I found myself on Andorra's doorstep, it seemed a waste to forego riding at over 2,000 metres above sea level. Not that it is easy to navigate between the ski slopes – the March sun melts the snow, the water flows across the road and can turn to ice in the shade, an element not friendly at all to motorbike tyres. Imagine your stability depending on contact the size of a credit card between the smooth tyre and the surface...

## SATURDAY, 10 MARCH AT 1 PM – VALENCIA

After a 750 km ride, I am welcomed on Saturday at the sun-drenched Ricardo Tormo racetrack by David Checa. He came to the

track in the vicinity of Valencia to test ride a bike for the Spanish championship, where he will compete alongside defending the Endurance world champion title. While the rest of the team take a break for paella, I sit down with the endurance master and brother of another excellent rider Carlos Checa for a chat about this and that, about racing in the past and today, about racing as a way of life. He said he was crazy as a young rider, he did poorly in qualifying and was too combative on the track, squandering excellent positions by crashing out. "I think I wasn't mature enough for certain classes. But I'd never change what I do now. I love Endurance, this is my family." After the season when he was fired from the team as its second rider due to a sponsor's withdrawal, he remained without a bike but without will. He trained even harder and waited for his opportunity. A mechanic mentioned him to Christophe, the phone rang and an invitation



**"I'LL QUIT WHEN I CEASE TO FEEL THE VIBE, BECAUSE I'D OTHERWISE BE LYING TO THE PEOPLE WHO PAY MY SALARY."**

DAVID CHECA



came to check out the team's website and have a think... "I didn't check anything. I got on a plane and went to a world championship race without knowing the racing bike, the tyres, anything. But I immediately felt at home," David explains with sparkling eyes how he became a member of the GMT94 Yamaha Official EWC Team/family way back in 2003, the year when the team settled for Yamaha. For how many more years, David? "Racing is a passion for me. I love riding motorbikes. I'll quit when I stop feeling the vibe, because I'd otherwise be lying to the people who pay my salary," he admits honestly while acknowledging that he is human and therefore has made and makes mistakes though he always gives it his best. Every single time. Especially when it's hard, because "that's when you can profit the most. When it's extremely cold, when it's very hot and at night, that's when the biggest difference is made. Your only consolation is that everybody else is tired as well."

## THE BIKE DOES NOT THINK

Crashing out is a mainstay of the sport and sometimes it is not your fault, but Endurance allows you to get going and fight until the end,

says David, adding that while you probably won't win, you could still make it to the points or even the podium. Rings true, Christophe and Mike both praised the Spaniard's tenacity. I wonder aloud whether this stubbornness is also beneficial off the track. "Racing is racing, living is living. Racing involves you and the bike – and the bike doesn't think. But in life you are surrounded by people with whom you have to find a solution that benefits all. But it is true that racing teaches you..." "Discipline?" "That as well, but... err... Respect! A lot of young riders lack respect, respect towards the team, the competitors, the partners. My friend, when you finish your career, regardless of how good you were, you are forgotten in a month or two." As we continue talking, David once again stresses the importance of good team atmosphere. "You know how to motivate the team when the mood is bad? You get on your bike, do seriously great lap times and when it's time to switch, smack your team colleague on the back and tell him 'Your turn!'" Words mean nothing, what is required is opening the throttle.

He has only good things to say about products made by Akrapovič engineers. He says that if there were no crashes, the exhaust would look the same at the end of the season as when it was fitted on the bike, straight from the box – and all parts would still fit perfectly. Time for us to get on our bike too. Destination: far-off Switzerland.



## SUNDAY, 11 MARCH, 5 PM – CHIASSO

The Yamaha and I were now on the longest stretch of the three-day hunt for the GMT94 Yamaha Official EWC Team riders: nearly 1,400 kilometres lie between Valencia and Chiasso. The FJR was slicing through kilometres as if it were made for it. There are many touring bikes in the world capable of high travelling speeds, but this Japanese machine with an adjustable windscreen and three levels of heating of the handgrips gives you the feeling that you could leave the cruise control on at 180 kph, take out a gas heater and a coffee pot and brew yourself a warm little cup. If only it wasn't for the continuous rain between the middle part of the Côte d'Azur and the town in southern Switzerland near Lake Como. I had previously



**"I DIDN'T SEE THE BRIDGE AT ALL AT NIGHT! LUCKILY THE RUN-OFF AREA WAS PAVED. I LATER CHOSE A MORE TANGIBLE POINT."**

*NICCOLO CANEPA*



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*Niccolò Canepa*

sent an SMS to Niccolò Canepa, born in 1988 in Genova, Italy, telling him that I might be a little late. Most other competitors reach the 600 cc machines via scooters, 125 cc and 250 cc machines, but Niccolò, with 14 years and 3 days at that time the youngest competitor in the Italian Supersport class, moved there straight from minimoto. His story too sounds like a mixture of successes and (financial) challenges and spans different classes, ranging from the Superstock World Cup, half a season in Moto2, being a MotoGP test rider and even appearing in the royal class. His and Christophe's paths crossed in 2016 and Niccolò seized the opportunity to race on a competitive bike at the top level. "If your colleague is faster, he gives advice to help you match and improve your times. You can only win the championship if you work together. David taught me to think like this

and I think that the positive vibes in the team are one of our main advantages," says Niccolò, adding: "And of course there is Christophe. Because he used to race, he understands riders. Much like a factory manager who used to operate a machine."

The ride has meanwhile made me seriously tired. If anyone, a professional endurance racer will be able to tell me how to beat fatigue. "No, we don't drink coffee or sweet energy drinks.

They only lift you up for a short time before the down. You must eat something like pasta, perhaps chicken or dry fruit during every break, otherwise you will lose your strength during the next time you're on," says a surprisingly calm (for an Italian) racer before we turn to riding at night. "I had an interesting experience at the start of my endurance career. I chose the bridge as the braking point at the long straight at Bol d'Or. Then comes night-time racing and I'm waiting, waiting, waiting... And suddenly the turn is right there in front of me. I didn't see the bridge at all at night! Luckily, the run-off area was paved," he laughs. Niccolò says that the head is responsible for 80% of endurance racing. Everybody's bodies are tired and it is impossible to fully prepare oneself for a 24-hour race. His garage, apart from a Yamaha YZF-R1, includes a flat track, enduro and trial bike to allow him to train in worse weather as well. Riding a real motorbike is the best preparation, he believes.



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Sky Racing Team VR46

# SKY IS THE LIMIT

*We visited the riders and the management of the Sky Racing Team VR46 at the opening race of the season in Doha, Qatar. We checked how prepared they were for the year, visited their paddock and reception area, watched a MotoGP practice session where Valentino Rossi, team founder and owner, competed, discussed team organisation, cooperation and assistance between the riders, the mentorship provided by the nine-time world champion and, of course, the wishes and projections for the racing years to come.*

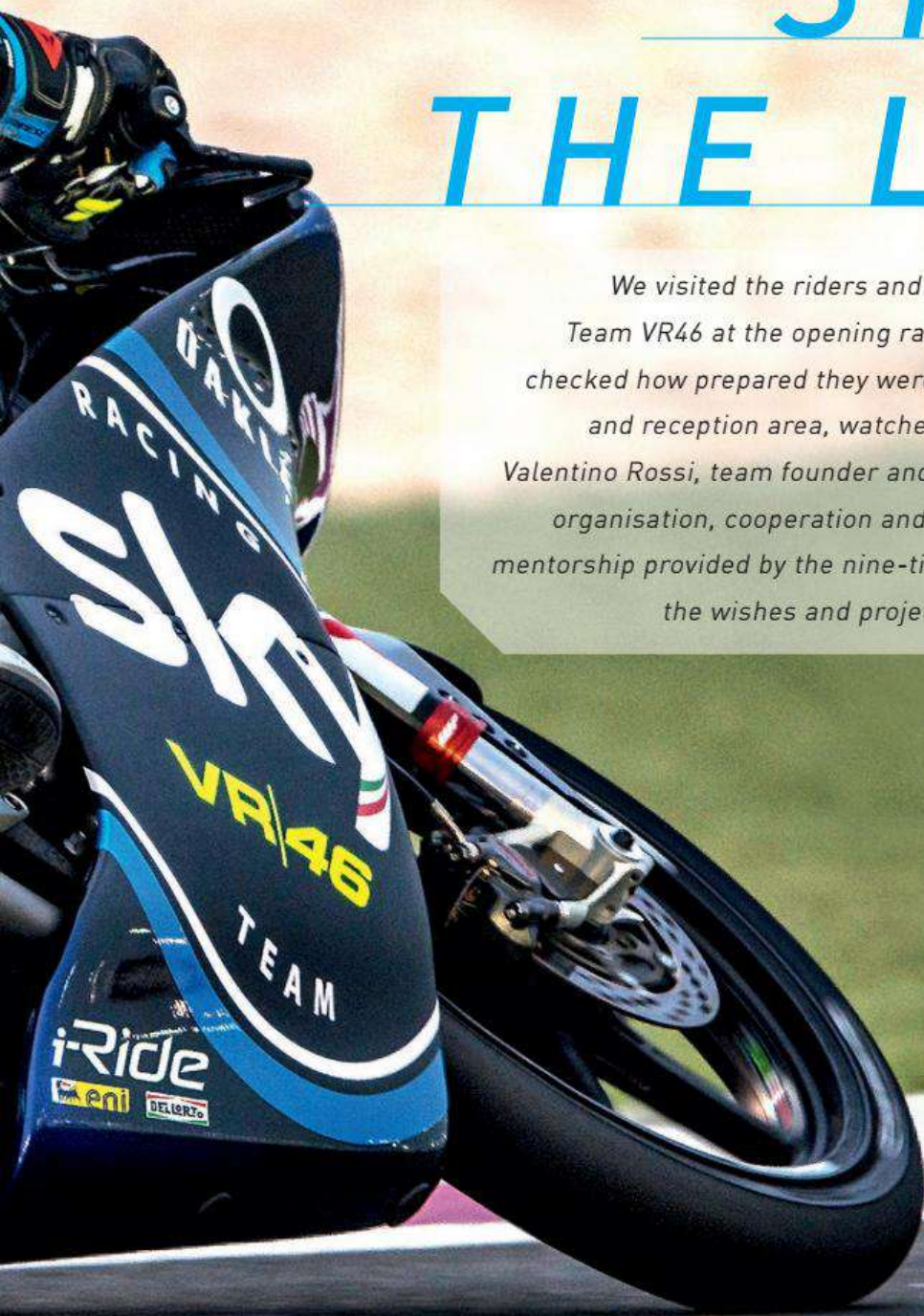
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*by* Gaber Keržišnik

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*photography* Marc Robinot, Sky Racing Team VR46

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## Nicolo Bulega

"It's a huge honour for me. This is a very professionally organised, highly proficient team, so I try to be quick on the track and thus repay the chance I got as one of its riders," says the long-haired Nicolo Bulega, competing in Moto3. So, what is his goal for this year? "Higher than last year's. I mainly want to be even faster. But first I need to nurse my injury back to health. My leg is still at around 70% following the accident in Valencia last year. I still feel some pain," he says hanging his sweaty gloves to dry after a completed practice session, adding: "Moto2 would be better for my constitution. If I am fast in Moto3 this year I hope to get a shot at Moto2. I've already sat on a Moto2 racing bike and it was a lot of fun. I really liked it a lot. But the dream of every professional rider is obviously the MotoGP class. I want to ride with the best in the future."

## Dennis Foggia

During the chat with Nicolo we are joined in the improvised living quarters by Dennis Foggia, the other team rider in Moto3, another Italian and the complete opposite of his teammate in the distinctive blue and black team. While Bulega is slim and tall with groomed long hair, the slightly shorter Foggia with his athletic build and short hair looks like a US marine. His body is adorned with numerous tattoos, which even the Sky Racing Team VR46's uniform cannot completely cover. His goal for this year is to be among the top 10 at the end of the season, while further down the road he wants to race in Moto2 and MotoGP. I was naturally interested in how the two riders from the smallest class cooperate with Valentino Rossi. "Valentino is a really interesting person. He's a great guy and is like a brother to the riders in his team. It's difficult to meet or catch him at a race, but back home we spend a lot of time together and talk a lot. He gives us a lot of advice because he has a wealth of experience," says Bulega.

## Francesco Bagnaia

During our little chat with Foggia and Bulega, the Moto2 practice session also comes to an end. I received a message that Pecco is already waiting

for me in the paddock. Pecco is the nickname of Francesco Bagnaia, who was already among the team's fastest riders last year and of whom the team expects even more this year. So much more in fact that the MotoGP Alma Pramac Racing team had expressed its interest in Pecco and already signed him up for next year's MotoGP season.

"I'm still looking for the best result at every race. But not just at the race. It's my goal every time I sit on a bike. Every practice session at every track," explains Francesco after taking off his helmet. He did well in practice and is in a good mood. The current suspension is more suitable for his riding style. What about advice? Does he provide it to the two youngsters in the team, does he get any from Rossi himself? "Advice is tricky. Every rider has his own racing style. I was explaining the new track to Foggia just today, but sometimes it is an uphill task. If any of the riders asks me a question, I'm naturally always happy to help. I like to ask more experienced riders myself. Sometimes Valentino helps me, sometimes somebody else."

Good results require top-notch components and a top-notch team. Sky Racing Team VR46 has both and the riders both know and highly appreciate that. "A good team is important. As is a good bike with good components. For me, it's important to be confident about the equipment

on my bike. Everything must be the best. I believe that Akrapovič exhausts are the best in the world and are also of great help to us. For me, the most important things are steady acceleration and reaching the highest possible speeds on the straights. This is what we focused on in the winter and the new Akrapovič exhaust was made with that in mind. The loudness is perfect, too. It's not too loud, I can still hear the engine while wearing a helmet," explains Pecco Bagnaia.

## Pablo Nieto

Our conversation about exhaust systems was taken up by team manager Pablo Nieto, who was previously busy monitoring the start of the MotoGP practice session. "It's important for us to have a partner like Akrapovič. I think it's the best exhaust system brand. Our relationship is excellent and the parts we receive are undoubtedly the best. I think that a brand like this is classed mainly as technical support and is not a sponsor," he says. I also quiz Nieto about the difficulty of juggling work between Moto3 and Moto2. My reason for asking is that Sky Racing Team VR46 is more than just a team – it is a project. The Italian TV channel Sky is not the team's sponsor but rather a partner of Rossi's brand VR46 in the project that was brought to life in 2014 with the joint



Francesco Bagnaia

Luca Marini





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### Team manager Pablo Nieto

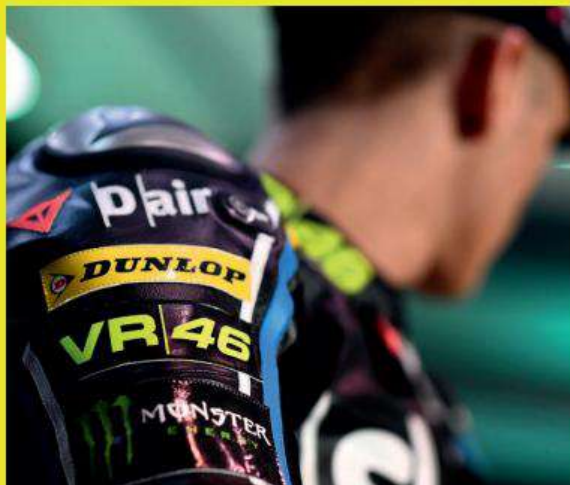


Nicolò Bulega

Dennis Foggia



Francesco Bagnaia



goal of creating a pool of young Italian talents and aiding their racing development through Rossi's VR46 Riders Academy and his team. The two partners aim to guide them from national championship levels through Moto3 and Moto2 world championships all the way to MotoGP. Nieto: "I try to maintain neutrality and not make distinctions. I try to help the riders in both classes. But things do change from race to race. If I see that a rider is having problems, I dedicate more of my time to the one I believe needs my help the most."

Nieto is more than just team manager. The riders say he is like a friend and often represents the link between Rossi and the team. "Valentino must be informed whenever we decide on anything important. He wants to maintain control. It's his team after all and I understand that he needs to hold the reins. It's part of his DNA," says Pablo as we are joined by Luca Marini, Rossi's half-brother and the team's new Moto2 member for 2018.

### Luca Marini

"Vale and I talk a lot, but perhaps still not enough. I'm quite shy and perhaps I should be asking him more questions. Another issue is the large age gap. We didn't really socialise when I was young. Our relationship has undoubtedly improved in the past years and is getting better every day. Now we are friends. We train together on sandy surfaces, we do karting and many other things. The most important thing is that we are also friends at home. That's when I can ask him this or that or we watch race recordings together and analyse my riding."

Luca Marini is also a member of VR46 Riders Academy, another area where Pablo Nieto is actively involved: "Establishing the VR46 Riders Academy for young riders was of key importance. Many people confuse our racing team and the academy. They are certainly not one and the same. The academy currently trains 11 riders who compete for different teams. We established the academy in 2014 and naturally the results come with a two-year, three-year or an even longer delay. A very good example is Franco Morbidelli, a rider from the VR46 Riders Academy, who was crowned Moto2 World Champion in 2017."

*"Valentino is a really interesting person. He's a great guy and is like a brother to the riders in his team. It's difficult to meet or catch him at a race, but back home we spend a lot of time together and talk a lot. He gives us a lot of advice because he has a wealth of experience."*

### Nicolò Bulega





*Ulla Kulju – paralysed and world champion*

# LIFE IS THE BEST TEACHER

Finn Ulla Kulju was a 15-year-old girl when her life changed dramatically. The year was 2002 and Ulla was on a class trip at Ylläs ski resort in Northern Finland. When Ulla jumped while snowboarding she fell badly and was paralysed. However, she decided very quickly that paraplegia will not prevent her from pursuing her dreams. One big dream was riding motorcycles. Nowadays Ulla is a 31-year-old woman and not just a motorcyclist; she also competes in road racing. Ulla has won, among other things, the women's road racing world championship for disabled athletes which was held for the first time last year at Le Mans.





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by Tapio Keskitalo

photography PROSKY, Lars Tornqvist, Kulju archive

The event was held on the same weekend as the MotoGP race. "Driving abroad is awesome. Circuits are big, speeds fast and there are lot of spectators. In Le Mans there were 105,000 people watching the race. It was great to listen to Finland's national anthem on the podium and watch the crowd."

Le Mans is one of the world's greatest motorsport circuits. "My team was really tense before the race, but at the same time my own stress was gone. However, we didn't follow the start of the MotoGP because we were shopping," laughs Ulla.

Ulla has done many amazing things in her life. About six months after her snowboard accident she returned to the slopes and started to compete in Para Alpine Skiing. Quickly she made Finland's national Para Alpine team and won a silver and a bronze medal in the European Cup. Turin's 2006 Paralympics were awaiting her, but Ulla decided otherwise. It was time for new challenges; she ended her alpine skiing career.

"I spent four years in alpine skiing. Disabled sports were not very popular in Finland during that time. You had to fight for the sponsor funds. At some point the Ski Association of Finland dropped us from the financial assistance. Virtually everything had to be paid by ourselves. I was also finishing school, so I decided to focus on graduation instead of the Paralympics. My alpine skiing story came to an end," Ulla says.

The status of disabled sports in Finland is on a much higher level now than some years ago. A good example is Paralympian Leo-Pekka Tähti who has won many gold medals in track and field and was elected the best athlete in Finland in 2016.

#### Ulla dreamed of motorcycling all her life

Ulla started racing multihull sailboats, got a paragliding licence and built show cars. She also graduated as a datanomi, airplane mechanic and boat engineer. Ulla dreamed of motorcycling all her life, but the dream had to take a back seat for a time after the injury. 2014 was a turning point. Even though Ulla was in a wheelchair she started to build a suitable motorcycle for herself. She completed the project; her bike was a Honda CBR600F. However, the bike broke down before Ulla got her motorcycle driving licence. "Then I was suggested to start racing. I was excited and built a racing motorcycle. In October 2015 I got my Yamaha YZF-R6 racebike," Kulju says.

#### First competition in May 2016

Her first competition in Finland was in May 2016. "About 20 minutes before the race I was thinking that now it's probably too late to say that I'm afraid. But the tension went away. It was an absurd feeling when 20 bikes were at the starting line and engines were running. I felt how the ground was shaking. I search for such feelings from this sport. In my first race I managed to pass by some riders even though I finished last. After the competition it was clear that this is my thing."

Ulla says that there are less than 40 disabled road racers in the world. And that's the right number only if you count paralysed as well as amputee athletes. She normally races against men, because there are so few women behind the starting lines. Even before the snowboarding accident it seemed a given that someday she'd start riding. Speed and motorcycles have always fascinated her. She had her own scooter before the accident and she also secretly rode her then boyfriend's light motorcycle. "The two-wheelers are interesting and the desire has always been there. Buying a bike, however, took time and also money," Ulla



Ulla decided very quickly that paraplegia will not prevent her from pursuing her dreams. One big dream was riding motorcycles. Nowadays she competes in road racing. Ulla has won, among other things, the women's road racing world championship for disabled athletes which was held for the first time last year at Le Mans.



comments. Riding also required ingenuity. Ulla has a specially crafted bike and she has used her skills designing and building the bike. For example, she has switched the transmission to work with buttons on the handlebar.

#### **New bike: Honda CBR600RR with Akrapovič exhaust**

In February she unveiled her new bike: a Honda CBR600RR. The bike has many special features compared to a standard bike, most visible being a moving saddle and magnetic footpegs. "I just have to put my feet in place, so the magnet puts them in the right place. The legs are always in the same position thanks to the magnets," Ulla says.

Thanks to the moving seat she is able to tilt her bike better than before. Ulla believes that the seat and footpegs increase safety and provide faster lap times. The bike boasts an Akrapovič exhaust. She also has a road bike with auxiliary wheels. They help when she needs to stop, for example at traffic lights.

Ulla designed her bike with the help of her employer, the engineering company Etteplan. She hopes that the development work will also benefit others in the future. "My dream is that similar wheels as I have can be extended to general use. In my bike the moving saddle balances driving and makes it more stable. It can be a big help also for riders without disabilities."

For Ulla the construction of motorcycles has

been necessary for riding but also a nice hobby. Her work experience makes planning and construction much easier. She makes her living designing elevator control systems. Ulla has also designed aluminium work boats, oil recovery machineries and command bridges for cruise ships and for warships. Etteplan is also Ulla's main sponsor. "Etteplan has supported me from the very beginning. That's awesome. They give me financial support and resources. My employer also understands that sometimes I have to take time off from work because of racing. Etteplan's help is really significant."

This year Ulla is racing in Finland, Le Mans in France, Mugello in Italy and Magny-Cours in France. She is really looking forward to the test



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sessions with her new bike. "Driving on big circuits doesn't get me too stressed. Safety areas are big and the circuits are safe. My season budget is about 35,000 euros, last season it was 27,000."

#### Husband, son and daughter

Ulla's riding is a big thing for her family too. She has a husband, Antero Kemppainen, nine-year-old son and three-year-old daughter. "Everyone in the paddock knows my son. He is almost always there when I'm competing. My husband works in my racing team as a mechanic. And when necessary as a babysitter," Ulla smiles.

Things have passed in Ulla's life at a breathtaking pace. The journey has also been long geographically. Ulla, originally from Northern Finland, lives with her family in Hyvinkää which is located in the southern part of the country. Finland's capital, Helsinki, is approximately 50 kilometers from Hyvinkää.

#### Life teaches

After the snowboarding accident Ulla spent time in the hospital and injury rehab centre before she went back home. The day after her return she moved out to live on her own. "It might have been a good idea to stay a year at home with my family. But life teaches," Ulla laughs.

Life teaches. It's a good motto and reflects perfectly on Ulla's attitude. She is a really positive and talkative person, but there are always some other people who are cynical and negative. "There are people who think that I can't do it. That kind of attitude is on the other hand a driving force for me. However, mostly comments are positive. Especially people who are connected to motorcycle racing have been great. They encourage me and are willing to help. It's wonderful!"

Ulla says that she remembers one phrase that sums everything up. It goes like this: "Sometimes I feel like giving up, then I remember I have a lot of fools to prove wrong."



*"Sometimes I feel like giving up, then I remember I have a lot of fools to prove wrong."*



Audi RS 7 Sportback performance on the Grossglockner Hochalpenstrasse

# 80 YEARS

## LATER AND NONE THE FASTER

The RS 7 Sportback is likely not the most necessary model in Audi's range and its performance version even less so. The high alpine road bypassing the Grossglockner, constructed in five years during the 1930s, was likewise not urgently required. We could say it was a prestige project. The same goes for the Audi RS 7 Sportback performance, which was devised in Ingolstadt with the main purpose of providing fun on the road. Roads like this let you use up your pent-up adrenaline and help the Audi squeeze out more than 600 HP from its four-wheel drive.





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by Miran Ališič

photography Bor Dobrin, Audi AG, Daimler AG

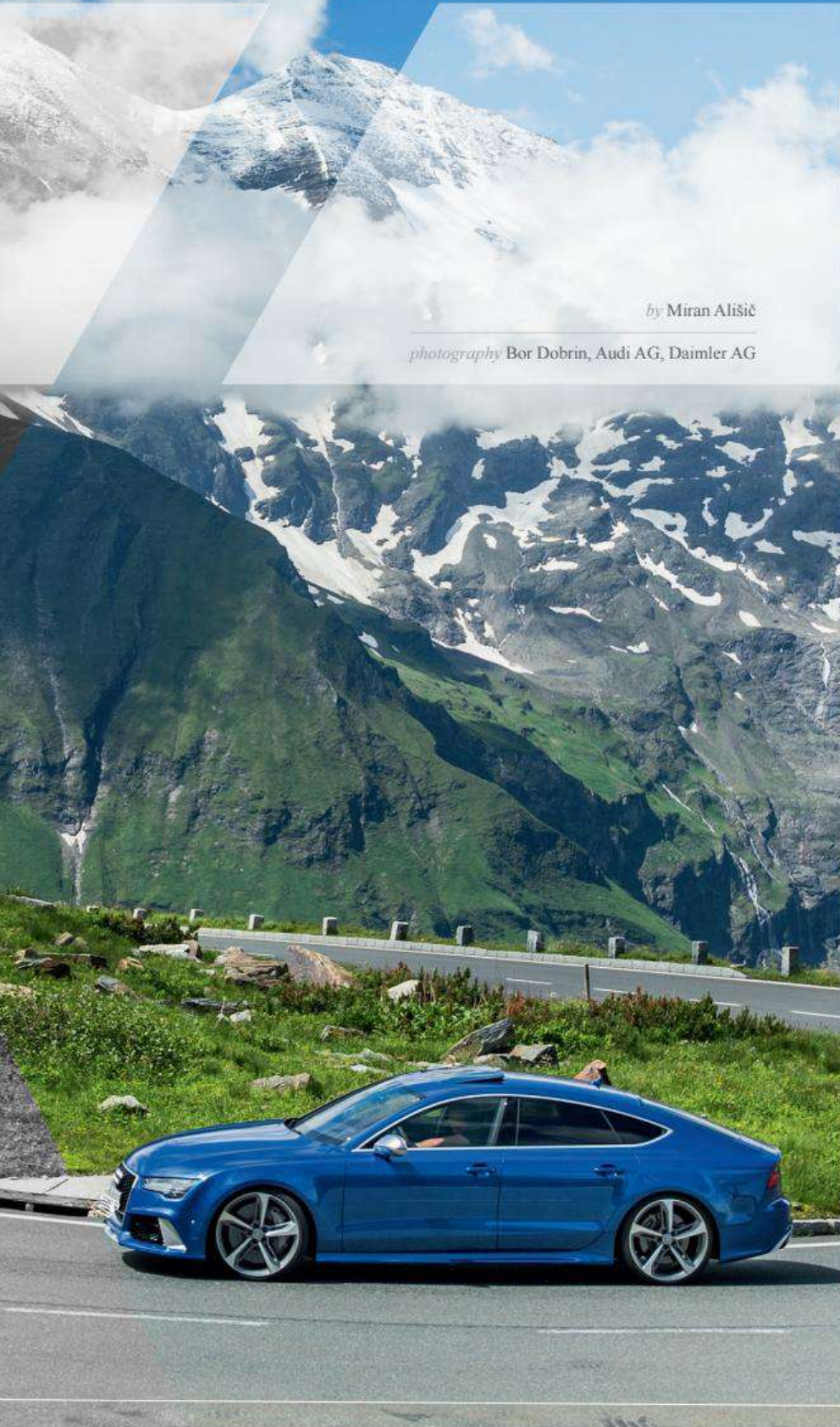
But let us first turn to the road and its legendary races. The villages of Bruck and Fusch lie at the start of the road on the northern side of the Alps, while Heiligenblut in Carinthia marks its end on the mountain range's southern side. Almost 50 kilometres lie between. Because we wanted to link the story with the legendary mountain races and the 1938 win by Hans Stuck and his Auto Union, we will focus mainly on the road's northern part, which played host to the famous events between 1935 and 1939. The path was used already in antiquity, as proved by numerous remains from that period, but was superseded later on by the neighbouring Brenner and Tauern passes, which are still used for transiting the Alps.

### THE FIRST RACE (1935)

The idea of building a sightseeing road was already mulled over before World War I, but it wasn't until 1924 when Carinthian engineer Franz Wallack was tasked with a project to build the new connection. The need for the road stemmed from Austria's loss of Southern Tyrol under the 1919 St. Germain Treaty, which awarded the Brenner pass to Italy and thus gave political importance to the Grossglockner road. Political importance was also bestowed on the races, the first of which was held on 4 August 1935 on a 19.5 km section between Fusch and Fuschertörl. The race's finish was at 2,378 metres above sea level, making the difference between the altitude at the start and finish a whopping 1,593 metres, a world record. The minimum 8 metre width of all turns, a rarity at the time, meanwhile made it ideal for car racing. The success and enthusiasm at the then unpaved road was so great that the event remained etched in the minds of many. This soon came to the ears of the leading factories of the time – Mercedes-Benz and Auto Union.

### GRAND PRIX OF GERMANY IN 1938

The second Grossglockner race, now following Germany's annexation of Austria, was renamed the Hillclimb Grand Prix of Germany and held on 28 August 1938, almost exactly 80 years ago. Hans Stuck, the king of alpine races, and his Auto Union were the clear favourites. We went around the local villages looking for anybody who remembered that race, but came out with nothing. However, the road's administration was able to point us to Siegfried Scherrer, a gentleman nearing his 90<sup>th</sup> birthday. "Please wait a moment, the Herr is in the kitchen checking the food that was just delivered," the friendly receptionist at the large and luxurious hotel in the village of Fusch told us. A vigorous man soon emerged from behind the doors, obviously in the midst of hotel operations: "My apologies, but summer is our main season and we are quite busy."





## SIEGFRIED SCHERRER'S MEMORIES

Siegfried Scherrer is still the head of the family run hotel: "We used to just have a house here and rent out a few rooms. My father had a shop and perhaps six simple beds for visitors. But we also had a car, because he owned a taxi licence and used the car to ferry people to the Grossglockner. Otherwise this was a poor region and the road was a godsend," continued Scherrer as if his story was a just few years rather than almost a century old. "Ach, nothing back then was like it is now. People started clearing the snow from the road in June. It took some 600 to 700 people about six weeks to finish the job. But then Franz Wallack built a snow thrower, which now stands as an open-air museum piece at one of the turns. It is blue and white, a symbol of the sky and snow. This most certainly was a big improvement," he continued detailing the events with gusto and flow. When we told him that we plan to navigate the route with the spiritual successor of Stuck's silver Auto Union, which won the 1938 race, then already taking place on setts and partially asphalt, his eyes sparkled and he exclaimed: "In this case I have a really special tale for you. We, the children were watching the race at the side of the road, I was about 10 years old back then, we were sitting in the grass some three kilometres before the village. An Auto Union race car was stopped nearby. It was obvious that something was wrong. A worried Hans Stuck stood by its side. We knew all the drivers, because they came here to practice, we knew Caracciola, von Brauchitsch, Nuvolari, all of the big names of the era..." The three boys approached and were gawking at the majestic and powerful race car when Stuck asked them to try and push it, because he would otherwise be late for the start. "After a few metres the engine started and we saw Stuck's arm raised in salutation." Later, during the second run, remembers Scherrer, "Stuck saw us higher up along the road and, as he was racing towards victory, waved again. I will never forget that. Our assistance might have even given him the chance to win," the hotel owner laughingly finished his story, took another meticulous look at the blue Audi and hurried on his errands around the back of the massive building.

The villages of Bruck and Fusch lie at the start of the road on the northern side of the Alps, while Heiligenblut in Carinthia marks its end on the mountain range's southern side. Almost 50 kilometres lie between. Because we wanted to link the story with the legendary mountain races held before World War II, we will focus mainly on the road's northern part, which played host to the famous events.

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Hans Stuck



Siegfried Scherrer

## THROUGH THE TURNS AS QUICKLY AS POSSIBLE

In 1938, Hans Stuck required 20 minutes and 10 seconds to twice complete the 12.6 km race, shortened due to bad weather. This means that his Auto Union took 10 minutes and 5 seconds per stage on average. Put differently, he was charging along with an average speed of 74.7 kph. The road, today an excursion toll road, has no additional limitations apart from the general 100 kph Austrian speed limit. Our test required us to start before the road opens for traffic, meaning that we had to be good to go at sunrise before 6 am. Even back then, in 1935, 1938 and 1939, practice runs were carried out early in the morning. The suspension of our Audi RS 7 Sportback performance was set to hardest and the exhaust symphony could begin. On the straight we were able to slightly exceed the 100 kph limit for a few seconds and since we were alone on the road, the same as Hans Stuck and other racing drivers of the past, the brakes smelled, the tires squealed and the exhaust boomed... We did not drive on the limit, but we still tried to pass through the turns as quickly as possible. As we reached Fuchser Törl, the stopwatch in our Audi showed 9 minutes, 45 seconds and 9 tenths. If we take into consideration that in 1939, just a year after his legendary victory on the Hochalpenstrasse, Hans Stuck, again in an Auto Union, clocked in at under 9 minutes, our time does not seem all that exciting.

The second Grossglockner race, now called the Hillclimb Grand Prix of Germany, was held on 28<sup>th</sup> August 1938, almost exactly 80 years ago. Hans Stuck, the king of alpine races, and his Auto Union were the clear favourites.

## RESTRAINED ELEGANCE OF AUDI RS 7 SPORTBACK PERFORMANCE

So, on to the Audi RS 7 Sportback performance. The Ascari Blue has been earmarked for this model only, as was the interior, tailored to the driver and his or her needs. Fitting but not excessively racing seats, a large booth and comfortable access to back seats are not required for traversing the Grossglockner, but they do come in handy at other times. Our focus was more on the torque of the V8 TFSI, all of its 700 Nm available between 1,750 and 6,000 rpm. The acceleration is incredible; 3.7 seconds is all it takes to get from standstill to 100 kph and traction when exiting the turns, even the very slow ones, is excellent due to the four-wheel drive despite the large wheelbase...

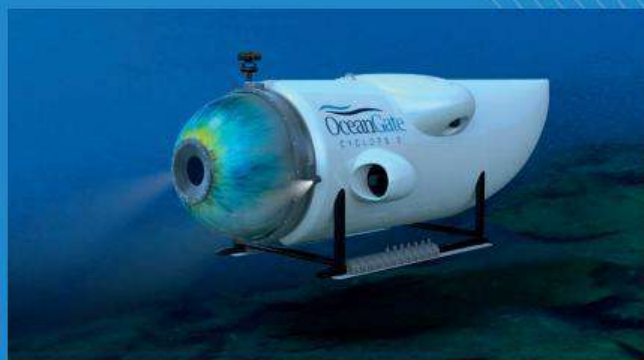




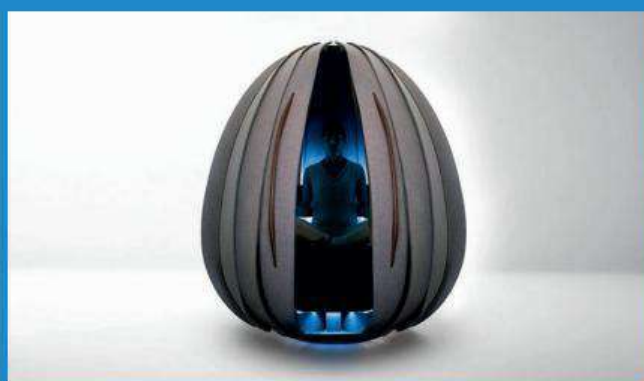
# CRAZY STUFF

## ONCE IN A LIFETIME

Are you up for an adventure? The wreckage of the RMS Titanic on the Atlantic seabed will be opened up to tourists. You can take the almost 4-km-deep tour if you can fork out 100,000 dollars for the ticket. Blue Marble Private, a London-based unique travel experiences operator, is selling seats for this special trip which will take you 3,800 metres under the sea in a mini-submarine run by OceanGate Expeditions. First you will fly by helicopter from Newfoundland to the support yacht in the cold waters of the North Atlantic. After spending two days aboard the yacht, you will endure a five-hour dive to the shipwreck. The trip will be open to just nine people at a time. The first dive will take place this May and the second is planned for 2019. Book now for an expedition designed only for those with a truly adventurous spirit. [www.bluemarbleprivate.com](http://www.bluemarbleprivate.com)



## MEDITATE IN AN EGG

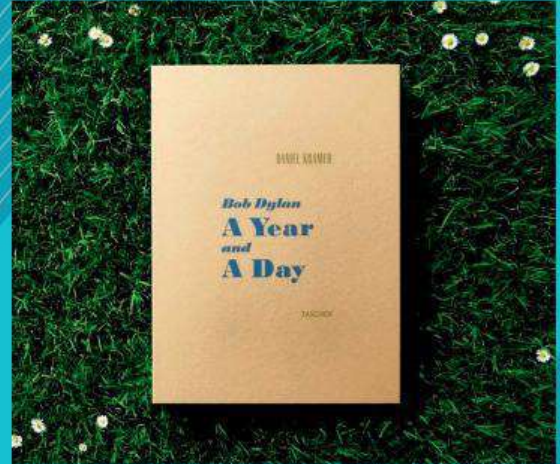


Long hours at work sitting behind a computer screen every day make you lose concentration and focus. Combat work burnout with an egg-shaped Open Vessel. This cosy cocoon-like meditation pod is designed to help people restore focus, balance and energy. Its blend of architectural design, lighting, sound, and guided meditations facilitates access to higher states of awareness to conjure up moments of stillness that elevate human performance, consciousness and well-being. The manufacturer's mission is to create a positive and lasting impact for millions of people through science and the transformative power of meditation. Now you can have a break at the office, some alone time and an energy boost. Just make sure you let your company know about this egg.



## A YEAR AND A DAY

Daniel Kramer, a New York based photographer, has collected nearly 200 images in one of the most mesmerising photographic series of any recording artist we've ever seen. A stunning document of Bob Dylan and Rock 'n' Roll history, the Daniel Kramer, Bob Dylan: A Year and a Day photobook arrives in style and captures the artist's transformative "big bang" year of 1964-65. Limited edition. Enjoy!



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## HOUSE IN THE TREE-TOPS

In the tops of mature beeches and in the company of oaks and maple trees, half a dozen metres above the ground, resides a luxurious eco-house, which is open all year long. It is made from natural materials, mainly wood, but still has all the amenities required for modern living. Surrounded by the forest of Na Škaluc estate, it is often visited by deer, which either come to quench their thirst at the nearby well or fawn about the salt pillar which is coveted by both bucks and does. Enjoy a prime spotting location, either from the balcony or even from bed! Also nearby is a country wellness, a wood-fired Finnish sauna and a massage pool, which all together round up this primal experience of nature.



*Heli-skiing in the Andes*

# Unlimited freedom with a thrill

*by* Lukas Ebenbichler

*photography* Michael Neumann, red-gun

*If you dream of never ending winter you should keep your skiing equipment close by. Pack your stuff during the European summer and fly into the South American winter instead.*





When ski photographer and author Michael Neumann asked me if I would be interested in filming a chapter of his freeride photobook *Endless Winter* in Chile at the Puma Lodge, I could only reply: "Sure, I'm in." Many emails and phone calls later I had my ticket and imagined that with the help of Google I already had some idea what lay ahead – but was I in for a surprise!

### **Reaching Santiago de Chile after 18 hours of travel**

In August Roman Rohmoser – one of my freeride buddies – and I were at the airport in Munich, waiting for our flight to Sao Paulo. Roman, already quite experienced in such expeditions, looked relaxed, while I was a little tense to be honest: after all, 23 kilograms of skiing gear per participant could easily get lost during a flight like this one. Luckily we were spared any such misfortune and with just a short stopover in Sao Paulo we arrived in Santiago de Chile 18 hours after departing, the film team already waiting for us. Apart from us riders the other guys were Felix Wiemers, Christian Reichenberger and Drew Tabke, plus photographer Michael Neumann and two cameramen with around 120 kilograms of equipment to be stored in three BMW X1 SUVs. Another challenge was finding our way through closed barriers and various checkpoints out of the airport and onto the highway. After all these hours in the plane we got to enjoy Chilean food for the first time. As Chile has a high percentage of people of German ancestry, all sorts of oddities are available: Sauerkraut burger with Guacamole served with sweet potato wedges, for example. Chileans love to mix everything with sauerkraut and pisco sour. But then we proceeded to our real – nonculinary – adventure.

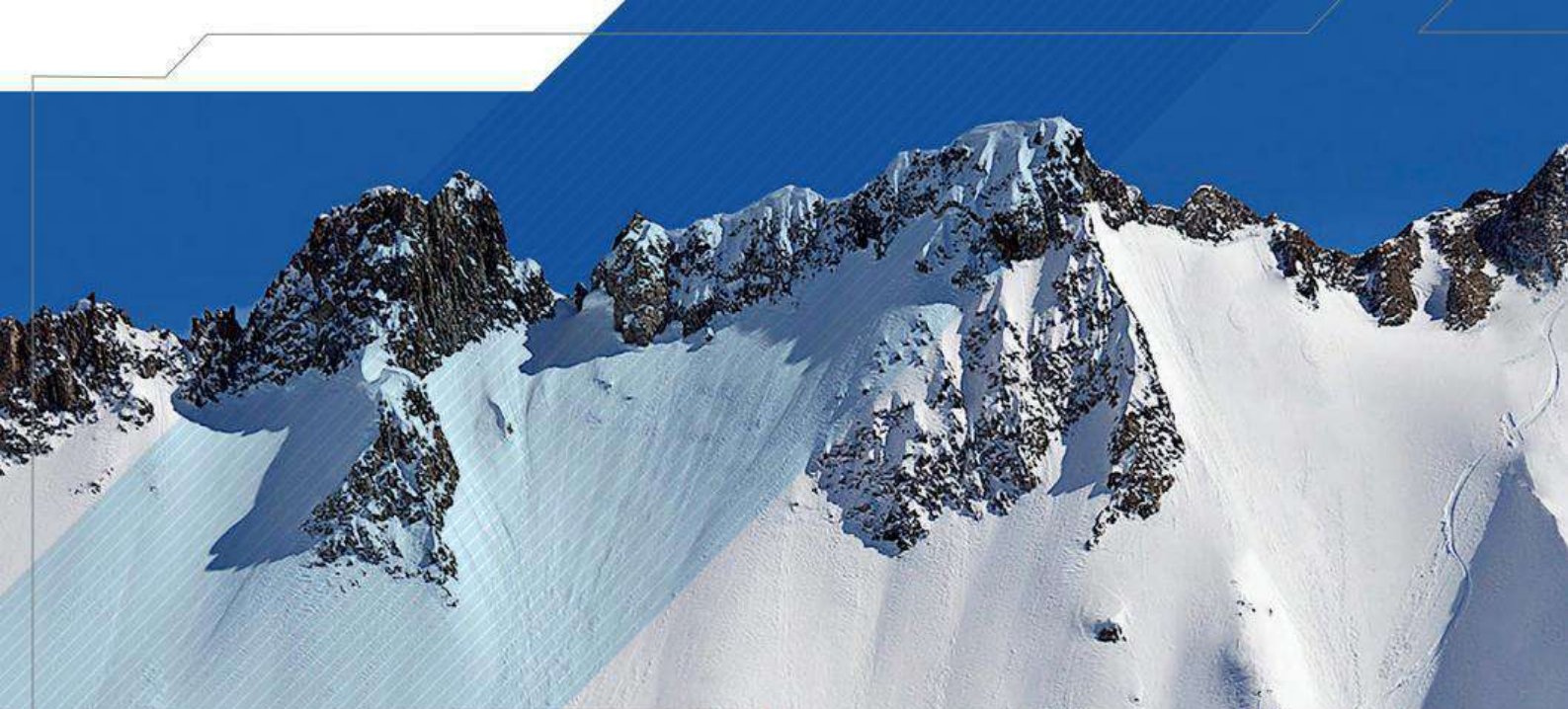
### **Noi Puma Lodge**

The Puma Lodge by Noi Hotels, a giant, five star heli lodge, lies amidst the central Chilean Andes. From Santiago de Chile it is around an hour's drive south on the Panamericana and then another hour and a half on a forest road towards the Argentinian border into a seemingly endless valley. When we arrived, it was unfortunately already too dark to see more of the surroundings, but we immediately noticed the big metal hangar, which gave us an idea of the size of the whole facility.

### **A pilot with combat experience**

When we finally saw the mountains surrounding the Noi Puma Lodge the next day, we became aware of the challenge that was ahead. We were going to leave our trails in the virgin snow of probably the loneliest and biggest ski area in the world. Early in the morning we went to the hangar where the pilot was already waiting for us. He was a former Chilean Navy pilot who had flown NATO missions in Iraq. The first flight is always a surveillance flight. So we flew around some mountaintops to check the snow conditions, the danger of avalanches and also to make some location shots for the filming





*When ski photographer and author Michael Neumann asked me if I would be interested in filming a chapter of his freeride photobook *Endless Winter in Chile* at the Noi Puma Lodge, I could only reply: "Sure, I'm in."*

that would be done later. We quickly found out that a pilot with combat experience has a different flying style than a civilian one. His "at the limit" manoeuvres left our hearts in our boots many times, but as we got accustomed to his style of controlling the Eurocopter and with our increasingly fatalistic mindset regarding his flying skills we even asked for a few zero-Gs at the end.

#### **How to best describe heli-skiing?**

The flights from the still snowless Noi Puma Lodge at an altitude of 1,325 metres above sea level to the snow-rich heli area are simply breathtaking. You won't find anything on such a scale anywhere in Europe. To the left and right the mountains tower from 5,000 to over 6,000 metres above the sea and it is possible to approach each of these peaks by uttering a single word and to make one freeride run after another from there. To non-professionals heli-skiing is best described like this: First you mount a weighing scale with all your equipment to avoid overloading the helicopter. After enduring the usual trash talk about your weight you wait at the hangar until the pilot gives you the OK to load the basket with your skis, sticks and rucksack. Then you get in and off you go – so it's still quite a simple process at the heliport. You have to follow some rules of course: never pass under the tail rotor, wait until the heli guide opens the door, sit down, buckle up, enable radio communication and – this is very important – store the release grip of the ABS rucksack.

#### **After the drop-off everything suddenly becomes calm and silent**

The difficult part comes when you get out on a ridge at around 5,000 metres above sea level in the Chilean Andes, a vertical wall going up behind you and the helicopter only standing in the snow on one skid. That's pure thrills, once again at each drop-off and the skiing afterwards too, of course. After the drop-off everything suddenly becomes calm and silent; one has a little time for oneself, can go through the intended

line in his head once again, identifying possible risks and trying to avoid them. You are totally alone on top, the guide and the helicopter are waiting down at the end of the downhill. The pilot relaxes in the sun and the guide enjoys a cigar – they couldn't be more relaxed after such a trip. A short while later the radio device announces: "Lukas ready. 10 seconds... 3, 2, 1, drop-in." "Drop-in", the catchword and the permission to really enjoy this run, to set each swing and each rock without compromise. 1,100 metres in altitude in just five minutes and that up at 5,000 metres – one's thighs are tight then, but that's a side issue after such a run.



*After the drop-off everything suddenly becomes calm and silent, one has a little time for oneself, can go through the intended line in his head once again, identifying possible risks and trying to avoid them. You are totally alone on top, the guide and the helicopter are waiting down there at the end of the downhill.*



### Wonderful heli-ski action all day

For seven days everything is running in the same rhythm: breakfast at 6:30, take-off at 7:30 and return at 3 PM. The finest heli-ski action all day long, even though the weather conditions are from average to very bad. But that's something one can't influence after all. Furthermore, the nature, the loneliness and the helicopter factor are very good compensation for a comparably bad snow year in Chile.

### The Puma Lodge is well worth a visit

In principle lodging is not very important to a free-skier, but the Puma Lodge Chile offers everything you could think of, including comforts you might never have thought you'd need. We got into the hot tub after every single heli day and afterwards the chefs feather-bedded us with Chilean cuisine. Although the Noi Puma Lodge offers everything one could ever dream of, we were the only guests in August: seven people and twice as many staff. No question that the Noi Puma Lodge, which can host up to 24 guests, is the most expensive ski lodge in Chile, but it's worth a visit, provided that one has a little extra money.



*Although the Noi Puma Lodge offers everything one could ever dream of, we were the only guests in August: seven people and twice as many staff.*



**Andes:** length approx. 7,500 kilometers.

**More than half of it a border area between Chile and its neighbours.**

**Most providers are situated in the Central Cordilleras east of Santiago de Chile.**

**Best time:** July to September.

**The best areas are at an altitude of 2,500 to 4,500 metres.**

**Helicopter capacity:** pilot, guide and 4 guests (load may be reduced depending on altitude).

**Pilots:** former Air Force pilots with experience in mountainous areas.

**Type of helicopter:** Eurocopter AS350 B3



From the French Revolution to the cultural audacity of the Emirates

# SPIRITUAL AWAKENING

by Tina Torelli

photography Ronald Halbe, Marc Damage, Tina Torelli




It was on 11 November last year when the Louvre Abu Dhabi, the first “universal” museum in the Arab world and one of the few museums globally that focuses entirely on common human stories through various civilisations and cultures, opened its doors. Spiritual doors as well it seems, as the twin number eleven in metaphysics apparently signifies doors and announces a spiritual



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awakening. Just seeing the exterior of this magnificent architectural achievement provokes an extreme aesthetic experience in the viewer – the imposing building on Saadiyat Island is a work of art and a mirage at once. The inspirationally charged area under a glass dome generates a dance of shadows, putting the visitor into a trance where one can, like in the desert, both lose and find himself.





## Spiritual heritage of Sheikh Zayed

One of the most daring and long-term art projects in history has the courage to unite without prejudice and the wings to freely traverse both space and time; it shows works ranging from prehistoric artefacts to contemporary artworks. Its conceptual nature puts the visitor in front of the eternal philosophical question – what is the meaning of existence: who are we, where did we come from and where are we going? Sheikh Zayed bin Sultan Al Nahyan, who in 1971 succeeded in uniting the Trucial States, became UAE's first president after the dissolution of the British protectorate. His main spiritual heritage is the energy of this unity and it can be felt inside the new museum as well.

## Cross-cultural vision of the UAE leaders

While the tribal chiefs surrounding Sheikh Zayed dreamt of united independence, their successors brought to life a cultural dream or, better yet, vision. Ten years ago a seed sprouted in the desert, resulting in the majestic cultural tree of today, in whose shadow smaller trees are already blooming. The Louvre Abu Dhabi project and the entire cultural district on Saadiyat Island started as an idea in 2008, when, in the midst of recession, its originators became the most aggressive purchasers on the global arts market. We spoke to Ahmed Al Yafei, the founder of the Abu Dhabi Art Hub project, which hosts international and domestic artists thereby facilitating the growth of art in the Rub' al Khali desert. Al Yafei drew his energy from the same vision and himself became a builder of cultural bridges. The coat of an oil and gas engineer hides a renaissance man, the same as an engineer was always present in Leonardo. The Abu Dhabi Art Hub in the Mussafah district is one of the offshoots of the enormous tree from Saadiyat, an "incubator" of works of art, a platform for interaction between artists from all over the world and a cornerstone of the nation's cultural identity. Ahmed Al Yafei became a modern patron because a renaissance always needs them, be it in Florence, Rome, Paris, Berlin and other global cultural centres during different historical periods, or the very renaissance currently taking place in the United Arab Emirates.

## Start of a new era

Ahmed Al Yafei was born in the 1960s, before the wave of modernisation and before unification became the prime mover of the rich young state, and his path reflects well the one traversed in the past 50 years by the



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Ahmed Al Yafei

Sheikh Zayed bin Sultan Al Nahyan became the UAE's first president after the dissolution of the British Protectorate. His main spiritual heritage is the energy of unity, and it can be felt inside the new museum as well.





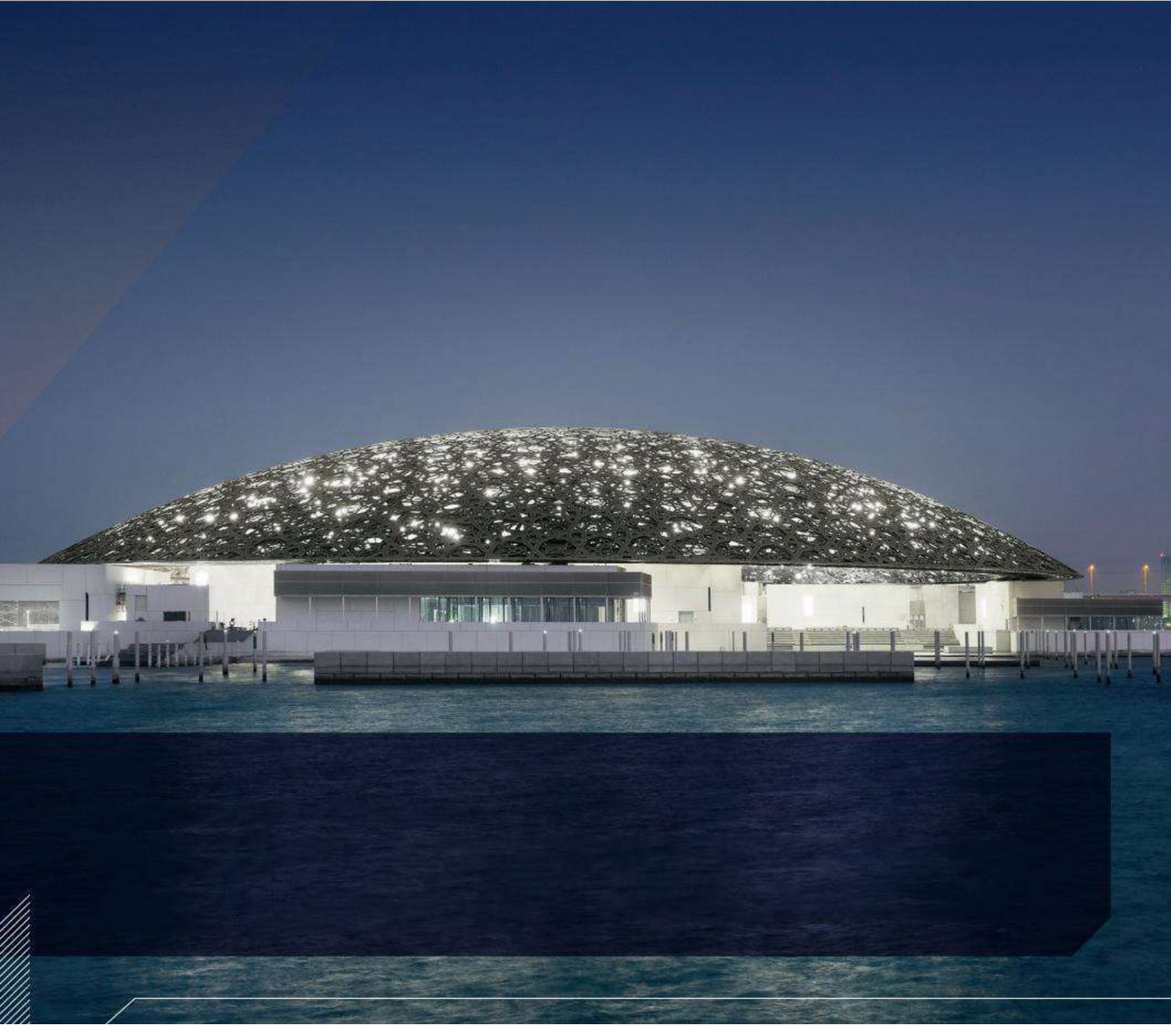
fastest-growing country in the world. A point to note is that the cultural link between the UAE and France, the basis for the construction of the Saadiyat Louvre, is also reflected in Ahmed's life, whose career as an engineer took him to France and brought art into his focus more than ten years ago. He was deeply influenced by Montmartre as an idea of an artistic community, he saw in Paris how strong an artistically productive nation's roots are and what a powerful identity art can provide for nation. When UAE leaders announced in 2008 the construction of an artistic district on Saadiyat, they proposed three pillars – a Guggenheim, a Louvre and the Zayed national museum – giving Ahmed Al Yafei the push he needed to change course as UAE development experienced a quantum leap. "We didn't crawl, we didn't walk, we didn't even run. The culture train has left the station and I wanted to be on it," he says, adding respectfully: "In this sense the Louvre and the arts district as a whole does

not merely mean a museum but the start of an era. Our leaders knew well that arts need to be approached from the top, that one must start with the most acclaimed. From the top it is then possible to build new paths downwards, in parallel, in all directions, and one of these offshoots is the Abu Dhabi Art Hub. But I also cannot neglect the fact that the building itself is truly fascinating, the architect who devised it is out of this world, he really succeeded in creating a link between UAE's culture and that of the world. Our Louvre is, put succinctly, a major addition to Abu Dhabi's landscape and an important piece for UAE on a cross-cultural level," is how Al Yafei sees the centrepiece of Abu Dhabi's arts.

### Rain of light

The passionate art consumer and patron is proof that the leaders of the young

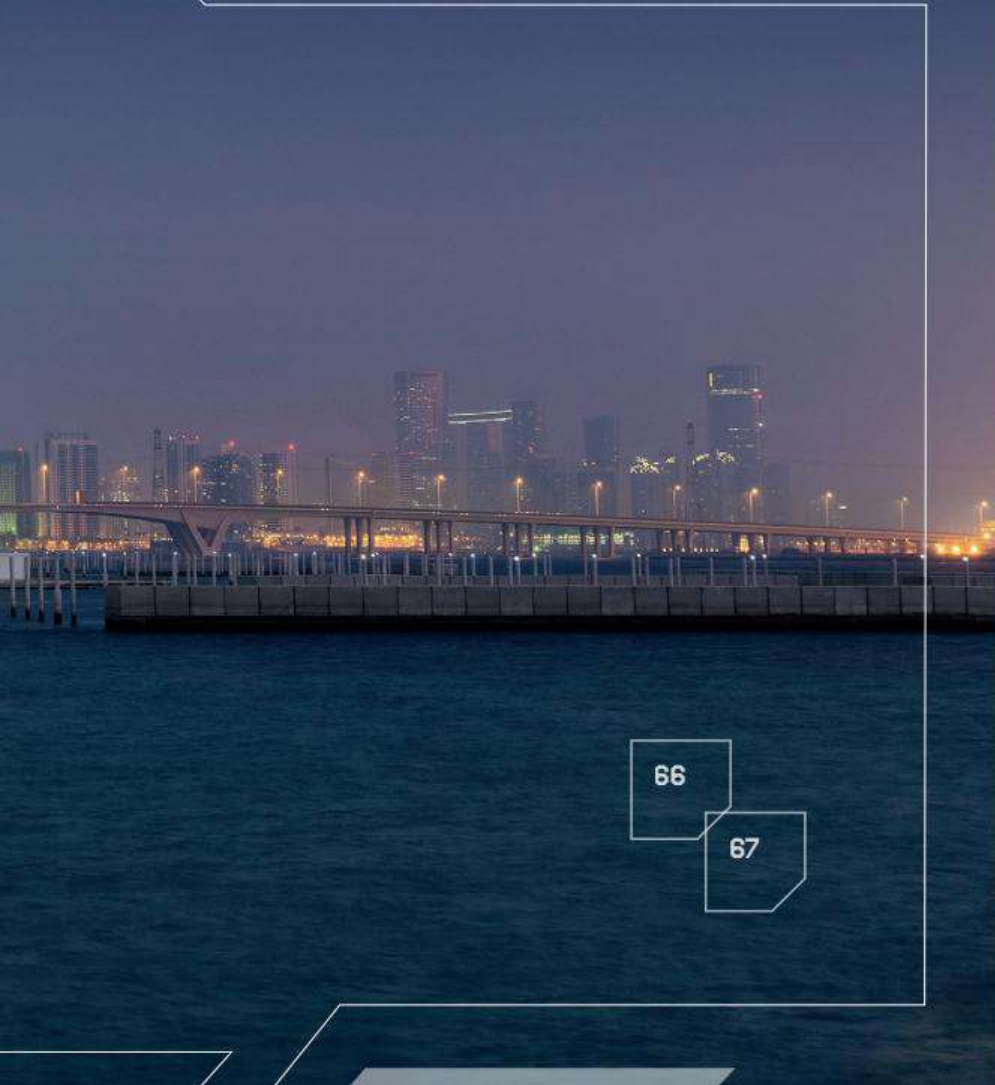
country got it right. The seed bore fruit, but more than that, the vision gave birth to new visions. "People need to know that art changes lives, improves quality of life and deepens the perception of the world," is how Al Yafei describes what he does. This is, in essence, what the Louvre Abu Dhabi museum actually is – a connector, a bearer of light and inspiration with a clear message that all is one, that we all are one. This message, underscoring the museum's concept, is further communicated by its outer shell, devised by eminent French architect Jean Nouvel, who conceived it as an Arab medina calling for exchange. Underneath the 180-metre glass covered silver dome, created from almost 8,000 metal stars placed in a complex geometrical pattern, the raindrops of sunlight bring to mind the interlocking leaves of the UAE's oases. Each ray of light must penetrate eight layers before appearing and then disappearing, creating







Just seeing the exterior of this magnificent architectural achievement provokes an extreme aesthetic experience in the viewer – the imposing building on Saadiyat Island is a work of art and a mirage at once.



a "rain of light" which is one of the defining features of the museum.

The UAE Louvre was created with the aim of linking the times and spaces of civilisation. It was built in this period of global peace and prosperity which knows only local conflicts, while the original Louvre opened in the midst of the French revolution in 1793 to serve as inspiration for young artists. Courbet, Picasso, Dali and many others came to its halls to admire the old masters, copy them and immerse themselves in masterpieces. Louvre Abu Dhabi was – as is logical considering its later creation – born with a more ambitious goal. It wants to infect an entire nation with culture, inspire and facilitate art and artists locally and bring the entire world to Saadiyat.

### Cultural Menu

Its 23 permanent galleries include over 600 works of art from the permanent collection. This number is bound to increase in the near future due to the cultural appetite of the institution, while borrowed works also enrich the museum's walls. The museum journey begins with prehistory, the birth of civilisations and the first great empires. It explores religion, exchange across trade routes, voyages and discoveries, the role of the individual in history and contemporary themes related to the modern period and globalisation.

The most important artworks in the collection include one of the finest examples of a standing Bactrian Princess from the end of the 3<sup>rd</sup> millennium BCE, a 3,000 year old Middle Eastern gold bracelet with a lion's head, an 1878 painting by Osman Hamdi Bey entitled A Young Emir Studying, Paul Gauguin's masterpiece Children Wrestling, the René Magritte painting The Subjugated Reader, a 1928 collage by Picasso titled Portrait of a Lady, nine canvases by contemporary artist Cy Twombly and the oldest known photographic representation of a veiled woman. There's also the Dutch painter Piet Mondrian's Composition with Blue, Red, Yellow and Black, standing at over a metre tall. And you still have time to see approximately 300 artworks from 13 key French institutions that will be on display until November 2018, including Leonardo da Vinci's La Belle Ferronnière, Claude Monet's Saint-Lazare Station, Edouard Manet's The Fife Player, Henri Matisse's Still Life with Magnolia (1941), Globe by Vincenzo Coronelli and even a rare salt cellar in ivory from the Benin Kingdom and a Baga D'mba mask from Guinea.

A great cocktail of art, don't you think? Shaken, stirred, served with a date or two, a leaf of mint and worth a billion dollars or so.





Mannina bespoke shoemaker in Florence

# KEEP CALM AND WAIT FOR YOUR SHOES

by Tina Torelli

photography Bor Dobrin, Mannina archive

The shoemaking workshop on Via de' Barbadori in Florence is still imbued with the spirit of Calogero Mannina, a Sicilian who first set foot on nearby Ponte Vecchio as a 17-year-old full of dreams. His father, from whom Calogero inherited his talent, passion and destiny, was a simple shoemaker in Sicily. But, Calogero, who could already concoct a shoe from scratch at the age of 15, decided to alter his fate by measuring the feet of rich American students. While strolling through Florence he came across foreign girls who were expanding their cultural horizons in the renaissance capital of the world and lived la dolce vita in beautiful dresses – and meagre shoes. Calogero Mannina who, after arriving in Florence in 1953, first perfected his craft with Florence's artisan shoemakers, found a way into the hearts and onto the feet of the tall beauties.





### The miraculous power of Mannina footwear

The barely 20-year-old Calogero then opened his own shop on Via de' Barbadori, a shop which is still in operation today, albeit attracting a very different clientele. The millennial American students nowadays buy their shoes in Zara on Via Calimala, their parents go to Calogero's son Antonio on Via Guicciardini, but a few connoisseurs (still) place their orders with Giovanni and Eriko, the successors of Mannina's original master. Clients on average only return to Via de' Barbadori four times in their lives – not because Florence is too far but because they simply don't have to. Shoes made to order and using the finest materials will keep for life. "I have three pairs of our shoes in my closet," Antonio Mannina, who took over the store and the business part of his father's legacy, answers the question about how many Mannina shoes he owns. "Four," he quickly adds, glancing at the pair of winter shoes he is wearing at the time of our visit. The gaze stops on a pair of strangely elegant though robust hiking shoes in worn brown and one's thoughts immediately wander towards the golden years of Cortina d'Ampezzo. This is the unusual and miraculous power of Mannina shoes.

### Taking over the world and made to order to boot

After the students' fathers paid the bills for the first and second pair and Calogero Mannina somewhat filled his pockets, the moment came for expansion and the workshop was joined by a store on Via Guicciardini. Ten years later he was already managing two workshops and ten employees. But then Mr Matsuyama knocked on the door of his workshop in the 1980s. The Japanese journalist proceeded to pour his enthusiasm for hand-crafted shoes into numerous articles, which opened wide Calogero Mannina's doors to the Land of the Rising Sun. Exhibitions in Tokyo, Kyoto and Nagoya resulted in a deluge of Japanese apprentices, who wanted to learn the craft from Calogero – a total of ten arrived at the Via de' Barbadori doorstep, successfully completed several years of hard apprenticeship and went on to open their own workshops in Japan.

### Going bigfoot

The day is grey, almost dark, which makes the workshop on Via de' Barbadori even more enticing. The lighting is muted and the only strong light floods the workbench of Eriko from Japan. The Asian beauty does not raise her eyes from stretching leather onto the last, while Giovanni places a box with an English name on it onto the shelf and smiles: "Signore will have to wait until summer, we are currently quite busy." I ask him to put the box back on the table so that we can see what's inside. It holds a last size 50, a large piece of leather with a black crocodile imprint and a





Antonio Mannina

smaller silver patch. It also contains a pencilled sketch of the Oxford model, describing all the details, and the name of the final destination – USA. Eriko is crafting a pair of Derbies, size 48, the bestselling men's shoes both on Via de' Barbadori and in the rest of the world, for a Dutch return customer just as a bunch of Dutch travelers rush into the shop, abduct Giovanni and question him on every possible aspect of handcrafted shoes. What is the percentage of shoes destined for the Netherlands? An occasional pair. What about the US? 40 per cent. And the same amount goes to Japan! "We will improve the Dutch average," the visiting ladies agree.

#### United colours of clients

"The most demanding and impatient clients are, naturally, Italians. The calmest and most patient are the Japanese. Americans come in all shapes and sizes, with years of experience pointing to New Yorkers as the coolest. Canadians like to change their minds when it's already too late. I haven't got a clue why. Once work begins on a shoe, there is no turning back. We operate on an

English queue system and privilege nobody, not even the stars," says Giovanni before pausing for a while, as if he might divulge a forbidden secret. We then learn that it is a genuine pleasure to work for a Swiss gentleman who ordered four pairs during his last visit, each in its own chocolate brown tan, as well as deposited a copious amount of Lindt chocolate for Eriko and him. The gentleman is, by the way, the CEO of this chocolate establishment on the shores of Zürichsee. Two English names on the front shelf identify a lady who orders a new pair of over the knee boots in a different colour every four months and a writer, renowned amongst his literary friends, who swears by classic shoes but whose works are yet to be judged by posterity.

#### Giovanni Lorenzo and his story

Master shoemaker Giovanni Lorenzo was born and grew up in Basilicata where he also studied chemistry for several terms, until he realised that he wanted to learn a noble craft. "I saw that shoemaking was dying out in the south of Italy, that there was a void and I found my goal. So I came here, in the place where I finished



Exhibitions in Tokyo, Kyoto and Nagoya caused a deluge of Japanese apprentices who wanted to learn the craft from Calogero – a total of ten arrived at the Via de' Barbadori doorstep, successfully completed several years of hard apprenticeship and went on to open their own workshops in Japan.





Calogero Mannina

Clients on average only return to Via de' Barbadori four times in their lives – not because Florence is too far away but because they simply don't have to. Shoes made to order and using the finest materials will keep for life.

my studies, as it takes between three to five years before you're able to craft the perfect shoe." My gaze falls on his shoes – they look like something I imagine the Swiss gentleman has ordered – the milk chocolate version. "I only wear shoes that I make myself. Well, alongside Puma for football." There is just a small jump from sport to motorsport and I wonder what type of shoes Mannina would make for, say, Valentino Rossi. The visibly excited youngster grabs a pencil and a last and begins sketching daring lines that are reminiscent of motorbike silhouettes.

#### Eriko Ohtani and her story

Before Eriko transplanted herself to Florence and Via de' Barbadori, where she also resides, she worked as a fashion designer in Japan. She felt that fast fashion devalued her work and all the knowledge and passion she invested in it and wanted to change her occupation. When she first came to Florence, she passed the workshop of master Mannina and stood still, waging a sort of a gaze of attrition with the master, until his curiosity got the better of him and he opened his doors. "I kept returning day after day until one day he placed a tool in my

hands. Many Japanese clients today ask me why I don't return to Japan and open my own shop. The problem is in black shoes," Eriko laughs and explains: "All Japanese, almost without exception, order black shoes, as classic and neutral as possible and I don't want to spend my life making only black shoes." And what was master Calogero like? "Everybody thinks that a shoemaker is supposed to be calm and peaceful, but he was very temperamental, a true Sicilian; insightful, curious and very active. As refers to my work, the master helped me to shift into higher gear. How much will these shoes cost, Eriko, you've been at them for two months, he queried laughingly. Now I know that my first pairs were worth a fortune." To be rich is to have a chance to make shoes of all shapes and sizes.

To be rich is to have the rebel gene that forces you to change continent and occupation. And while we are on the topic of rebels – in the world of fast fashion choosing made to order craft shoes is an extremely revolutionary act.



Eriko Ohtani &amp; Giovanni Lorenzo

There is just a small jump from sport to motorsport and I wonder what type of shoes Mannina would make for, say, Valentino Rossi. The visibly excited youngster grabs a last and pencil and begins drawing daring lines that are reminiscent of motorbike silhouettes.

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Max Leitner, a photographer on two fast wheels

# FRAMING BROAD SPACES WITH THE CAMERA

by Karin Sturm

photography Max Leitner

Cities, buildings, spaces, architecture, urban landscapes – but also the breadth of breathtaking nature. This is Max Leitner's world. The special one that he perceives through the lens of his camera and keeps for himself, his audience and his customers; he does this while travelling the world, but also at home in his hometown Stuttgart, where the 25-year-old regularly embarks on journeys of discovery. Preferably on his new Husqvarna Motorcycles SVARTPILEN 401, a bike which enables him to explore Stuttgart in entirely new ways. New points of view, new corners, new angles. Because it's a small, nimble bike, "just like a fast Vespa", he laughs.



As a teen, he was quite active and fast-paced with the mountain bike, "but then I really ruined my knee for good and this led to me leaving mountain bikes alone and turning much more to photography. Later on I connected photography a little with mountain biking again, but I was mainly moving around in urban areas dealing with matters of architecture, before purchasing an old Triumph. At the beginning I didn't even have a driving licence yet..." This was followed by a Thruxton in 2007, but then he sold both bikes to buy an old BMW. "I totally rebuilt it on my own then. It was lots of fun to disassemble such an oldtimer, which once hit the roads in 1980, down to the last screw and create something new. I have a preference for a sort of classic, for the 'beautiful things' which are still there indeed. Things without an expiry date, nice style, timeless aesthetics..."

## Fascination with the Husqvarna Motorcycles

And the beauty of the special shapes is, after all, also what makes the SVARTPILEN fascinating. He got his first look at it in Austria, "to try to get the feeling if I like the shape. And this is something so very different, new, an unseen shape." Of course he was on edge about being one of the first to ride such a futuristic motorcycle and profit from it in other ways too. His sense for the classic – still there despite this focus on the realities of the modern media world – is also coming out in the way he doesn't only think in the small scale digital range, even when his role as an influencer on social media is currently a major part of his business model. His exhibition Höhenrausch (High Altitude Euphoria), held in March in Stuttgart in an old automobile painting workshop, where his large-scale works hung on the walls and so came into their own, successfully followed this classic concept.





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Max Leitner has a preference for a certain classic, for the "beautiful things" which are still there indeed; things without an expiry date, nice shapes, timeless aesthetics.

### Journey to Italy

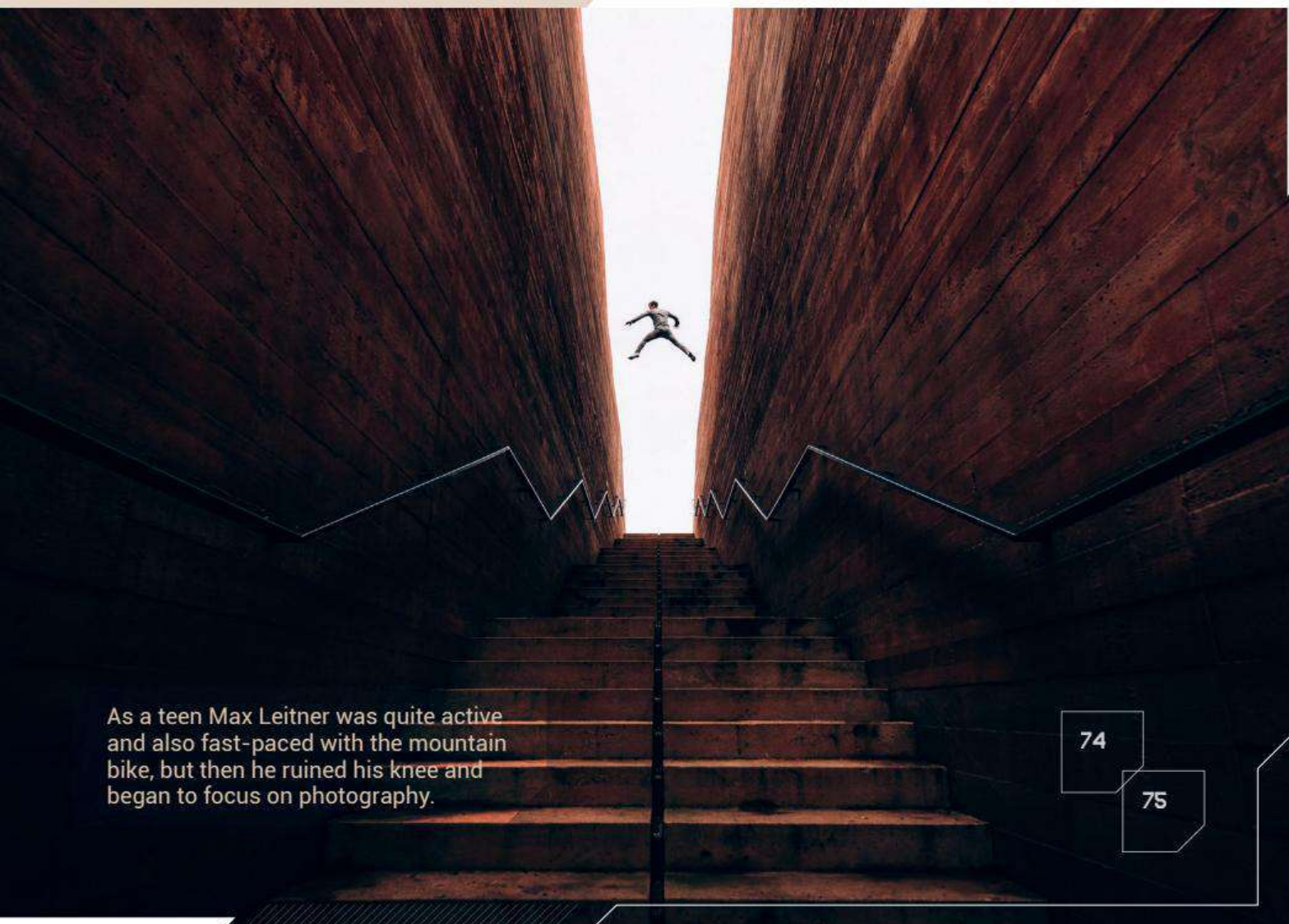
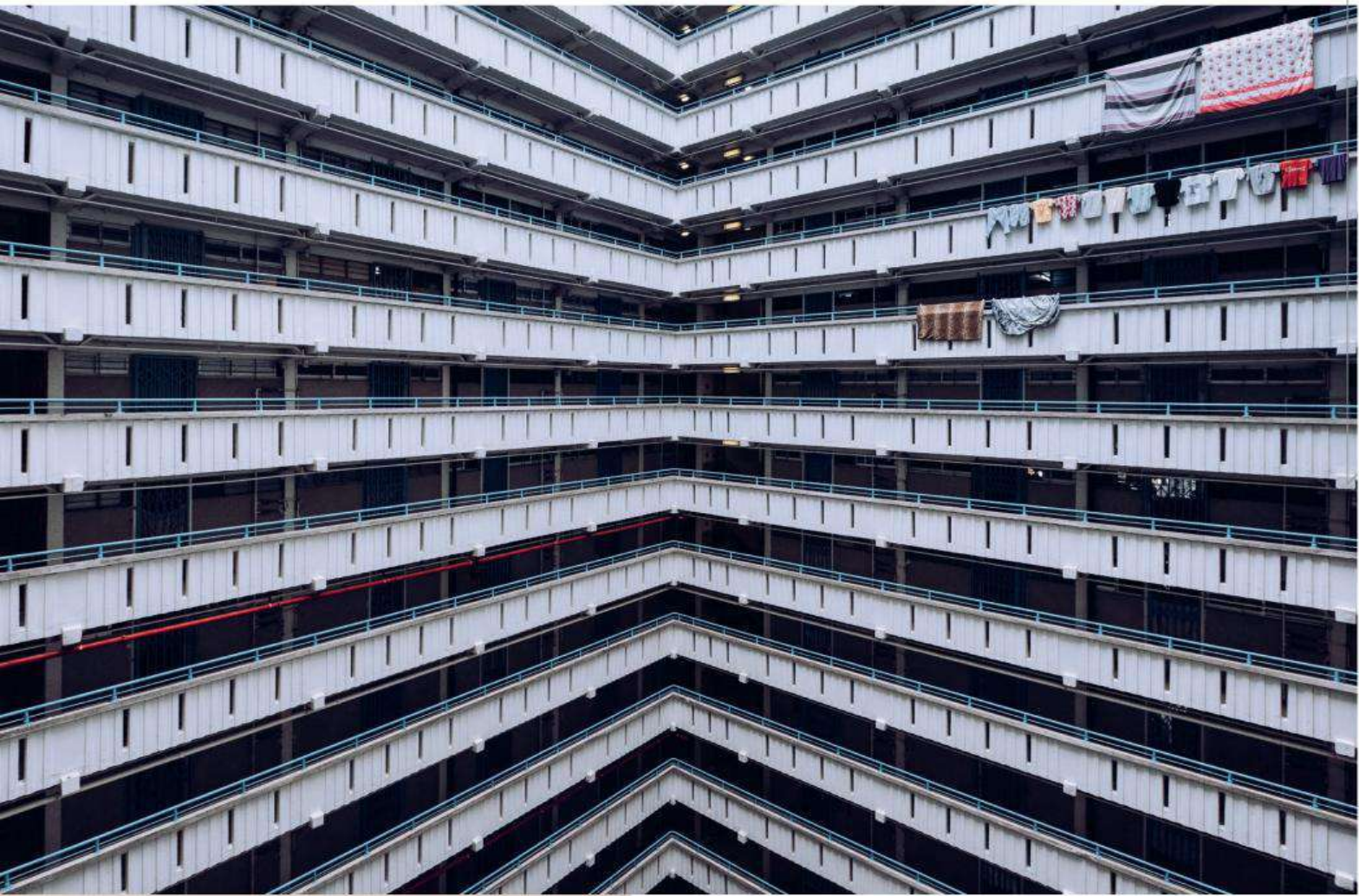
The fascination with shape and beauty and the very special view is, so to say, written in Leitner's genes. His grandmother was a photographer, his mother is a graphic designer and his father a product designer. No wonder that he developed "the special eye" from the very beginning, grew up into a very specific culture, emphasizing places, history and atmosphere – and food as well, because "it just belongs to it too anyhow". An experience he mainly had on many journeys to Italy with his family in the past.

### Some time in the USA

Despite this background he also did well in the USA. He was there as a participant in an exchange program. He spent much of his time there in Utah, a state with an impressive landscape. "And I'm also a countryside, not only an urban type. I was there for three years; then I came to Chicago due to my studies and discovered the metropolis and architecture even more." The appeal is also the contradiction between the two worlds, "there, where they rub against each other", he explains, supported by one or another explanatory gesture. "I also like to connect both themes very much. I think

that countryside, breathtaking countryside views from a top in the Dolomites could be photographed so very well with the appropriate light. Towns are much more complex, there are shadows, there are people, there are road signs, there are shifts." Such surroundings are much more demanding from a photographic point of view, "much more difficult to assess, it's more difficult to take the right decisions than in the vastness of the countryside, where we automatically have a much better approach." What he calls his favorite motifs sound a little strange, at least on the first go. "I find this post-apocalyptic idea, that nature will once regain the city, most interesting."





As a teen Max Leitner was quite active and also fast-paced with the mountain bike, but then he ruined his knee and began to focus on photography.

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*photography Daniel Wagner*

## The point of view

The point of view is always important for him: "To see from up there and into eternity." That's why he often works with an extreme wide-angle lens – and many of his city shots were created on the roofs of skyscrapers. Leitner still has a lot of places he aims to visit around the world. He's especially drawn by Asia again and again. "At the moment I'm in ten to twenty countries annually, also for tourism and architecture customers, companies who construct internationally." Chicago was his base to grow into this business, a city with a lot of excellent photographers, who are all very present on social networks, especially Instagram. "I caught fire rather quickly, wanted to be big on social media and have started to meet the important people and to be on the move with them, to use the cross-linking – it generates coverage... That's how I made it to 80,000 followers in two shakes. The best business model today is to show the world that one has such a great life compared to most others," he presents his business model very clearly and honestly.



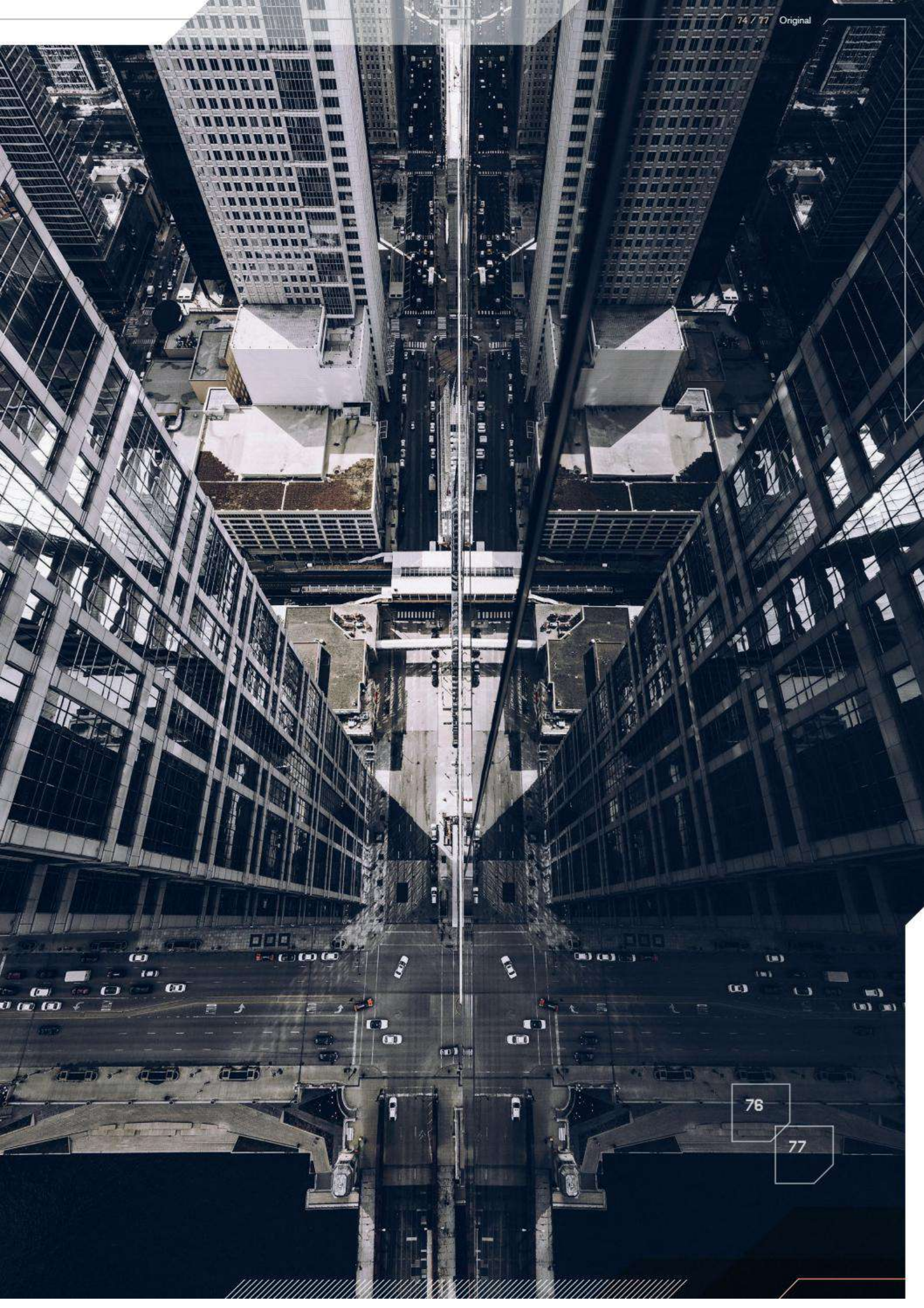
## The art is always on top

But how important is art now, compared to pure self-presentation? For Leitner it's still very much on top. "I don't think about portrait size to make it fit better on Instagram when I approach a picture. I think big at first instead. A picture which looks good in large is also good when it's small." Not necessarily the other way round. "The picture on the wall is still the premium product, the real aim I am after." What he loves most are "passion projects", as he calls them. "One or two companies are supporting me financially. For doing so I allocate my pictures and my content to them. But I am at liberty to specify the framework, to say I want to go there for six or seven days and then check everything my way."

## On a trip to self-discovery

To understand and produce photography, photo art as a political art, in the tradition of, let's say, Sebastiao Salgado, that's something Leitner – who studied history of the arts for five years – still feels too young for. "As artists it's our duty to be politically touching for the better of mankind. But I also think that as a 25-year-old I don't need to decide for it yet. I still have much time ahead, lots of projects. At the moment I'm still rather more on a trip to self-discovery than already moving within a task." Currently he prefers to move further away from pure art towards commerce, he admits. At the moment his love is the depiction of architecture.





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by Toby Moody

illustration Natan Esku

## The best circuits in the world

# THE ISLE OF MAN TT CIRCUIT IS AN ANIMAL IN ITSELF

What do you think of when someone mentions a motor racing circuit? I'd hazard a guess that many of you will have an F1 or touring car memory spring to mind, while others would mention bikes. Such thoughts are skewed towards people having more car memories because a circuit is called a motor racing circuit, hence the car link, but we know that many circuits host both cars and bikes over their seasons.

So, if you go through the names of circuits in your head you have flashes of the racing that is linked to a particular circuit. Nürburgring thoughts are of the Nordschliefe and a BMW CSL or R8 leaping over the Flugplatz, Motegi is about the autumn visit of MotoGP, Monaco is obviously F1, Road Atlanta is Petit Le Mans.

The ones that belong in between are places such as Silverstone, which has a deep history of F1 in that the first ever F1 race took place there in 1950, but now the MotoGP has been there for seven years already after a 23-year hiatus at Donington. Arguably the best 500 cc race took place there in 1979 between Sheene and Roberts.

Some circuits have seen huge history written on their tarmac. One such is Estoril, with F1 titles decided there and MotoGP drama between the Repsol Hondas of Pedrosa and Hayden in 2006. Alas, now there aren't many international championships visiting that relaxed part of Portugal with a circuit that's still up there for driver satisfaction and rider thrills. Which is a shame, as it's a cracking part of the world to spend a long weekend.

The Isle of Man TT circuit is an animal in itself. It

consists of 60.72 km of public roads, closed for a few days, that see lap record holder Michael Dunlop doing a mind-bending 215.5 kph. However, only in 2016 did a Prodrive built Subaru WRX do 207.1 kph with Mark Higgins at the wheel. So does this make it the ultimate circuit for both cars and bikes? Yes, for the extreme nature of it, but also no, as only two cars have driven around the circuit against the clock in 16 years.

The Nordschliefe doesn't host bike races any more. So does one have to look at the Circuit of the Americas in Texas as a favourite for all disciplines to race on? As mentioned earlier, Silverstone has history going back to the 1940s and the racers love it on two and four wheels, even if some fans don't like the wide open topography of the UK circuit – which actually straddles two counties – but it's the fast nature of the place that creates great racing; rather like Mugello or Monza.

Ahhh, Mugello... now there's a track that should be hosting an F1 race but never will, because Monza has more ghosts and history, plus is closer to Milan for the VIP guests (sigh). Which rather makes Mugello the perfect place as it's a hidden gem, nestled in the olive groves of Tuscany, where you go down this small lane out of the local town of Scarperia to get there and, thinking you've taken a wrong turn, are greeted with the magnificence of an internationally acclaimed race track full of style, class, speed and atmosphere.

So is Mugello the best place for bikes and cars to race at? What about Suzuka? The Japanese figure of 8 track is a favourite with both camps, but it's a little too risky for the bikes nowadays with barrier moves and track extensions that are impossible to implement; they just cannot be moved back. That's

a huge shame as it prevents MotoGP from going there. But for those who can't be any changes means it stays as it was when it left Hugenholz's drawing board in 1962. The same could be said about Phillip Island in Australia.

What about COTA in Texas with its long lap, quick corners, unique first turn and the fact that it hosts F1, MotoGP and that downtown Austin is just cool? Ahhh, there's another talking point. A place where fans can stay during a race weekend... which then loops Circuit de Catalunya into the conversation.

Writing this I feel as if I've had a conversation in a bar with a few mates about which is the best circuit in the world to go to, but I love the views of other people who "get" motorsport across different disciplines, so I hope this page has been food for discussion for your next evening with your motorsport buddies. Wherever you are in the world.

Now, off to book that flight to...?  
TV pictures are, you just have to see it in real life!

Writing this I feel as if I've had a conversation in a bar with a few mates about which is the best circuit in the world to go to.

Toby Moody  
International motorsport TV broadcaster for both two wheels and four, having commented on MotoGP for 19 years.





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