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**Born to Ride: Royal
Enfield's Lightning-
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**From Austrian Shadow to
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Welcome to the issue... AUG 2025

Welcome to the August edition of LHR Motorcycle Magazine, proudly brought to you from the heart of winter in South Africa. While the temperatures may have dropped, our passion for motorcycles is running hotter than ever. Winter in South Africa brings its own kind of beauty — crisp morning rides, wide open roads with less traffic, and some of the most dramatic sunsets you'll ever see from behind the handlebars. It's a time when true riders embrace the challenge, gear up, and keep the wheels turning. In this edition, we dive into the essentials of winter riding — from staying warm and safe on early morning commutes, to maintaining your machine in colder conditions. .So whether you're wrapped up on a ride through the Karoo or staying in with dreams of summer roads, this issue is for you. As always, thank you for being part of the LHR community — Ian Editor

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Ian van der Merwe

Editor / Publisher

+27 65 209 0475

info@lhrrmotorcyclemagazine.co.za

Publisher, Editor in Chief

Ian van der Merwe

General Manager, Digital Media, Marketing

Digi Ads Multimedia

Managing Director, Circulation & Management

Ian van der Merwe

Art Direction & Design

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Web Consultants

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KIDS CAN CANCER FOUNDATION: EMPOWERING FAMILIES IN THE FIGHT AGAINST CHILDHOOD CANCER

The Kids Can Cancer Foundation is a dedicated nonprofit organization committed to making a significant impact in the lives of children diagnosed with cancer and their families. With the rising number of childhood cancer cases worldwide, this foundation has emerged as a beacon of hope, offering financial assistance, emotional support, and contributing to critical research aimed at improving survival rates and quality of life for young patients.

Supporting Families in Crisis

When a child is diagnosed with cancer, the emotional and financial toll on families can be overwhelming. Parents and caregivers face the challenge of navigating a complex healthcare system while also trying to provide their children with the best possible care. For many, this means traveling long distances to specialized treatment centers, which can quickly add up in terms of travel costs, accommodations, and lost income from time off work.

This is where the Kids Can Cancer Foundation steps in. Through its **financial assistance programs**, the foundation helps families cover the hidden costs of cancer treatment, including transportation, lodging, and daily expenses. These resources are designed to alleviate some of the financial burdens so that families can focus entirely on their child's recovery. The foundation also offers **emotional support services**, connecting families with counselors, support groups, and others who have walked a similar path.

Fundraising for Research and Treatment

One of the foundation's core missions is to fund **pediatric cancer research**. While childhood cancer is rare, it remains one of the leading causes of death among children. Despite its devastating impact, childhood cancer often receives less funding than adult cancers, leaving families with limited treatment options and hope. The Kids Can Cancer Foundation actively supports **innovative research** aimed at discovering new and more effective treatments, as well as improving the overall quality of care for children battling cancer.

The foundation has established strong partnerships with leading medical institutions and research centers to ensure that the funds raised go directly toward advancing scientific discoveries that can make a difference. By funding clinical trials, expanding access to experimental therapies, and contributing to the development of cutting-edge treatments, the foundation is helping to pave the way for a brighter future for pediatric cancer patients.

Advocacy and Awareness

In addition to providing direct support and funding, the Kids Can Cancer Foundation is a passionate advocate for **raising awareness** about childhood cancer. Many people are unaware of the unique challenges children face when

diagnosed with cancer. Through community outreach, public education campaigns, and events, the foundation strives to bring much-needed attention to the realities of childhood cancer.

By highlighting the importance of research funding, early detection, and improved treatments, the Kids Can Cancer Foundation ensures that the issue remains in the public consciousness and that more resources are directed toward finding a cure.

The Power of Community

One of the most inspiring aspects of the Kids Can Cancer Foundation is its ability to mobilize the community. Through various fundraising events, including charity walks, galas, and online campaigns, individuals and organizations come together to support the foundation's mission. These events not only raise essential funds but also provide a platform for individuals to share their stories, raise their voices, and unite in the fight against childhood cancer.

In addition to grassroots efforts, the foundation has formed partnerships with businesses, schools, and local organizations that share in the goal of improving the lives of children with cancer. Together, they are creating a network of support that extends far beyond the walls of hospitals.

A Lasting Impact

The Kids Can Cancer Foundation's work is nothing short of transformative. By helping families in their darkest moments, funding groundbreaking research, and advocating for a future free from childhood cancer, the foundation plays an essential role in changing the landscape of pediatric oncology.

In every life it touches, the Kids Can Cancer Foundation inspires hope, resilience, and the unwavering belief that no child should face cancer alone. Through continued dedication, research, and the collective power of the community, the foundation moves one step closer to making childhood cancer a thing of the past.

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Meet the diginuego: Redefining the Future of Electric Mobility



In a world increasingly focused on sustainable innovation, the **diginu** stands out as a next-generation electric e-bike that blends cutting-edge performance with sleek design and environmental responsibility. Whether you're zipping through city traffic or exploring new routes on the weekend, the Ego is engineered to deliver a riding experience unlike any other.

Power Meets Precision

At its core, the diginue is powered by a robust **3000W motor** and a high-capacity, **removable 65-72V lithium-ion battery**, offering both power and efficiency. This combination delivers a **top speed of 80km/h** and a range of up to **100km** on a single charge (depending on terrain). Ideal for commuters and weekend adventurers alike, the Ego adapts to your lifestyle.

Engineered for Performance and Style

Designed with a sleek **aerodynamic aluminum alloy frame**, the Ego is lightweight, durable, and built for agility. Integrated front and rear lights ensure visibility in all conditions, while **adjustable handlebars** and an **ergonomic saddle** provide all-day comfort.

A premium **suspension fork** absorbs shocks from uneven roads, delivering a smooth ride whether

you're on asphalt or rough terrain.

Smart Technology for the Modern Rider

The Ego isn't just smart-looking—it's smart by design. A built-in **LCD display** gives real-time updates on speed, battery level, distance, and range. Thanks to **Bluetooth connectivity** and the **diginu app**, you can monitor your ride, adjust performance settings, and **remotely lock your bike**—all from your smartphone.

Future-ready features like **Geo-fencing** allow business owners to set virtual perimeters. If a bike leaves the designated area, it will automatically power down, rendering it inoperable—ideal for rentals or delivery services.

Green Riding Without Compromise

Eco-conscious riders will appreciate the Ego's long-lasting **65-72V battery**, which charges in just **4-6 hours** via a standard plug and offers over **1,000 full charge cycles** without significant degradation. The **energy-efficient motor** ensures high torque, fast acceleration, and zero emissions—resulting in a clean, quiet ride that's easy on the environment.

Looking ahead, **Diginu will roll out a national network of swappable battery stations**, starting in Gauteng in 2026 and expanding to major urban centers. All Ego models will be connected to **Nerosence**, Diginu's cloud-based management platform, offering riders access to a digital portal for real-time tracking and data insights.

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- **USB Charging Port:** Keep your devices powered on the go
- **3 Driving modes:** Conquer hills and handle mixed terrain with ease
- **Weather-Resistant Build:** Ride rain or shine with confidence

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The **diginu** is more than just an electric bike—it's a bold leap toward smarter, greener personal transport. Perfectly balancing power, comfort, and intelligent features, it's the ideal choice for eco-minded commuters, tech-savvy riders, and anyone ready to embrace the next evolution in mobility. **L H R**

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RANGE IN SPORT MODE	65 - 70 KMS*

*Range can vary based on load and climatic conditions

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MV Agusta's Vision After the KTM Split

From Austrian Shadow to Italian Renaissance

MV Agusta's Vision After the KTM Split

In early 2025, MV Agusta Motor S.p.A. formally reclaimed its independence from **Pierer Mobility AG**—KTM's corporate parent—and resumed control under its legacy owners at *Art of Mobility S.A.*, led by **Timur Sardarov**. The transition, which began in January and saw KTM offload its 50.1% stake, marks a decisive break from Austrian influence and a return to distinctly Italian leadership and identity.

The Turning Point: Why the Split Happened

KTM's strategic retreat from MV began in **December 2024**, when it declared the Italian marque “no longer a strategic asset,” triggering internal upheaval and operational handovers slated for completion by March 2025.

KTM's broader financial distress—reported debts of nearly €3 billion and corporate restructuring in late 2024—precipitated the divestment. Sardarov's family swiftly re-acquired control, positioning MV Agusta to rebuild as a standalone brand.

A Return to “Made in Varese”

One of the most symbolic moves has been relocating the **Centro Stile** design department from San Marino back to the historic **Schiranna factory** on Lake Varese. This move doubles as both a cultural reconnection and a practical integration of design with production.

Across the factory floor, MV is adopting lean manufacturing principles—drawing inspiration from the **Toyota Production System**—to optimize workflows, reduce waste, and bring key processes back in-house.

Global Strategy, Local Execution

While KTM previously supported MV's global distribution, the brand is now building its own **regional offices** in Europe, the Americas, Asia, and Oceania. It continues partnerships with private local importers to ensure reach and support.

The dealer network remains intact, currently counting roughly **250 dealers and 41 service points** worldwide, with plans to grow further by the end of 2025.

For logistics, MV is exiting KTM's infrastructure and engaging a **global logistics partner** to take over warehousing and distribution. The ambition is to fulfill spare parts

orders globally within seven working days—a capability expected by **year-end 2025**.

Stable Growth Amid Transition

According to official data, MV Agusta doubled its sales in 2024—from about 1,850 units in 2023 to **~4,000 motorcycles in 2024**, a 116% year-over-year increase.

MV aims to **match that volume in 2025**, even as production dips earlier in the year due to disruptions tied to KTM's insolvency. The current output rate stands at 300–400 bikes per month.

Product Pipeline: The Design Revolution



Motorsports Ambitions: Is MotoGP on the Horizon?



At the heart of MV Agusta's future is a **ground-up new model**, with a staggering **99% of components all-new**. It is slated for launch just before **EICMA 2025** in Milan (November 2025), signalling a bold redesign of the brand's core offerings. Simultaneously, MV is unveiling a **next-generation engine platform** aimed at redefining hyper-performance in the premium motorcycle segment. A prototype is expected alongside the new model at EICMA

Beyond that, **full range renewal is planned through 2026**, including expansion into new segments beyond MV's famed naked/mid-displacement machines.

Market Positioning: Premium, Not Elite

MV's senior executives—**Timur Sardarov** and **Luca Martin**—are clear: they're avoiding low-displacement, entry-level markets, deciding instead to focus on core segments where MV has heritage, such as **Brutale**, **Dragster**, and **retro-inspired naked bikes**.

The forthcoming **921 S retro naked bike**, based on the 1973 MV Agusta 750 S, is expected to form part of that renewal. While often previewed in concept form, this bike is planned as a mainstream model—not just a limited edition.

MV maintains exclusivity—but not unattainability. Executives have

signaled intentions to adjust pricing strategies and introduce financing options, including **PCP** and **HP plans** and five-year factory warranties, now retroactive to current owners.

Leadership, Identity & Brand Philosophy

In a high-profile interview, **Timur Sardarov** affirmed that MV Agusta “does not need somebody else's plan... We have a unique approach to design and industrialisation.” He emphasised openness to collaborations—but strictly on MV's terms.

Luca Martin, MV's newly appointed CEO, spoke of marketing lessons learned from KTM—particularly about building local market support via country offices—and pledged to apply them within MV's Italian DNA.

Supply Chain & Human Element

During the transition, KTM halted payments to suppliers and employees in late 2024, causing production delays. But by May–June 2025, MV had resumed output with Euro 5+ homologated bikes.

The workforce is operating under an **80% solidarity plan**, with voluntary departure options. MV has committed to preserving essential employee rights, with executive pay scaled first if financial cuts became necessary.

Motorsports Ambitions: Is MotoGP on the Horizon?

For decades, MV Agusta has been synonymous with racing legend. Now, the brand is evaluating a return to **MotoGP** by 2027. Discussions are underway with **Dorna**, and MV is considering entering as a satellite team—using KTM-derived engines under license—as building an in-house V4 platform would be prohibitively expensive.

Timur Sardarov put it plainly: “We either race in MotoGP or nothing.” But entering would likely require

MV Agusta's post-KTM era represents a rebirth—anchored not in corporate synergy

But entering would likely require partnerships with existing teams and external engineering support.

Strategic Outlook: 2025–2027

Putting all of the above into a coherent strategic roadmap:

- **2025:** Consolidate independence; match 2024 sales (~4,000 units); finalize logistics separation; world-wide dealer expansion; debut new model and engine platform (EICMA).
- **2026:** Full product lineup refresh completed; broader segment entry (e.g. retro, adventure, possibly mid-capacities above 650cc); global aftermarket support online.
- **2027:** Stabilized sales growth; potential entry into **MotoGP**; massification of financing and service packages; continued focus on heritage and craftsmanship.

By late 2027, MV aims to reach **sustainable stability**, both financially and operationally.

Voices from the Community

Community sentiment echoes cautious optimism. A user on r/MVAgusta commented:

“MV brand will skyrocket one day”—reflecting hope in the brand's return to prominence, especially under independent leadership.

Another saw the split as overdue:

“Good, they and KTM are just not a good match... MV should strive under its own leadership.”

Challenges Ahead

Several risks remain:

1. **Cash flow pressure**—inventory from prior KTM partnership was estimated at €60 million; MV must clear it efficiently.
2. **Supplier relationships**—KTM used

to handle purchasing; MV must now manage supplier trust at scale.

3. **Scaling global service** without the weight of KTM's infrastructure. Building reliable logistics and service arms globally is critical.
4. **Motorsport entry cost**—MotoGP ambitions depend on complex negotiations, licensing, and partners.

Why This Matters

MV Agusta's pivot exemplifies a rare corporate reset: from rock-bottom financial crisis and external control, back to independence—with strategy shaped around design, identity, and artisanal excellence. It's an **experiment** in how boutique luxury can scale without losing soul.

For enthusiasts, 2025 and 2026 could offer some of the most compelling MV models in years—and perhaps, if all goes well, a return to grand prix racing.

In Closing

MV Agusta's post-KTM era represents a rebirth—anchored not in corporate synergy, but in its **Italian creativity, design heritage, and motorcycling pedigree**. With aggressive product timelines, logistical independence, and ambitious—even brave—motorsport aspirations, the storied marque appears determined to reclaim a bold role at the top tier of premium motorcycles.

The next 24 months will be pivotal. Success could reaffirm MV's legacy; missteps could threaten its fragile revival. But for riders, collectors, and fans of motorcycle artistry, MV Agusta's renaissance is perhaps the most exciting development in luxury two-wheelers in years.

Key Highlights at a Glance

Ownership: Back to Sardarov family via Art of Mobility

Design & Production: Centro Stile repatriated to Schiranna; lean, in-house processes

Logistics & Expansion: New global logistics partner; regional offices; dealer count ~250

Sales Goals: 4,000 units in 2024; same target for 2025

New Release: Upcoming model with 99% new parts arriving just before EICMA2025

Engine Platform: Prototype debut at EICMA; aiming for hyper-performance

Segment Focus: mNaked, retro, mid/high-displacement; entry-level off the table

Pricing Strategy: Premium with financing (PCP, HP), extended warranties

Motorsport: MotoGP talk under evaluation for 2027 via external structure. **LHR**



Manufacturing continues in Schiranna, Varese, Italy. MV Agusta





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Born to Ride: Royal Enfield's Lightning



-Fast Bobber Roars into the Future



Royal Enfield just flipped that rule on its head.

"A bobber isn't built to be fast. It's built to be bold."

— Old biker proverb

With the launch of its *Lightning-Fast Bobber*, the iconic Indian marque invites us to meet a different kind of rebel. One that's not content with just looking cool at the café—but one that wants to get there faster, leaner, and with more presence than anything else in the mid-size cruiser game. This isn't just another Classic in a new outfit. It's a redefined riding experience built from the ground up to strike a balance between tradition and modern muscle.

So what exactly is this "Lightning-Fast" beast, and why is the world talking?



ANew icon is born

At first glance, the Lightning-Fast Bobber doesn't just catch your eye—it grabs you by the collar. With its aggressive stance, signature floating solo seat, thick whitewall tyres, and clean-cut silhouette, it looks less like something built in a factory and more like a rolling work of art dreamed up in a backyard garage in California or Cape Town.

This is Royal Enfield's first factory bobber in this trim, and it's no half-hearted exercise. Instead of mildly tweaking the Classic 350 or dressing up the Meteor, Enfield's designers took the soul of the J-platform 349cc engine and dropped it into a stripped-down frame made for thunder. A new subframe, revised ergonomics, and a streetfighter's attitude combine to

create what could be the brand's most rebellious motorcycle in years.

"With this model, we wanted to capture the purity of the bobber spirit," said a senior Royal Enfield spokesperson during the press launch. "Minimalism. Muscle. Attitude. Everything else is optional."

UNDER THE TANK : PERFORMANCE YOU FEEL

Let's get to the heart of the matter. The Lightning-Fast Bobber is powered by a 349cc, single-cylinder, air-cooled engine—the same trusted motor found in the Classic 350 and Meteor—but with revised tuning and exhaust output that make it feel snappier and more assertive off the line. You're looking at around **20.2 bhp at 6100 rpm** and **27 Nm of torque at 4000 rpm**.

Now that may not sound blistering to

those who measure power strictly in horsepower, but here's the truth: what this bobber lacks in top-end speed, it makes up for in bottom-end grunt. The throttle response is immediate, the clutch action light, and the 5-speed gearbox is geared for real-world usability.

Twist the throttle in second gear, and it surges forward with a raw, mechanical heartbeat that's unmistakably Royal Enfield. It's not so much about racing as it is about commanding the road. And in that respect, the Lightning-Fast Bobber is in a league of its own.

RIDE & HANDLING: BUILT FOR STREETS, NOT SHELVES

Thanks to a tweaked chassis and revised weight distribution, the bike

A little rougher around the edges—and that's exactly what I want

feels impressively agile despite its chunky tyres and bold front rake. The low-slung seat and mid-forward foot controls allow for a laid-back yet commanding posture—almost cruiser-like, but with the aggressive control of a naked bike.

Front and rear disc brakes with dual-channel ABS come standard, as does a telescopic front fork and twin gas-charged rear shock absorbers. Suspension is on the firmer side, ideal for city riding and carving up coastal routes, though longer highway hauls may remind you it's still a bobber—not a touring rig.

One thing's for certain: it corners better than you'd expect, and it's far more flickable than its silhouette suggests.

THE LOOK: STRIPPED-BACK AND DRESSED TO KILL

Royal Enfield nailed the aesthetic brief. This bike isn't trying to be everything to everyone. It's here to make a statement.

The **solo floating seat**—mounted on exposed springs—screams 1950s Americana. The **fat, whitewall tyres** give it presence. The **blackened-out engine casings, exhaust, and headlamp nacelle** ooze attitude. And the minimalist rear fender, anchored directly to the swingarm, keeps things raw and authentic.

There's little chrome to be found. This isn't your dad's cruiser. This is a rebel's bike.

Colour options range from matte black to blood red and metallic gunmetal, with each variant offering just the right amount of flair without looking overdone.

WHO'S IT FOR?

This bobber speaks to a new kind of rider—someone who craves individuality without sacrificing reliability. It's for the builder who doesn't have time to build. It's for the commuter who wants to arrive with style. It's for the nostalgic soul who remembers the glory days of garage customs but wants factory support and

a warranty.

Whether you're in your 20s looking for your first real bike or in your 50s returning to two wheels after a break, the Lightning-Fast Bobber offers enough style, simplicity, and swagger to make you feel like a badass again.

ACCESSORIES & CUSTOMIZATION

Royal Enfield knows its riders, and they know this machine will be modified. That's why they've already rolled out a line of accessories designed to elevate the Bobber without compromising its DNA:

- **Custom exhausts** with deeper thumps
- **Luggage racks** that blend into the subframe
- **Bar-end mirrors**, flyscreens, and bobbed fenders
- **Seat upgrades** and spring kits

Expect third-party parts to follow soon, with custom houses already lining up to take this platform to the next level. The bike begs for mods—and that's part of its charm.

PRICE & POSITIONING

With a starting price expected to be around **R63,000–R85,000 in South Africa** (or ₹1.9–2.5 lakh in India), the Lightning-Fast Bobber offers serious value in the mid-size market. It sits comfortably between the Meteor and the Interceptor in terms of pricing, but in terms of attitude, it's in a league of its own.

For riders torn between the classic comfort of a Meteor and the rawness of a custom build, this new entry is a no-brainer.

COMPETITION? WHAT COMPETITION?

While some may compare this machine to the **Jawa Perak** or **Jawa 42 Bobber**, Royal Enfield's legacy and dealer network give it a serious edge. Plus, the Bobber brings a better balance of style,

reliability, and real-world usability.

Where most other factory bobbers feel like a gimmick—or worse, a diluted version of an idea—this one feels authentic. It looks like it belongs in a smoky garage surrounded by wrenches and whiskey, but it'll start every morning without complaint.

WHAT RIDERS ARE SAYING

Although it's just hit showrooms, early riders are buzzing about the Lightning-Fast Bobber:

“Finally, something with presence under R 100 k.”
“Feels like a bike I'd build myself, but better finished.”
“It's not lightning-fast in speed, but in style? Hell yes.”

One Cape Town rider told us, “I rode it back-to-back with my Meteor. The Bobber is just meaner. Leaner. A little rougher around the edges—and that's exactly what I want.”

THE FUTURE: ELECTRIC BOBBERS & BEYOND

Interestingly, Royal Enfield is not stopping here. Insiders confirm that an electric version—codenamed the *Flying Flea C6*—is in development and expected by late 2026. It's being pitched as a lightweight urban cruiser with design inspiration from WWII-era Royal Enfield drop bikes.

But for now, the Lightning-Fast Bobber is their crown jewel. It captures the essence of bobber culture without making it inaccessible.

FINAL VERDICT

In a world of overcomplicated dashboards and plasticky bodywork, the Royal Enfield Lightning-Fast Bobber is refreshingly real. It's a motorcycle for people who love motorcycles. Simple. Honest. Stylish.

No TFT screen. No cruise control. Just a machine that looks you in the eye and dares you to ride. **LHR**

“Ducati XDiavel Wants to Lure Ha



Harley Riders to Italian Superbikes.”



Ducati is no stranger to performance motorcycles, but with the XDiavel, especially its 2025 V4 variant, it's aiming squarely at traditional cruiser exhaust pipes—most notably Harley-Davidson. As recently covered by Autoweek, the Italian brand is boldly positioning the XDiavel as a techno-cruiser hybrid designed to appeal to Harley's core demographic: riders loyal to big twin torque but curious about sportbike refinement and tech-forward riding.

This article explores how the XDiavel blends cruiser cues with superbike DNA, the bike's key features and riding experience, and why Ducati believes Harley riders are ripe for conversion.

Rewriting the Cruiser Playbook



1. Introduction — Rewriting the Cruiser Playbook

Ducati is no stranger to performance motorcycles, but with the XDiavel, especially its 2025 V4 variant, it's aiming squarely at traditional cruiser exhaust pipes—most notably Harley-Davidson. As recently covered by *Autoweek*, the Italian brand is boldly positioning the XDiavel as a techno-cruiser hybrid designed to appeal to Harley's core demographic: riders loyal to big twin torque but curious about sportbike refinement and tech-forward riding.

This article explores how the XDiavel blends cruiser cues with superbike DNA, the bike's key features and riding experience, and why Ducati believes Harley riders are ripe for conversion.

2. Origins & Strategy — The Cruiser Redefined

Ducati first entered the heavy-cruiser market with the original **Diavel** debuting at EICMA 2010. In 2016, the company introduced the **XDiavel**, bringing in true feet-forward controls and cruiser ergonomics while retaining Ducati's performance pedigree. Ducati NA CEO Jason Chinnock summarized this intent as: *"It sits at the intersection of sport and cruising. It's relaxed, confident ...*

high-power, advanced technology, and Italian design."

The strategy is clear: offer a motorcycle that has the appearance and ergonomics familiar to cruiser riders, but with the performance, electronics, and finesse of a superbike.

3. Powertrain: The Sportbike Heart Behind Cruiser Looks

The 2025 **XDiavel V4** swaps out the older V-Twin for Ducati's 1,158 cc **V4 Granturismo** engine—shared with the Multistrada. It produces **168 hp** and **93 lb-ft (126 Nm)** of torque, peaking around 7,500 rpm.

Though Ducati claims tuning for low-end grunt, torque delivery arrives later—around 4,000–6,000 rpm. *Harley lovers expect grunt from idle*, so riders may feel a learning curve—but once the revs climb, the acceleration is addictive.

Acceleration is brisk—0–100 km/h in under 3 seconds when using launch control—with a mega-fat 240 mm rear tire and low center of gravity ensuring grip and stability.

4. Styling & Ergonomics — Italian Muscle Meets Cruiser Poise

Visually, the XDiavel V4 dominates. Its low-slung, muscular form includes supercar-inspired LED designs, single-sided swingarm, and imposing rear wheel styling. Ducati says the aesthetics combine muscled essence and Italian design flair.

Ergonomically it's true cruiser form: forward-set pegs, low seat, and a relaxed riding posture. Yet the chassis is more agile than typical cruisers. Reviewers called it "the most dynamic cruiser on the market" and praised its comfort and visual impact.

5. Electronics & Rider Aids — A Tech Advantage over V-Twin

Rivals

Where the XDiavel truly separates from traditional V-Twin cruisers is in its electronics:

- Bosch Cornering ABS, Ducati Traction Control EVO, Wheelie Control
- Launch Control (DPL), QuickShift 2.0 up/down, Cruise Control
- 6.9 " TFT display with Bluetooth, Ducati Link App, navigation
- Multiple Ride/Power modes (Sport, Touring, Urban, Wet; High/Medium/Low)
- Harley offerings lack such advanced features, especially launch control and full connectivity, giving Ducati an edge with tech-savvy customers.

6. Riding Impressions — Where Sport Meets Cruiser

Test rides along Colorado's Peak to Peak Highway highlighted the XDiavel's dual nature as both cruiser and sportbike. Riders mentioned the need to stay above ~4,000 rpm to feel alive, yet once there the bike flows through corners and speeds with superbike venom—something few Harley riders experience often.

Its light curb weight (505 lb dry), combined with a wide rear tire and stable geometry, enable corner speeds and handling habits more common in naked sports bikes than traditional cruisers.

Some testers noted the feet-forward position limits ability to stand up over bumps and shifts rider weight during aggressive riding—but many still embraced the styling and ergonomics.

7. Comparing Rider Worlds — Harley vs. XDiavel

Torque Delivery & Character

- Harley twin-cylinder cruisers

Dealership anecdotes suggest one rider switching often triggers several friends to test ride

are tuned for **big low-end torque** at idle (~3,000 rpm), enabling effortless roll-on acceleration.

- The XDiavel demands a higher rev range to deliver power—but then provides **exhilarating speed and precision**. The learning curve is real—but the reward is performance beyond cruiser norms.

Handling & Braking

- The XDiavel handles far better—lighter chassis, modern suspension, Brembo brakes, ability to corner aggressively.
- Testers described braking “with the ferocity of a race bike”—not typical for big cruiser touring bikes.

Ownership Experience

- Maintenance complexity and cost is higher for Ducati—valve checks, desmodromic service, premium components, and software-dependent calibration. But riders switching from Harley report appreciating the performance upgrade despite higher upkeep.

Emotional & Visual Appeal

- Ducati clearly boasts of Italian luxury, exotic charm, and a bike built to turn heads—not just idle down Main Street.
- Reddit discussion shows riders switching from Harley often cite better brakes, suspension, handling, and style as key

8. Rider Conversion — Why Harley Owners Are Switching

Ducati reports that **over 50% of XDiavel buyers** are new to the brand, with the **largest segment coming from Harley-Davidson**.

On Reddit, former Harley riders describe:

“I haven't had a Diavel very long ... it rides better, has more technology, is more comfortable ... and is a hell of a lot more fun.”
“I switched from a Harley Fatboy to a Diavel 1260... I know the feeling!!! ... I do appreciate the added safety features, better power delivery...”

Dealership anecdotes suggest one rider switching often triggers several friends to test ride—fueling peer-based conversion cycles.



9. Strengths & Weaknesses — How It Lands versus Harley

Strengths

- **High-end performance:** superbike-level power, fast launch, nimble dynamics.
- **Tech package:** rider aids and connectivity far beyond typical cruisers.
- **Design & Style:** exotic Italian muscle aesthetics over fat V-Twins.
- **Handling & braking:** precise response, better for twisty roads.

Weaknesses

- **Less low-end torque:** demands higher revs for fun—unlike Harley's idle grunt.
- **Forward footpeg ergonomics:** limits movement over bumps compared to mid-peg setups.
- **Cost of ownership:** Ducati maintenance and parts are more expensive.
- **Cruiser purists may resist:** fans of traditional V-Twin

sound and feel may balk at Ducati's sport ethos.

10. Market Implications & Brand Strategy

Ducati is redefining the cruiser category:

- Rebranding cruisers as **performance machines**, not just boulevard gliders.
- Attracting new riders who may otherwise stick to traditional bikes.
- Demonstrating successful **crossover marketing**—rider-to-rider conversion evident at dealerships and in owner forums.

The XDiavel V4's new launch in mid-2025—with premium pricing (~€37,000 or ~\$29,000 USD)—reflects Ducati's confidence in premium positioning and brand appeal across segments.



11. Who Should Consider the XDiavel?

✓ Ideal For:

- Stylists seeking Italian design with performance edge.
- Riders wanting cruiser

Ducati's statistics—that half of XDiavel buyers are new and many from Harley



The Ducati XDiavel stands at a crossroads of style, performance, and rider psychology. It is **not trying to be a Harley**—rather, it is a Ducati interpretation of what a cruiser can become: **fast, light, technologically advanced, and visually provocative.**

Ducati's statistics—that half of XDiavel buyers are new and many from Harley—illustrate authentic traction. Quotes from test riders and reviews consistently praise its handling, braking, and design, contrasting them with the soul-sapping grunt of traditional cruisers.

If Harley is losing share in younger, tech-oriented segments, Ducati's XDiavel may well be capturing it—with a power cruiser that's less lounge, more adrenaline. **LHR**

ergonomics without sacrificing speed or handling.

- Harley riders open to technology and modern chassis dynamics.
- Enthusiasts who prioritize electronics and connectivity.

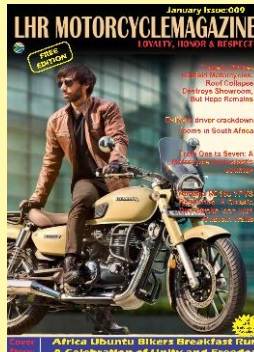
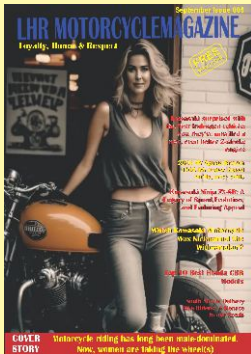
⚠ Less Ideal For:

- Purist V-Twin cruisers craving idle torque delivery.
- Riders dependent on mid-peg or upright ergonomics over long distances.
- Cost-sensitive buyers who prioritize maintenance simplicity.
- Heavy touring users—the naked design offers less wind protection.

12. Final Thoughts — Is Ducati Winning Over Harley?



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The Voge RR500 has a 475cc inline-four engine that rivals Kawasaki's ZX-4RR



Could well start a wave of similar machines from more familiar brands

In mid-July 2025, **Voge**, the premium sub-brand of Loncin Motor Co., unveiled its striking new model—the **RR500S**—a compact yet high-revving inline-four sports motorcycle designed to shake up the 400–500cc segment. With a 475cc liquid-cooled four-cylinder engine, the RR500S offers exceptional technical capability and a competitive price point, bringing back the high-revving four-cylinder DNA to mid-displacement sport riding.



Design & Engineering: High Tech in a Compact Package

Heart of the Machine: 475cc Inline Four

The RR500S's most attention-grabbing feature is its **high-revving 475cc inline-four engine**, inspired by, but technically distinct from, Japanese small-displacement fours. It produces approximately **76 hp (~57 kW)** at 12,500 rpm, reaches an astonishing **14,000 rpm redline**, and delivers **torque around 47 Nm** at 11,000 rpm.

Despite peak power being high, Voge says **80% of torque is usable from 5,000 rpm upward**, meaning the RR500S offers usable punch across a practical range—not just at

screaming revs. Top speed is claimed at **54 kph (~136 mph)** (220 km/h), putting it on par with larger supersport machines despite the relatively modest displacement.

The engine itself is built seriously: **16 valves, finger-follower valvetrain, a forged crankshaft, and DLC coatings on key moving components**—features rare in this price segment.

Chassis and Brakes

The underpinnings are robust: a **199-mm steel tubular frame** with an aluminum swingarm, an **inverted front fork**, and a balanced 50:50 weight distribution across a **54.5" (~1,375 mm) wheelbase**. The **curb weight sits around**

192–198 kg (423–436 lb) depending on spec, a touch heavier than rivals such as the ZX-4RR—but compensated by higher torque delivery.

Front braking relies on **Nissin radial-mount four-piston calipers**, with a conventional rear caliper. Electronic aids include **two-channel ABS, traction control, launch control, and quick-shifter functionality**—rare features at this price level. A **higher-spec “Lingfeng Edition”** adds **cornering ABS, tire-pressure monitoring, a steering damper, and titanium exhaust** as standard.

Styling & Ergonomics: Aggressive, Aero-Smart Design

The Voge RR500S is engineered to offer the sensory intensity of a supersport bike

The RR500S wears an aerodynamically aggressive fairing—a twin-lamp front fascia with central air intakes, side winglets, and layered geometries straight out of high-displacement supersport bikes—designed to both look fast and channel airflow for performance.

Bodywork lines emphasize function and form. Even though the riding posture leans sport-touring, it still offers enough comfort for longer rides without softening its sporty demeanor.

Pricing & Market Rollout

China Launch Pricing

In China, the **standard edition** is priced at around ¥28,980 (≈€3,550 / US \$4,000), while the **Lingfeng flagship** commands ¥30,980 (≈US \$4,200–4,500). A one-yuan deposit promotion gives buyers 1,000 yuan off through 31 July 2025.

By contrast, European and North American launch prices are expected to rise significantly to account for homologation, shipping, and dealer margins, but still undercutting Japanese rivals by a noticeable margin.

Global Availability

So far, the RR500S is confirmed for immediate availability in China, alongside interest from importers in **Asia, Europe, and Latin America**. Voge (Loncin) already sells in South America, Southeast Asia, and parts of Europe under import arrangements, making global release plausible within 2026.

Competition & Segment Impact

Competing Models

The RR500S enters a niche but resurging segment of **compact high-rev fours** revived by Kawasaki's ZX-25RR and ZX-4RR. It now joins models like the **CFMoto 500SR Voom**, **QJMOTOR SRK450RR**, and others like ZXJC 500RR—all challenging entrenched brands by offering multi-cylinder sport feel at accessible pricing.

Within specs, the ZX-4RR produces slightly more peak power (~77 hp) at similar weight (~189 kg), but lacks some of the RR500S's usability claims and higher torque figures—and is positioned at higher price tiers.

What Sets Voge Apart

Underlying Loncin's expertise is its long-standing engines-for-BMW partnership—Loncin has built engines for multiple BMW F-series models, giving Voge credibility beyond budget manufacturing. The RR500S benefits from that heritage in engineering and QC design ethos.

Despite being Chinese-built, recent owner reports suggest that Voge's build quality has improved markedly, and reliability (within early life miles) is comparable to European peers at similar price tiers.

User & Community Feedback (Early Reviews)

While long-term field experience is yet to accumulate, early riders of Voge's prior models (such as the 300 and 500 DS) report few failures in first 10k+ km and generally **value-for-money** acceptability—though concerns remain about resale value and dealership support in some regions.

From Reddit commentary:

“Love how the Chinese bikes have improved in build quality lately. Not quite Japan level, but up there with the European brands.”

“I had a Loncin CR6... I put 54k kms on it... only preventive maintenance and that's it. I trust in the reliability of Voge.”

Yet many users caution: “If there isn't a nearby dealer or parts network, wait for proven suppliers first”.

Why the RR500S Matters

For enthusiasts who remember the golden era of 90s **600cc four-cylinder sportbikes**—light, high-revving, raw and engaging—the RR500S offers a slice of that thrill in a compact, accessible

package.

It signifies both the decline of displacement dogma (a 475cc with four cylinders, 14,000 rpm, and usable torque), and the rise of **value-driven engineering**: high technical spec at entry pricing.

If it succeeds, it could catalyze a new wave of small-displacement four-cylinder models from Japanese brands (e.g. Honda's rumored CBR500R Four).

Roadmap & Looking Ahead

Future Trims & Upgrades

Voge has announced only two variants at rollout: the **Standard Edition** and **Lingfeng Edition**. But future plan might include additional versions—rain-spec, track-focused, even faired/unfaired derivatives. Add-on options like titanium exhaust and cornering electronics could be offered a la carte in export markets.

Global Launch Timeline

While a precise international release date has not been given, industry watchers expect Voge to begin homologation processes in 2025, with launches in **Europe and Latin America by early or mid-2026**.

Service & Dealer Network

Key to the RR500S's global success will be expansion of **dealer networks and spare-parts supply**. Voge has been steadily building international partnerships, but lingering reliability rhetoric from older models underscores the importance of local support.

Riding Personality: The Compact Screamer

The Voge RR500S is engineered to offer the **sensory intensity of a supersport bike**—the high revs, sharp throttle edge, raw exhaust bark—but in a smaller, more rider-accessible chassis. The switchable exhaust valve (operable mid-ride) allows quiet commuting or open-pipe roar on demand—a neat, usable touch that adds fun and customization with a button push.

Early impressions suggest Voge is moving beyond budget niche into serious sportbike territory

Given the high rev range, a quick-shifter, firm USD fork, and radial brakes, RSV500S also feels ready for occasional track use—as long as riders can handle its slightly heavier frame.

Challenges & Risks

- 1. **Long-term reliability remains unproven**—the four-cylinder layout at this price is novel, and endurance of high-rev engine internals is still unknown.
- 2. **After-sales support** could make or break perception—lack of trained mechanics or parts shortages in some markets might hamper growth.
- 3. **Competition from Japanese brands**—once Honda, Yamaha or Kawasaki officially enter with mid-size fours, price advantage shrinks and Voge must prove superior value or maintenance.
- 4. **Resale & brand perception**—Chinese brand bias still exists in many markets; Voge will need strong marketing and service to overcome stigma.

Conclusion: A Bold Statement in Mid-Range Sportbikes

The **Voge RR500S** is a bold new proposition in a segment long dominated by twin-cylinder sport models. It brings **four-cylinder performance**, serious technical spec and sporty styling at a price point that undercuts nearly every rival—and could well start a wave of similar machines from more familiar brands.

While long-term performance and support remain to be seen, early impressions suggest Voge is moving beyond budget niche into serious sportbike territory. For riders who crave flair, revs, and

tech—without spending big money—the RR500S may just be a game-changer.

As it begins its global rollout in the coming year, the motorcycle community should keep a close eye on how the RR500S performs not just on spec sheets, but on dealers' floors, in maintenance budgets, and in resale value. If reliability holds, and support scales, the RR500S could mark the arrival of **premium Chinese sport-bike-making**, shaking up the sport bike world in unexpectedly thrilling ways.

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Feature	Specification
Engine
Power
Torque	~47 Nm @ 11,000 rpm (~35 lb-ft)
Redline	14,000 rpm
Weight (curb)	~192–198 kg (423–436 lb)
Frame	Tubular steel chassis + aluminum swingarm
Suspension	Inverted front fork (non-adjustable); rear preload-adjustable shock
Brakes	Nissin radial 4-piston front calipers; rear single-piston disc
Electronics	ABS, traction control, launch control, quick-shifter
Upgraded variant	Cornering ABS, TPMS, steering damper, titanium exhaust
Top speed	~220 km/h (~136 mph)
Price (China, std)
Price (China, Lingfeng)	~¥30,980 (~US \$4,200–4,500)
Global launch timeline	Expected in Europe/LATAM by 2026
Competition



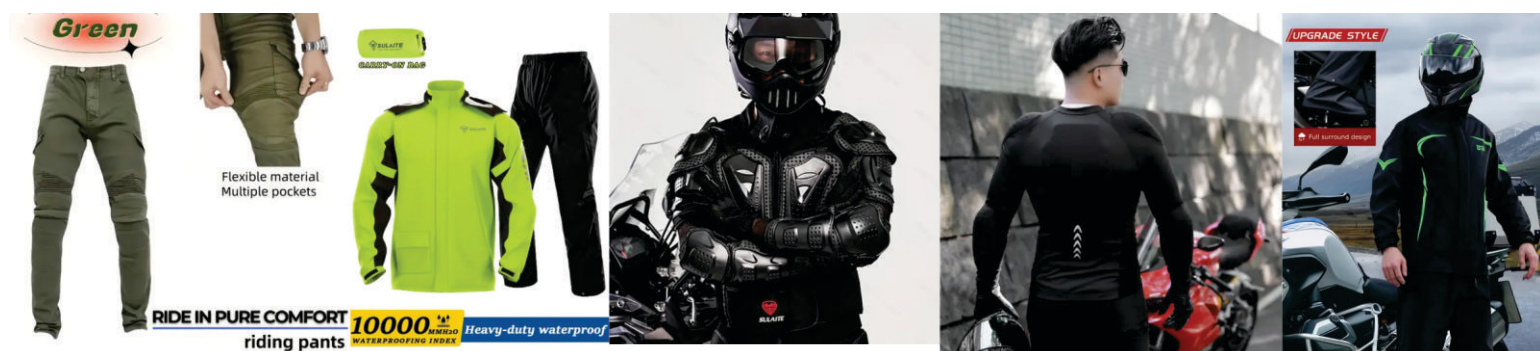
TEMU

SAFETY GEAR



When evaluating motorcycle safety gear, the primary concern is **protection**: how well helmets absorb impact, how jackets resist abrasion, whether gloves stay intact, and if boots support ankles in a crash.

Branded gear from reputable manufacturers is sold at a premium, backed by rigorous standards and testing. In contrast, super-cheap gear from marketplaces like Temu may be attractive for low price, but raises serious **trust and safety** questions.



Reports note inconsistent seam quality, poorly aligned protective inserts

This article explores:

- **Safety certifications and compliance**
- **Mechanical performance in real-world/crash tests**
- **Materials, construction quality, durability**
- **Consumer feedback, recalls, and regulatory scrutiny**
- **Value versus risk — when (if ever) it is acceptable to choose extremely low-cost gear**

Regulatory and Certification Standards

Helmets

- In most jurisdictions, certified helmets must meet standards like **DOT (US), ECE 22.05 / 22.06 (EU), Snell**, or **SHARP** ratings (UK). DOT is **self-certified**, meaning manufacturers claim compliance without third-party testing; ECE and Snell require third-party testing.
- SHARP gives star ratings based on impact tests on retail helmets.
- Reliable branded helmets clearly display these markings, and certified batches undergo traceable testing.

Jackets, Gloves, Boots

- European **CE armor ratings** designate level 1 (minimum) or level 2 (higher) protection; coverage area is also rated Type A (limited) or Type B (more extensive).
- Reputable brands use **high-density foam or viscoelastic armor**, abrasion-resistant textiles (leather, Cordura), strong seam construction, and tested fasteners.

Temu gear rarely shows verifiable certifications. Claims of

DOT/ECE/CE compliance may exist, but there is no guarantee that labeling is genuine — counterfeit certifications are common.

Helmets: Temu vs. Branded

Temu Helmets

- Multiple reports across Reddit and forums caution strongly against Temu helmets:
“The one thing to not skimp on is a helmet. We are talking about your fucking brain here.”
“Temu does not do legit items!”
- Users note that Temu-sourced DOT stickers or labels are unreliable; even if labels are present, the helmets may not undergo proper testing.
- Videos testing Temu helmets note extremely poor impact absorption: instead of crumpling (absorbing energy), they often stay intact and transfer force — exactly wrong for a protective helmet.
- There are **no verified crash survivors' stories from Temu helmets**, and reports such as one site ironically stating “yet to get a bad review from someone who crashed in one” appear as sarcastic social commentary, not evidence.
- In contrast, branded helmets often undergo **actual SHARP tests**, achieving star ratings and public scores.

Branded Helmets

- Recognized brands like Shoei, Arai, Bell, AGV and others routinely meet certified standards.
- Many models are SHARP tested and receive 4–5 star ratings.
- Crash test videos show helmets absorbing severe impacts by crushing EPS liner layers — dissipating

energy before reaching the head.

- While branded helmets cost \$200–\$700 or more, they carry **traceable certification, warranty, and documented performance**.

Bottom line: Temu helmets are fundamentally risky due to unknown factory testing, dubious labeling, and lack of independent certification. Trustworthy helmet gear is **not** an area to cut corners.

Jackets: Materials, Armor, Construction

Temu-sourced Jackets

- Often extremely cheap: some reviewers bought full riding jackets for under \$50.
- Little transparency on materials; more likely nylon/leather-like polyester with minimal abrasion resistance.
- Armor inserts (shoulders, back, elbows) may be thin foam or non-CE certified, with poor positioning.
- Reports note inconsistent seam quality, poorly aligned protective inserts, and fasteners that may fail in stress.
- No independent recall data, but broader complaints of low quality and counterfeit aspects across categories on Temu.

Branded Jackets

- Use abrasion-resistant shells: leather, high-denier textiles, reinforced stitching.
- Armor typically meets **CE Level 2**, properly positioned and removable.
- Feature strong zippers, stretch panels, visibility (reflective), hydration compatibility, ventilation.
- Often tested in lab abrasion tests and crash simulations.
- Available with consumer warranties and tested track record.

Branded gear companies face strict liability and often issue voluntary recalls

Evaluation: Temu jackets may offer superficial styling but without verified



CE armor and abrasion testing, protection in a crash is unpredictable. Established brands carry far greater confidence.

Gloves: Grip vs. Impact Protection

Temu Gloves

- Many products priced under \$10; packaging may mimic brand names like “100%” or “Fox”.
- A user reported gloves arriving in factory packaging but with barcode label cut, raising suspicion.
- Others noted stitching tearing on impact — lambskin “didn’t mean shit when the seams pop”.
- Fit, padding, cuff retention, and palm reinforcement all appear inconsistent.
- Some may indeed be factory surplus overstock, but many are outright knockoffs with reduced durability and lack of CE protection.

Branded Gloves

- Trusted makers (e.g. Alpinestars, Dainese, Klim) use reinforced palms, knuckle protectors, CE-rated inserts.
- Leathers or textile outer shells backed by multiple layers, double stitching.
- Designed and tested to resist

abrasion, puncture, impact.

- Despite price points of \$100–\$300, they offer established standards of safety and fit.

Summary: Temu gloves may be acceptable for casual tasks or light riding, but **never for high-risk rides**. In a crash, seams and low-grade materials fail quickly, exposing hands.

Boots: Ankle Support and Impact Resistance

Temu Boots



- Listings of “motorcycle boots” under \$30; rarely described as CE certified or made of protective materials.
- No clear safety specifications, steel shank, ankle support, toe sliders, or oil-resistant soles.
- Many are fashion boots, not built for protective ride use.
- No known recalls or user crash data, but industry commentary labels them cheap knock-offs.

Branded Boots

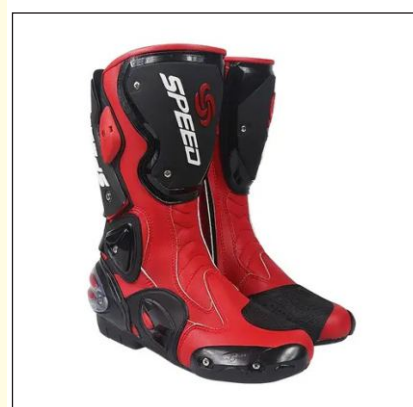
- Brands like Sidi, TCX, Alpinestars, Dainese offer leather or microfiber boots with CE-rated ankle, shin, and heel protection.
- Reinforced construction, shift pads, oil- and water-resistant soles, zipper and lace combinations.
- Designed to withstand impact, twisting, abrasion.
- Certified to EN-13634 motorcycle boot standard where applicable.

Assessment: Temu boots are **not appropriate for crash situations**. They lack structural support and safety

certification needed in a fall.

Consumer Feedback, Safety Incidents & Recalls

- Temu has received widespread consumer complaints: undelivered packages, wrong items, counterfeit labels, lack of service — including on safety-related goods.
- Authorities have flagged **toxic substances** in Temu-sold products (e.g. lead, formaldehyde) on unrelated



categories; raises concern about quality control in gear as well.

- A notable recall was issued by the **U.S. Consumer Product Safety Commission** in April 2024: children's bike helmets sold exclusively via Temu failed impact and retention strength tests, posing head injury risk.
- No major motorcycle gear recalls yet reported, but given overlap in vendors, **risk of non-compliant gear remains high**.

Branded gear companies face strict liability and often issue voluntary recalls when a defect emerges — providing legal accountability. Temu's vendor model lacks that structure.

Real-world Crash Performance

- Tests of Temu gear in motorcycle-oriented YouTube videos show **poor performance**: heated grips failing, accessories breaking, gloves ripping, jackets disintegrating at seams.

Multiple investigations and consumer reports highlight counterfeit listings

Scenes often show no real abrasion or impact resistance.

- Helmets from Temu frequently remain rigid, failing to absorb energy, meaning force is transferred directly through to the rider's head.
- In contrast, branded gear exhibits controlled liner crush, armor compression, and solid abrasion resistance—demonstrating its crash value.
- Some Temu items may be factory overstock or knock-offs of legitimate brand gear, offering decent cosmetics but omitting tested safety features.
- The “value” of such gear is only in aesthetics or pocket-use, **not for real riding safety**.
- Branded gear offers **traceability, warranty, known materials, tested armor and liners**, justifying its cost in safety-critical use.

When (If ever) is Temu Gear Acceptable?

- For **pure styling**, car shows, or display, Temu gear can be tempting thanks to low price.
- **For serious riding, especially at speed or on roads**, it's unsafe to rely on gear without verified testing and construction quality.
- A used or sale-priced branded jacket or helmet—even second-hand—is **far safer**.
- If budget is tight, look for **clearance factory-seconds from certified brands** rather than unbranded imports.

Recommendations and Safety Best Practices

1. **Never rely on gear claiming DOT/ECE/CE if there's no proof.** Assume Temu labels are unreliable.
2. **Helmets: choose certified, tested brands.** Replace every 5 years or after any impact.

3. **Armor: ensure CE Level 2**, properly placed. Jackets should include shoulder/elbow/back armor.
4. **Gloves and boots: prioritize reinforced construction**, quality seams, proper straps, and materials.
5. **Inspect used gear carefully:** even branded items should be checked for liner integrity and abrasion resistance.
6. **Research crash-test videos and SHARP ratings** before purchasing a helmet model.

Conclusion

While Temu offers ultra-low prices, the **risks far outweigh the cost savings** when it comes to motorcycle safety gear. There is **no verifiable evidence** that Temu helmets meet rigorous standards or that jackets and gloves provide proper protection in a crash. Multiple investigations and consumer reports highlight counterfeit listings, toxic materials, fraudulent labels, and lack of consumer recourse.

In contrast, branded gear provides **transparent certification, robust materials, quality control, and documented performance** in real-world and laboratory tests. When someone's safety—and brain—depends on it, it's better to **pay more now than pay much more later** in medical costs or disability.

In short: Temu gear may serve as novelty or fashion pieces—but for the road, choose trusted, certified gear that has been properly tested. Your life depends on it.

Additional Resources

- SHARP helmet rating program (UK)
- CE armor standards in motorcycle apparel.
- U.S. Consumer Product Safety Commission recalls data (Temu kids' helmets)
- Consumer complaints and safety risks associated with Temu platform. **LHR**





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**Patents show
that CFMoto is
working on
building
deployable
winglets on its
range of sports
motorcycles.**





CFMoto's Next Leap into Active Aero Innovation

CFMoto, the Hangzhou-based Chinese manufacturer known for cost-effective bikes and engines shared with KTM, is stepping into high-tech territory with recently published patent images. These designs reveal **deployable winglets hidden within the fairing**, capable of extending and retracting while the bike is in motion—making it potentially the first motorcycle with genuinely active aerodynamic surfaces rather than purely decorative or fixed ones.

While aero features on motorcycles are no longer unprecedented—Moto Guzzi's **V100 Mandello** tourer already uses semi-active wings to shift aerodynamic comfort—CFMoto's patent suggests a system focused squarely on **performance**, emphasizing **downforce, stability, and handling** in a sportbike context.

Patent Mechanics: Inside the Winglet System

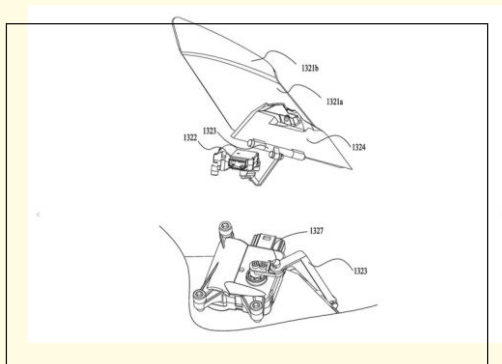
An excerpt from the patent filing (WO2022195387A2) describes fairing-mounted movable panels on both sides of the motorcycle:

- Each winglet is housed within a pocket in the upper fairing, above the bike's centre of gravity.
- In the **rest position**, the winglets are flush with the fairing; when activated, they **pivot outward**, creating lateral deflection.
- The design uses **hinges** oriented vertically or slightly inclined, so that only the trailing edge moves, while the front edge remains flush during deployment.
- The concave shape and positioning beside the tank help *channel airflow* away from the rider's torso or direct it laterally for

aerodynamic advantages.

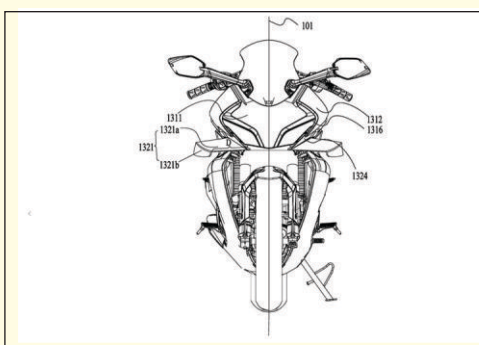
The system is actuated via **electromechanical linkages**, likely tied to the ECU—suggesting deployment could be tied to speed, riding mode, lean angle, or throttle/brake inputs.

How It Stacks Up: CFMoto vs Lounge Competition



Moto Guzzi's Mandello

Moto Guzzi's patented aero system aims to reduce rider fatigue by redirecting airflow away from the torso during touring—but at test rides, riders reported *minimal real-world effect*, questioning its efficacy outside marketing claims.



BMW Motorrad & Piaggio Patents

BMW's active aero patents propose movable front and rear

winglets—some even mounted on suspension elements—to modulate downforce dynamically in various riding scenarios. But no production BMW has implemented an active system yet. Similarly, Piaggio patents (likely for Aprilia use) outline winglets that adjust attitude to fine-tune downforce and yaw assist, but again remain theoretical.

CFMoto's innovation stands out in that **technical implementation and deployment strategy** seem more mission-driven, rather than conceptual.

Potential Benefits: Performance Meets Practicality

If produced, this active winglet system could deliver several real-world advantages:

- **Front-end downforce at speed**, improving traction under acceleration and braking.
- **Enhanced stability**, especially resisting lifting or instability at high speed or under braking.
- **Lean-angle-aware control**, adjusting aerodynamic forces precisely through cornering transitions.
- **Retraction at low speed**, preserving agility in urban riding, stealthy styling, and low drag when aero load isn't useful.

This system mirrors racing-derived intent—except it's fully concealed until needed, unlike fixed fins that may increase drag unnecessarily at low speeds.

Risks & Engineering Challenges

But passive consultations of patent images and concepts

“Without doing CFD, wind tunnel or on-track testing it’s impossible to know what will happen.”

leave many key questions:

- What **downforce magnitude** does a compact deployable winglet produce? Without CFD or wind-tunnel data, realistic performance values are guesswork.
- How reliable are the **actuator mechanisms** under real-world conditions—exposure to rain, grit, wear—and what happens if they stick partially deployed?
- Could **dynamic wind loads** during lean and high-speed maneuvers introduce instability or unpredictable torque on the bike's chassis?
- Will the added complexity lead to **costly maintenance or recalls** if components falter?

CFMoto is betting on engineering maturity—not just visual appeal—but performance value will depend on how well these systems hold up over time.

Where Might it Appear? The 750SR-R and Beyond

CFMoto is already developing a high-end **750SR-R** four-cylinder supersport bike, featuring fixed aero elements like rear wheel covers and winglets as part of its striking design. This model seems a logical candidate for active aero inclusion—especially for variants like a track-focused “R” spec.

Moreover, with a planned **V4 superbike** on the horizon (referenced in other sources), CFMoto has an opportunity to debut high-tech aero on flagship models first.

Even smaller bikes like the **675SR** could adopt scaled-down versions of the winglet system, though packaging constraints

may limit functionality given fairing volume.

Industry Context: Why Active Aero Matters Now

Aerodynamics has become a competitive tool, not just in racing but in premium production bikes:

- MotoGP and WSBK trends forced homologated bikes to include fixed winglets.
- Riders and engineers demand more predictability and corner-specific stability, pushing interest toward active control.
- Advances in small actuator technology and sensor integration make dynamic aero more viable for production models—if manufacturers choose to invest.

CFMoto's patents suggest the brand sees **active aero not as gimmick, but as functional edge**—a bold move that could inspire larger brands to take active aero seriously.

Rider Implications: How It Could Feel on the Road

Imagining deployment maps tied to ride modes:

- In **Sport or Track mode**, winglets deploy above ~120 km/h, adding front-end downforce—enhancing braking grip and pitch control under hard deceleration.
- On **leaning into a corner**, asymmetric modulation might **counteract roll or yaw**, smoothing transitions between edges.
- In **Urban mode**, winglets remain flush—minimizing drag, preserving styling, and avoiding unnecessary

aero loads.

- At **stop lights or low-speed**, retraction ensures no obstructions for pedestrians or parking.

Such a system demands **consistency**—rider trust hinges on seamless behavior and on-board diagnostics if misdeployment occurs.

From Patent to Production: Realistic Timelines

CFMoto has a history of moving patents into real-world product concepts—like adaptive position systems for handlebars and footpegs, predictive suspension tech, and even rider seat-belt concepts.

Given this trajectory, **actively deployed winglets** could appear in **2026 or 2027 models**, especially on high-performance bikes like the 750SR-R or upcoming V4. First sightings at events like **EICMA** or **China's motorcycle fairs** seem likely.

Initial applications may limit functionality (e.g., single-speed deployment or track-only mode), evolving later into lean-sensitive, multi-parameter control.

Voices & Community Take

From technical and enthusiast forums, revolutions in aero generate cautious excitement: “Without doing CFD, wind tunnel or on-track testing it’s impossible to know what will happen,” a Reddit aero-enthusiast cautions—highlighting the gap between concept and dependable performance.

On the other hand, other hobbyists note:

“Reviews are generally glowing as value-for-money option but ... concerns about safety and warranty remain given complexity and parts reliability” — a

Being a budget-value brand into real aerodynamics innovators

reference to earlier CFMoto models showing promise, but also revealing inconsistencies.

Nonetheless, the willingness to patent and possibly build such tech speaks to **CFMoto's ambition beyond copycat value offerings**, aligning with global innovation trends.

Looking Ahead: The Future of CFMoto and Motorcycle Aero

This patent could mark a pivotal moment for both CFMoto and the industry:

- **Mainstream active aero** may shift from exotic hypersport to accessible mid-range bikes.
- If successful, CFMoto may brand marketing efforts around aero efficiency, stability advantage, or rider confidence at speed—transforming public perception.

- Larger OEMs might accelerate active-aero patents or lean into mechanical implementations to remain competitive.

Active aero on production bikes is poised to evolve from niche gimmick to **performance enabler**, and CFMoto could be at the forefront.

Summary: Why You Should Care

What's patented

Retractable fairing-winglets above CG, flush in rest, deployed at speed

Potential benefits

Front downforce, improved stability, lean-angle responsiveness

Technical challenges

Reliability, actuator complexity, dynamic loads, maintenance risk

Likely debut models

CFMoto 750SR-R, future V4 superbike variants

Industry implications

Shift toward active aero in mass-market sportbikes

Timeline expectation

Possible production by 2026–27 for flagship models

Competitors watching

BMW, Piaggio/Aprilia, potentially major Japanese OEMs

Conclusion: A Bold Vision from a Rising Brand

CFMoto's active aerodynamic winglet patent signals its intent to stretch beyond being a budget-value brand into **real aerodynamics innovators**. The system, if executed well, could **transform ride dynamics**, particularly at speed, and reposition mid-tier sportbikes as more technologically advanced.



9 Trending Motorcycles in South Africa (2025)

1. BMW R1300 GS



The BMW R1300 GS leads South African adventure bike sales in 2025. With its 145 hp boxer twin, multiple variants (Triple Black, Trophy, Racing Red) and advanced sensor systems, it's the aspirational choice for touring riders. **Why it's trending:** unmatched brand prestige, comfort, long-range capabilities (~R362 000), and elite tech.

2. KTM 390 Adventure R



Compact yet capable, the KTM 390 Adventure R (373 cc, LC4c engine) excels in both urban commutes and off-road challenges. Spoked wheels, six-speed gearbox, and sleek ergonomics make it a go-to for local versatile riders. **Why it's trending:** lightweight agility (165 kg), fuel efficiency (~3.4 L/100 km), appealing pricing (~R70–R80 000).

3. Honda CRF1100 Africa Twin Adventure Sports

The updated Honda CRF1100 Adventure Sports—known locally as the Africa Twin—is a long-distance flagship. Equipped with a bigger 24.8 L tank, ride modes, and

ABS/DCT transmission, its ideal for serious touring (~R315 000). **Why it's trending:** Legendary reliability and comfort, making it a staple among SA adventure riders.



4. Yamaha MT-09 Tracer GT Plus



The MT-09 Tracer GT Plus combines sport-touring comfort with tech features like adaptive cruise, app-enabled navigation, and an 890 cc CP3 engine. At ~R330 000, it's a premium pick for performance-focused commuters. **Why it's trending:** Balanced performance-tourer with advanced rider tech.



5. Royal Enfield Interceptor 650 & Bear 650

The Interceptor 650 and its newer scrambler-styled sibling, Bear 650, are making waves. The retro twin-cylinder 648 cc platform delivers ~47 hp, relaxed ergonomics, and modern touches like TFT screens and switchable ABS.

Why it's trending: Revival of Royal Enfield in SA, nostalgic styling, accessible price points and fresh distribution via Moto-Royale.

6. Royal Enfield Hunter 350



This 349 cc air-cooled single-cylinder urban roadster delivers ~20 bhp and retro simplicity. Its lightweight frame and approachable ergonomics make it SA's rising commuter favorite.

Why it's trending: Affordable, stylish, and ideal for urban riding with global popularity.

7. Suzuki V-Strom 1050 DE



Locally, the Suzuki V-Strom 1050 DE adventure bike hits the sweet spot between price and capability. With a powerful displacement and updated features, it remains a reliable alternative to European counterparts.

Why it's trending: Versatility, affordability, and Suzuki's longstanding SA presence.

8. KTM 300/250/450 XC-W/F

Products like the Royal Enfield Hunter 350 and Suzuki V-Strom 250 series fulfill a need for affordable urban commuting bikes

Series



From enduro aficionados to weekend riders, the KTM XC-W/F models (300 XC-W-F, 350, 450) dominate South African trails. New chassis, suspension upgrades and fuel injection systems mark the 2025 model year. **Why it's trending:** Top-tier performance in South Africa's growing off-road and hard enduro community.

9. CFMoto 700MT / 800MT-X



(Emerging Trend)

CFMoto's earlier arrival of the 700MT created buzz, but the 800MT-X launched mid-2025 is capturing attention. With robust adventure touring specs, suspension, and modern electronics, it's shaping up as a local challenger. **Why it's trending:** Bold pricing, new distributor support, and capable engine tech fitting SA's adventure market.

Market Trends & Rider Preferences in South Africa

Growth in Demand

Local motorcycle sales grew by ~20.8% in 2024 over the prior year, as riders increasingly choose bikes for cost-effective mobility and adventure lifestyles.

Adventure Orientation

Adventure and touring segments dominate interest—thanks to South Africa's diverse landscapes, long road trips, and rising interest in off-road touring gear.

Entry-Level & Commuters

Products like the Royal Enfield Hunter 350 and Suzuki V-Strom 250 series fulfill a need for affordable urban commuting bikes that are stylish and fuel-efficient.

Brand Presence & Distribution

Royal Enfield's rerelease in SA via Moto-Royale has reignited local interest in mid-capacity cruisers. Similarly, Beta's new local import arrangement ensures access to respected enduro models from 2025 onward.

South African Rider Profiles & Suitable Picks

Beginner Commuter & City Rider

- **Royal Enfield Hunter 350:** Easy to handle, low maintenance, and retro aesthetic perfect for urban roads.
- **KTM 390 Adventure R:** Light and nimble with commuting and weekend off-road potential.

Versatile Adventurer & Weekend Explorer

- **Honda Africa Twin CRF1100:** Long-range touring with dual-sport capability and modern rider aids.
- **Suzuki V-Strom 1050 DE:** Value-oriented adventure option with familiar reliability.

Trail & Enduro Enthusiast

- **KTM XC-W/F Series:** Best-in-class for competitive or recreational enduro riding.
- **Beta Enduro lineup** (upcoming availability): revered for street-legal lightweight off-road riding.

Retro Cruiser & Style Riders

- **Royal Enfield Interceptor 650 / Bear 650:** A balance of classic styling, modern tech features, and accessible riding.

Sport Touring & Performance-Comfort Blend

- **Yamaha MT-09 Tracer GT Plus:** For sporty long-distance riders looking for tech-rich kits.
- **CFMoto 800MT-X:** New kid on the block gaining traction as a value-focused alternative in sport-touring.

Broader Global Models Worth Watching

Some globally popular models gaining traction worldwide—and potentially entering the South African market—include:

- **CFMoto 675 SR-R:** Sport-focused parallel-twin, advanced electronics, racetrack temper.
- **Aprilia RS 660:** A lightweight middle-weight sportbike combining power and aerodynamics.
- **Moto Morini Corsaro / X-Cape 1200:** Italian design machines with adventure and naked-road character.

Though these are not yet mainstream in SA, enthusiast interest and potential local launch plans keep them on the radar.

Final Thoughts

South Africa's motorcycle scene is evolving fast, with riders increasingly embracing:

- **Adventure-class bikes** for touring and terrain (BMW R1300 GS, Honda Africa Twin, KTM 390 Adventure R),
- **Retro-standard and commuter bikes** offering style and affordability (Royal Enfield Hunter, Interceptor/Bear 650). **LHR**

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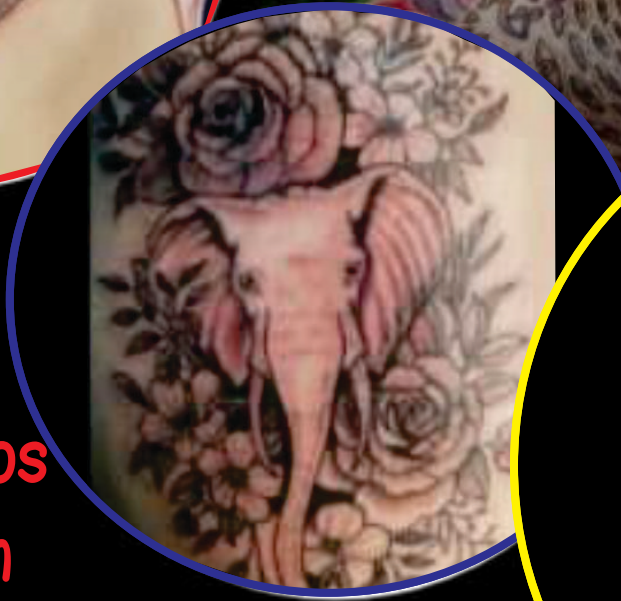


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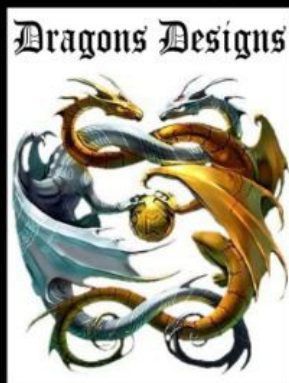
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