



Arrow and Off-Road: a long-lasting tradition

In 1985, Arrow's founder, Giorgio Giannelli, an off-road rider, was just a couple of steps away from becoming a professional when he decided to improve the performance of the motorcycles he was riding. So began Arrow Special Parts, with the company's initial focus firmly aimed at the dirt bike market.



So successful was he at creating improved horsepower and power delivery through his new exhaust systems, that Giorgio made a decision not to compete any longer and concentrate on producing exhausts and other performance oriented parts for off-road motorcycles, with a range of handlebars and exhaust systems (mainly for two-strokes engines) designed and developed together with Michele Rinaldi, at the time the 125cc-class World Champion.

Activities soon moved to the higher classes and Arrow's commitment in off-road races was repaid in 1987, when Georges Jobé won the 500cc-class World Championship. This outstanding success in the two-stroke era led to Arrow deciding to also get involved in the emerging four-stroke off-road motorcycle market, beginning the next chapter in Arrow's history.

Giorgio did not select an easy path, choosing to concentrate on exhausts and parts for motorcycles to be ridden in the World's toughest terrain, the sand-roads and dunes of the infamous Paris-Dakar rallies. Once again, hard work achieved results, with Edi Orioli winning the 1988 Paris-Dakar, using an Arrow exhaust system that started with something that it is now inherent in Arrow's dual purpose motorcycle exhausts, the -PD suffix in some of the product codes. "P" for Paris and "D" for Dakar, and those two letters have stayed in the range for 25 years and will exist for as long as adventure-style motorcycles are around.

The Company then expanded its production to include motorcycles designed for a gentler life - those needing a tarmac surface. But Arrow never stopped concentrating on dirt, sand and mud. This explains the following list of riders, all winning World MX Championships with the support and commitment of Arrow Special Parts:

- **Alex Puzar, 250cc-class, in 1990**
- **Trampas Parker, 250cc-class, in 1991**
- **Donny Schmidt, 250cc-class, 1992**
- **Bob Moore, 125cc-class, 1994**
- **Andrea Bartolini, 500cc-class, 1999**
- **Joel Smets, 500cc-class, 2000**
- **Stefan Everts, 500cc-class, 2001; 2002**
- **Stefan Everts, MX1-class, 2003; 2004; 2005; 2006**
- **Yves Demaria, MX3-class, 2007**
- **Davide Philippaerts, MX1-class, 2008**

These achievements were made in an era that saw the transition from two-strokes to four-strokes, with rules (mainly in regard to noise) being changed continuously to reduce the impact of off-road racing in the crowded European plains and hills. Noise limits, just as an example, have, in the last 12 years, dropped from a limit of 110 decibels to 94 decibels with the same testing procedure. This required a constant level of research into the materials and design of the exhaust system, the overriding aim being to keep performance high, while reducing the noise level measured at the end of the silencer. Also, the market was rapidly changing, with competitors leaving and replaced by new ones, with new bikes being released every year, all the while in an environment of ever-changing noise regulations. And Arrow as an exhaust manufacturer has always been given the task to deal with the noise once the bikes were about ready to go - as if the noise problems could be managed and solved only by means of a quieter exhaust system (this is only half true).





As time progressed, these noise problems became more and more serious in Europe and Italy, so in order to have a say in the matter, Arrow got involved in activities with the various Control Boards releasing the new standards, including the World body in charge of motorcycle sport, the International Motorcycling Federation or FIM. Arrow spent hours and hours of testing, around race-tracks and in its facilities, to find a way to get an improved level of noise reduction, meeting the standards without any performance degradation or potential damage to the engines. Arrow is proud of its involvement in keeping both riders and residents happy and believes this is a good news story. But it's not over, not yet. There is something happening in the market, ranging from the introduction of fuel-injection systems on motocross-bikes to a comeback of two-stroke engines. This seems odd, but not if you take into account some elements like ease of maintenance, cost-effectiveness and, last but not least, the different riding style needed to get the most out of a high-performance two-stroke.



In the recent past (2011 / 2012 seasons) Arrow supported the Honda Factory Team in MX1. The Company developed and introduced a new line of top-level systems for competition use, with an entirely new silencer, made to reduce size and weight, while meeting new FIM and Motorcycling Australia (MA) procedures for noise testing.

But Arrow's off-road range of exhausts is not only for the top-riders in MX1 World or Australian MX or SX Championships. For dirt-bike fans and for those who like to go riding in the bush or at a track in their leisure time, a range of slip on silencers has been prepared, made in aluminium to reduce the cost, increase reliability, be easier to clean and to maintain, the last point being achieved through some tricks in construction. These are the "Off-Road V2" systems ("TAK" is the suffix of the part number identifying the product), made to comply to noise regulations in Europe and Australia, and made for those riders needing more power, improved torque and all at a value for money price.

Arrow was created to produce "special" parts for off-road bikes. However, now the company is focusing all activities in its core business - exhaust systems. This shift in focus explains the small change in the logos Arrow uses on the exhausts - "Arrow Exhausts" now replaces "Arrow Special Parts". Although Arrow has emerged as a leading exhaust brand for all types of motorcycles including Motocross, Enduro, Supermotard, Supercross, MotoGP, World Superbike and every class of road bike imaginable, the company wants everyone to know there's something behind everything it now does, a sort of tradition, a background. Arrow's heritage stems from the dirt!

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