

MPENG01293

BikesMedia

Volume 1 Issue 006 December 2016 ₹ 60

**DOMINAR
400**

FIRST RIDE REVIEW

INSIDE



BENELLI TNT 300
ROAD TEST REVIEW



HONDA
NEW
AWARDED BY NDTV CNB

NEW BAJAJ DOMINAR 400 First Ride Review

BikesMedia

372, Kaptan sahab ki baghya, Ginnori, Bhopal - 462001
www.bikesindia.org
Email us at: contact@bikesindia.org

MANAGING EDITOR

Farhan Kashif Siddiqui

Editor

Pratik Patole

Correspondent

Sharjeel Khan

Overseas Correspondent

Rituraj Sambherao

Photo Journalist

Haroon Mohd. Khan

Sub-Editor

Aravind Rb

Motor Sport Correspondent

Suraj

Graphic Designer

Rahil Khan

Dashing looks, stunning performance, a bag loaded with features, and a killer price tag has just got a new name, Bajaj Dominar 400. Bajaj began their Pulsar legacy way back in 2001, where it proved to be one of the greatest successes in the Indian market. People all over the country believe in Bajaj simply just because it is made in their own nation. The Pulsar 200 NS was a phenomenal bike, which made the whole country go mad for it, and still has high demands, even after it has been discontinued in India. Similarly the RS200 also has set a benchmark in its segment.

In the year 2014 Bajaj surprised the market with a concept called CS400, meaning Cruising Sport 400. Later the motorcycle was named VS400 and Kratos. On the 15th of December 2016, Bajaj unveiled their most anticipated flagship motorcycle of the year, something that was most heard and most searched motorcycle on the internet the Dominar 400. What surprised the market the most was the price tag. At a price tag of 1.38 lakhs (Ex-showroom, Chennai) for a non-ABS version and 1.58 lakhs (Ex-showroom, Chennai) for the ABS version. Competing against the KTM Duke 390, Mahindra Mojo and last but not the least Royal Enfield 350, can the Dominar dominate the segment? Let's find out-



PUBLISHER

Farhan Kashif Siddiqui

Published by Farhan Kashif Siddiqui, 372, Kaptan sahab ki bagiya, Ginnori, Bhopal - 462001. Printed by Farhan Kashif Siddiqui, 372, Kaptan sahab ki bagiya, Ginnori, Bhopal - 462001.

Printed at Lucky Offset, 267, Pragati nagar, Shahansha Garden, Bhopal - 462001. Published at 372, Kaptan sahab ki bagiya, Ginnori, Bhopal - 462001.



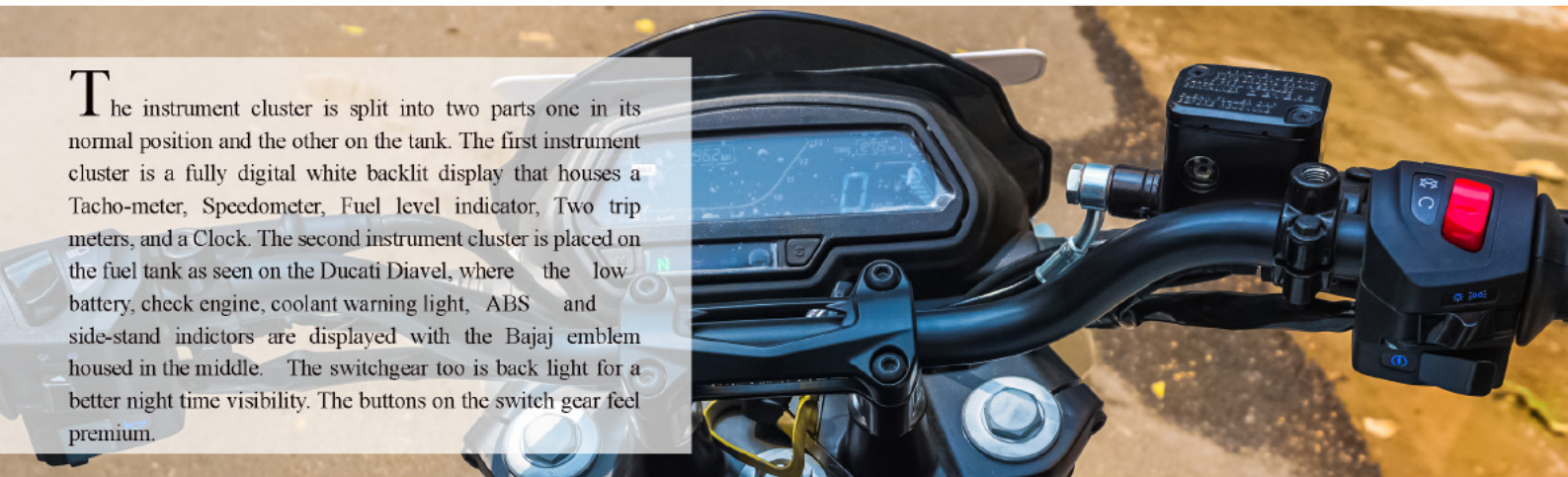
INSTRUMENT CLUSTER AND SWITCHGEAR

STYLING

At the first glance the D400 looks like a pure street fighter, with a mean and masculine look that no other motorcycle would want to mess with. The headlamp looks simple, the full LED mosaic headlamp with balanced white light and AHO lights are first in the segment and are neatly integrated providing stupendous visibility for night rides. The indicators are placed above the head lamps on the visor and look good when they are turned on. The tail lights look similar to the 200NS but with a cleaner layout. Ok fine it looks like the Ducati Diavel I didn't want to lie on that. A chiseled tank set up, 320mm front disc brakes, mono shock suspension make the motorcycle look astounding. The canister exhaust is aimed to centralize mass for a better handling. Bajaj haven't compromised on the quality either.



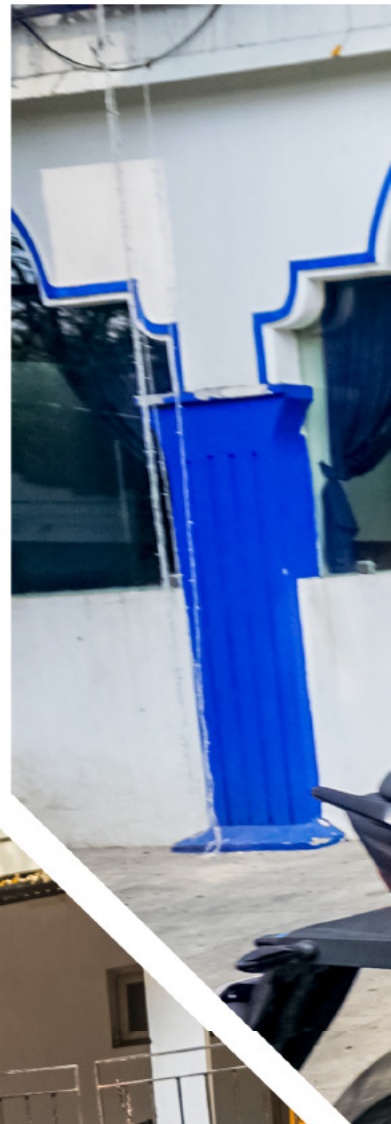
The instrument cluster is split into two parts one in its normal position and the other on the tank. The first instrument cluster is a fully digital white backlit display that houses a Tacho-meter, Speedometer, Fuel level indicator, Two trip meters, and a Clock. The second instrument cluster is placed on the fuel tank as seen on the Ducati Diavel, where the low battery, check engine, coolant warning light, ABS and side-stand indicators are displayed with the Bajaj emblem housed in the middle. The switchgear too is back light for a better night time visibility. The buttons on the switch gear feel premium.



ENGINE AND PERFORMANCE

When the engine is turned on, it doesn't offer a very bassy note that grabs the attention of the crowd, it feels like something similar to the RS200, but does sound pretty loud. The Dominar 400 is mounted to an engine that offers 373.2cc single cylinder, triple spark engine with a power delivery of 35bhp at 8000 rpm and 35 Nm of torque at 6500 rpm. Bajaj claims that 28 Nm of torque begins to kick in at 3000 rpm itself. The power doesn't urge out too much for city rides until you push the bike hard, making city rides comfortable.

When I rode the bike I felt a good torque kicking in at 5000 rpm. The engine is mated to a 6-speed manual gearbox with a Slipper clutch which is the game changer. The Slipper clutch feels soft to damp offering good back up, avoiding wheel locks during aggressive downshifts. The gear shifts are short but could have been improved. The vibrations are nil and the engine feels buttery smooth. Bajaj has offered liquid cooled heat exchanger to reduce unwanted engine heat ups for city as well as highway riding conditions. The company claims a top speed of 148 kmph in less than 20 seconds and a 0-100 kmph mark in 8.23 seconds similar to the Benelli TNT300.





ERGONOMICS

W eighing in at 182 kg kerb, the motorcycle certainly isn't light, but feels light as you begin to ride it. The center set foot pegs and single piece handle bar do not offer a very sporty riding posture, but Bajaj has ensured that the rider feels comfortable for long rides. The motorcycle feels easy to flicker under traffic conditions. The split seats feel soft and plush.



BRAKING AND SU

PROS:-

1. AGGRESSIVE PRICING.
2. STUPENDOUS BRAKING FEEDBACK.
3. SMOOTH POWER DELIVERY.
4. HEADLAMP LAYOUT.
5. INSTRUMENT CLUSTER.

CONS:-

1. EXHAUST COULD HAVE BEEN IMPROVED.
2. REAR DISC COULD HAVE BEEN MADE LARGER.
3. THE TAIL-LAMP COULD HAVE BEEN IMPROVED.
4. LACK OF HAZARD LIGHT.



VERDICT

The cons were so hard to find, I had to just pick up on some minor niggles that every motorcycle must have. The Dominar 400 has been launched to setup a benchmark for Bajaj in the cruising segment and has surely dominated its rivals in almost any aspect. Stay tuned to BikesIndia as we will bring you soon a detailed Test Ride Review of Dominar 400.



SUSPENSION

This is where the bike comes in with two variants, an ABS variant and a Non-ABS variant. It is always the buyer's choice to go for the variant he would like. I strongly suggest going for the ABS variant since Bajaj has integrated the dual-channel ABS system to the front 320 mm and the rear 230 mm disc brakes sourced by Bybre. We had received the ABS variant for the test ride and the brakes proved to be phenomenal with amazing stopping power and absolutely nil lock nor any lack in response up even under very hard braking conditions. Bajaj claim that the ABS variant will come to a standstill position from 100 kmph in under 9 seconds within a distance of 46.19 meter. The front suspension system has a 43 mm fork which is the largest in the segment and the rear receives a dual spring mono shock suspension system. The suspensions offer decent comfort, damping a good amount of shock that the bike would experience.

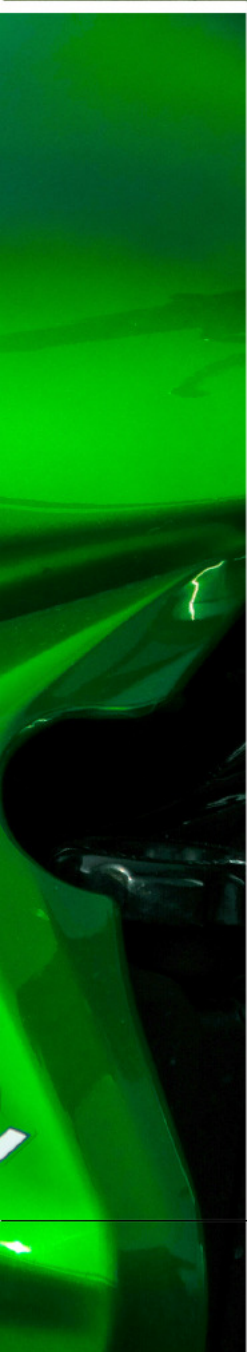


Benelli TNT 300 Road Test Review

Benelli is one of the oldest Italian motorcycle manufactures, now taken over by a Chinese brand called the QJ Group. Their flagship motorcycles have the name called TNT meaning 'Tornado Naked Tre' basically used only for three cylinder motorcycles but it was decided by DSK to use it for the BN302 too naming it the Benelli TNT 300.

Benelli in collaboration with DSK Motors entered into the Indian market in the year 2015(March) and have launched a good line up of naked motorcycles since then. The TNT 25, TNT 300, TNT 600i, TNT 600GT, TNT899 and the TNT R belong to the Benelli family in India. It was all about the 150cc bikes in India, as the time started passing by, the crowd wanted to experience something more powerful and an easy daily commuter. The TNT 300 is an entry-level performance motorcycle that Benelli offers to the Indian market, and it has surely grabbed the attention of a lot of youngsters simply because it looks neat and has an amazing exhaust note.





Styling

At the first glance the TNT 300 looks like a pure naked street fighter, it has a mean muscular look and feels solidly built. The head lamp with the bikini fairing looks neat with a small portion of it popping out. The tail section looks bulky and is not very appealing. When it comes to the indicators, they look thin and are neatly mounted.

The green paint with the black trellis frame and the right offset mono shock make it look like a stand apart from its competitors like the KTM Duke 390 and the Kawasaki Z250. The welds on the trellis frame could have been done more neatly. The muscular sculpted tank, inverted front shocks, dual front discs, the underbelly exhaust make the TNT300 look spunky. The TNT is designed in Italy, manufactured in China and assembled in India and believe me Benelli have used top notch quality materials in all their motorcycles be it the TNT300 or TNT899.

Benelli TNT 300 Road Test Review





Styling

At the first glance the TNT 300 looks like a pure naked street fighter, it has a mean muscular look and feels solidly built. The head lamp with the bikini fairing looks neat with a small portion of it popping out. The tail section looks bulky and is not very appealing. When it comes to the indicators, they look thin and are neatly mounted.

The green paint with the black trellis frame and the right offset mono shock make it look like a stand apart from its competitors like the KTM Duke 390 and the Kawasaki Z250. The welds on the trellis frame could have been done more neatly. The muscular sculpted tank, inverted front shocks, dual front discs, the underbelly exhaust make the TNT300 look spunky. The TNT is designed in Italy, manufactured in China and assembled in India and believe me Benelli have used top notch quality materials in all their motorcycles be it the TNT300 or TNT899.



Benelli TNT 300





Switchgear and Instrument Cluster

It has a neatly laid out instrument cluster, it doesn't feel very modern but at the same time doesn't feel very out dated too. It bags a speedometer, tachometer, fuel level indicator, gear shift indicator, a clock and a trip meter. The flip keys that Benelli offer on all their motorcycles is very distinctive and feel up-market. The grips feel nice and soft. The switches feel premium and Benelli have managed to provide a hazard light which is very useful for highway rides.

Ergonomics

Even though the TNT 300 weighs 196kgs kerb, once you start riding the bike you hardly notice any weight and it cuts traffic and handles corners like the Suzuki Gixxer. The centre set foot pegs and the single piece handle bar give an upright riding position, which is certainly not a very sporty or an aggressive riding position, but the riding position feels very comfortable for commuting in the city and for long distance highway rides.





Engine and Performance

Turn on the engine and you begin to hear the grunt of the twin cylinder engine, the exhaust note will start filling your hunger. The TNT 300 is powered by a 300 cc In-line twin, 4-stroke electronic fuel injection and timing with overload system double-camshaft and 4 valves. Means the performance observed in data of power and torque, respectively is 37 bhp (27 kW) at 11,500 rpm and 27 Nm (2.75 kgm) at 9000 rpm. Something that I loved about this engine is that you can ride it like a small capacity bike in the city since the power delivery is very gradual up-to 8000 rpm. After you touch the 8000 rpm mark things change completely you get a huge grin on the face for the amazing torque that kicks in all of a sudden. And that beautiful exhaust note starts getting more grunt as the rpm goes higher.

Cornering the TNT 300 feels easy, the fun part is that the bike feels extremely light and agile. The clutch isn't very soft and the lever feels very heavy when damped it for frequent shifts. It has a tightly stacked 6 speed gearbox that helps to kick in the torque when you want. The TNT 300 feels very pleasing to ride in the city unlike the KTM Duke 390 which has more torque in the lower RPMs (full credit goes to the twin cylinder setup). And it is a very good tourer simply because it feels stable and the riding position is relaxed. The TNT 300 does a 0-60 in 3.4 seconds and 0-100 in 8.23 seconds. The bike manages to clock a top speed of 178 kmph. With a tank capacity of 16 liters, taking it for long rides wouldn't require a lot of stops fueling the bike. The TNT 300 returns an economy of 30-32 kmpl in the city and 28-30 kmpl on the highway.

Suspension and Brakes

The front end receives an inverted telescopic fork and the rear receives an offset hydraulic mono shock absorber which gives decent damping of shocks on large pot holes. The front wheel gets 260 mm double disc and the rear wheel gets a 240 mm disc that offer ample amount of feedback and stopping power. Benelli offer the premium Pirelli tires that provide extra road grip and ultimate stopping power.



Verdict

The TNT 300 is a very fun to ride bike that will suit any kind of rider. The price should have been a little less as it is locally assembled. For a person who wants a linear power delivery, smooth riding experience, decent braking and an exhaust with a bassy note & grunt, the Benelli TNT 300 would make a great choice. Let us wait for the Bajaj Dominar 400 and see whether it can dominate the TNT 300.



Pros:

1. Awesome exhaust system.
2. Easy to handle in city as well as highway.
3. Bike feels sturdy.
4. Engine feels smooth and refined.
5. Seat is soft and feels plush.

Cons:

1. Lack of ABS.
2. Exhaust scrapes when the bike goes over a speed breaker.
3. Availability of dealerships and service centers are limited.



BAJAJ

DOMINAR 400

LAUNCHED IN INDIA

Today the biggest and most powerful motorcycle from the fleet of Bajaj bikes have been launched, the Bajaj Dominar 400 was in limelight ever since it was first showcased at the Delhi Auto Expo couple of years back. However, the name by which we knew the Bajaj cruiser was kept on changing from the original “Pulsar CS400” to “Pulsar VS400” to Kratos 400 and finally we’ve got it launched by a new name- Dominar 400.

The new bike looks extremely attractive in flesh and has significant road presence; it really looks big with those beefy tyres and longer wheelbase. The design element of the Dominar is inspired by the “Leo” and hence a big headlight assembly with contoured fuel tank along with the low slung seat. The front is featured with 43mm telescopic suspension along with rear Monoshock suspension with industry first “Dual Springs”.

For stopping duty is been given to bigger front 320mm disc brake whereas the rear is equipped with 230mm disc. The Dominar 400 comes with Dual Channel ABS for maximum safety. Surprisingly Bajaj has also offered “Slipper Clutch” as standard feature to the Dominar 400 to complete the package.

If it is not enough for you, Bajaj has launched the Dominar 400 at a very lucrative introductory price tag of Rs. 1.36 Lacs (Ex-Showroom, Delhi). The bike is launched in two variants; the top model comes loaded with Dual Channel ABS is priced at 1.5 Lacs (Ex, Showroom, Delhi). The Dominar is available in three different shades viz. Twilight Plum, Midnight Blue and Moon White. The bike is initially available at the 22 towns across the country at all the leading Bajaj Showrooms and the delivery of the bike will commence from January onwards. You can also book your bike through the official website of Bajaj, where the bike can be booked by paying initial booking amount of Rs 9000/- only.

Stay tuned to BikesIndia as we will bring you the detailed overview of the newly launched Bajaj Dominar 400 soon.







TVS launched the Apache 150 in 2006 which proved to be a huge success among the youngsters, simply because its performance and looks were stunning. Later down the years the company launched the RTR series meaning 'Racing Throttle Response', that came with a hefty performance and a stand out exhaust note. TVS were the first to launch the petal discs and optional ABS in the segment. However, the Apache had major vibration issues, which was its major drawback.

TVS showcased the Draken-X21 concept in 2014 at the Delhi Auto Expo. Ever since then the Apache RTR 200 4V was the most anticipated bike for the RTR fan boys and the young customers. The company launched its flagship motorcycle the Apache RTR 200 4V on 22nd January 2016. TVS provide a wide range of variants and also have promised that the vibration issues have been damped out. Let's find out whether the latest product from the TVS Motor's stable live up to the expectations and the company succeeded in keeping their promise or not.

TVS Apache RTR 200 4V

Road Test Review

STYLING

As far as the styling is concerned, TVS have retained the RTR DNA. The headlight of the Apache 200 looks like the face of a baby fox. The LED DRLs look like a stand apart from the crowd especially when it is all dark and only the DRLs are on. The bike gets a sculpted tank, with the fuel lid placed offset. The tank extensions have an air-ram intake that help in keeping the engine cool. The split seats offer a plush riding experience and are well cushioned for long rides too.

The M shaped grab rails look distinctive and are easy to hold. As far as the side profile is concerned the foot pegs and the levers are neatly designed and feel sturdy. The tail light looks amazing, when it is viewed from a distance, it offers the look of a superbike. Apart from the styling department, TVS has provided great built quality.

INSTRUMENT CLUSTER AND SWITCHGEAR



The Apache 200 gets one of the most unique fully digital instrument clusters. The instrument cluster comes bagged with loads of features, that most of the bikes in the segment do not offer. The bike gets a speedometer, odometer, 2 trip meters, service interval reminder, red line indicator light, gear shift indicator, reserve indicator. The exciting part begins when you press the mode button, you get a highest speed recorder, 0-60 lap timer, short distance recorder and something that even my girlfriend wouldn't ask me to do, the bike shows a message note asking me to wear a gear before I Race On :). The switch gear is similar to every other bike in the segment. TVS have offered a fabulous quality for the buttons, that feel nice and soft.



ERGONOMICS

Since the Apache 200 is a sports commuter, one may expect an aggressive riding position which is not in this case, the rider sits upright. The center set foot pegs and the clip on handle bars make the ride feel sporty and help in cornering the bike with ease. The weight of the bike just vanishes as you begin to ride, which helps in amazing flick-ability.



ENGINE AND PERFORMANCE

The Apache has been around the Indian market for about 10 years and did not have any major upgrade. The first model was an upgrade and it was pretty worth waiting for. The Apache 200 we got to ride is the one with the carburetor supplied by Keihin and an oil cooled system with a ram air assist.

The carbureted engine pumps out 20 bhp of power at 8500 RPM and 18 Nm of torque at 7000 RPM. It is not as powerful as the FI version, but it has a good kick in after 6000 RPM with very little vibrations. City riding was a pleasure, but it did lack some top end power. TVS has a ram air assist which would have helped a lot in increasing fuel efficiency and top speed.

The carburetor version did a 0-60 kmph in 4 seconds which is seemingly fast, but is not the fastest. TVS claims a top speed of 140 kmph. The barrel exhaust has a good bass note and is the best in the segment according to me. The bike returns a fuel economy of 30-35 kmpl as the FI comes with the BS-IV emission standards.



200 4V

TVS Apache RTR

...s the 150 IE Surge, which was followed by the RTR 160, 180 with ABS and fuel injection. TVS did take a long time for a major
CV which is slightly under powered compared to the FI version. The engine is powered by a 198cc, four-stroke single cylinder,

...rful as the KTM's Duke 200 or the Bajaj's Pulsar RS 200. The power feels refined throughout the rev range, but fun begins to
...ve provided only 5 speed gears, wherein they wanted the rider to experience power in all gears. The inclusion of the 6th gear

...eed of 129 kmph, the 0-115 mark was done with ease, after which the bike was a bit slow in climbing 3 digit speeds. The double
...mpl in the city and 35-40 kmpl on the highways. Sadly the carburetor version comes with the BS-III emission standards, where-

HANDLING, SUSPENSION AND BRAKING:

The carburetor version weighs 148 kgs which is 500 grams lighter than FI version. Due to its light weight it can handle traffic conditions like a hot knife through butter. It feels extremely responsive and can make sharp turns easily. The Apache 200 4V is equipped with a 37 mm KAYABA front forks and a pre-loaded adjustable monoshock suspension at the rear. The suspension feels soft and responsive when it hits a pot hole, and feels really smooth and comfortable for long distance rides.

As far as the braking department is concerned it comes with a 270 mm front and 240 mm rear petal discs. The brakes come directly from TVS and offer decent stopping power. The front brakes were pretty impressive, but the rear brakes locked up pretty often. TVS offers two options for tires, the TVS Remora and Pirelli for which you will have to pay an extra premium amount. The Pirelli tires are worth the extra amount, for which they offer phenomenal stopping power and road grip, even on wet roads and corners.

Pros:

1. Light weight and easily flick able for traffic conditions.
2. Amazing instrument cluster that comes bagged with features.
3. Throaty and bassy exhaust note.
4. Low maintenance cost compared to its rivals.
5. Offers the best it can for the price tag

Cons:

1. Braking could have improved.
2. Fuel economy can be improved.
3. The fuel economy gets very bad when the bike reaches reserve, sometimes offering only 20 kmpl.



TVS Apache RTR 200

TVS Apache RTR



VERDICT

TVS did take long for a major update, but Apache 200 is worth the wait. It comes loaded with features and a low price tag, which most of the bikes in this segment do not offer. Small updates in the nearing future can make the Apache 200 a great value for money, which it already is.

Ding Ding, the alarm rings and it's 6'o clock in the morning, time to get ready for college on my Kyra (Yamaha R15 V2). At 6.45 I get dressed up and wear the required gear, start the bike and let it run for 5 minutes. I leave at 7'O clock everyday which is a 15 km ride. I love one of the bridges, where the road curves beautifully and there's no traffic since its morning. It gives immense pleasure to corner the bike on the bridge.

RIDING YAMAHA R15 V 2.0 ON HIGHWAY AND CITY- RIDE EXPERIENCE

Since the whole road is traffic free, I know the exact time when the signal turns green and I ride according to that keeping sure that most of the signals stay green as I pass. So riding in the morning feels serene.

I spend my day at college being bored, trolling my friends, listening to lectures, eating in class and so on. And then the college ends at 3 o'clock, after small chit chats with my friends my journey back home starts. This is where the pain of traffic begins. There are 2 huge signals which I have to cross, I call them the pesky brothers. The bike moves an inch and stops oh wait there is traffic jam till I reach home. So how does the R15 V2 feel in traffic conditions, here's how it feels.



IN TRAFFIC CONDITION

Yes, my hands ache not a bit, but A LOT! I always wish it ended with my hands, but the traffic wants to take revenge on my back too. This is why it happens, since the whole weight of the bike falls on the palms, maneuvering the bike in slow traffic is pretty hard. Flicking the bike in traffic is a bit tedious, as the load is set up as 51-front and 49- rear, with the pillion in the bike, the rider feels the pillion's weight on his palms as the pillion would lean on to him for support. Also because the rear seat is set high, the pillion would find it hard to get on and off the bike.

Braking is also painful and the palms become red. Carving through the traffic doesn't feel as good as it feels in the R15 V1, since both the tires are wider. But since I experience all these on a daily basis, not only me any one will get used to it. For a new rider it will be hard for a week or so, and then he's going to get set to the pain and the riding conditions. Now let's get to fun part of riding the bike, since the lower end torque is good, the bike in city conditions is pretty good as it supports a lot for over-takings. The clutch feels super soft unlike many other bikes in this class. Not much gear changes are required as ample amount of torque kicks in when it is necessary.





ON THE HIGHWAYS

For a highway, the story is totally different. The bike behaves in a completely different manner, I have had doubts whether it's the same bike I used to ride in traffic. The aggressive seating position is very helpful to crouch with a beautiful wind resistance and maneuverability. Even though the seating is forward biased, I hardly get any back aches. If the cushioning on the seat was more spongy the minor lower-abdomen aches could have been totally eliminated. Up to 400kms a in day the bike doesn't feel very tiring. After 400kms it will eventually start getting hard to ride for more distance.

Once when I was cruising at a speed of 90 km/hr, an old lady without noticing just crossed the road, I was in total chaos that I will end up crashing and hit the brakes very hard, I always believe that the front brakes along with a small application of the rear brakes and reducing the gears are the safest and best, since this time I didn't have time to reduce gears, I hit the front brakes and assumed I will slip and fall, to my surprise the brakes didn't lock up even a bit and I was all safe. The brakes of the bike are phenomenal and offer very good feedback and stopping power.

When it comes to daily usage, R15-V2 is a very good bike, even though the riding isn't as comfortable as the Honda CBR150R, it is still a great bike for what it is.

Pros:

1. Offers great ride quality.
2. Decent fuel economy.
3. Does the highest top speed in its segment.
4. Brakes are amazing.
5. Feels like an amateur race bike.

Cons:

1. No storage space, it can hardly occupy the bike's documents and a wallet.
2. The pillion has nothing to hold, and will take a few trials to getting used to sit on the bike.
3. The instrument cluster lacks gear shift indicator and a clock.



SOL SF-2M HELMET LONG TERM PRODUCT REVIEW



The first thing any rider would do as soon as he books or gets his motorcycle delivered is buying a helmet. As I always say 'Hell is met when you don't wear a Helmet'. Wearing a helmet is always good, but it is always better to wear a helmet that is properly tested and certified. After I got my new motorcycle, I made sure that I will spend some time to choose the helmet that will suit my face and my ride.

Since I wear spectacles, I had to find a helmet that will accommodate my spectacles without any hassle. I fixed my budget for a helmet to Rs.5000 and started testing helmets like MT, LS2, SOL, Kranos and KBC. Out of the following brands I came down to SOL and KBC brand. And finally decided to go with a matte black gorgeous SOL helmet, let's check it out how did I find this lid after using it extensively for over 8 months from now.

Built quality

Out of the box the SOL helmet comes with a DOT certification, like almost every other helmet in this price range. The shell is made out of poly-carbonate material that offers decent amount of protection during a crash. Well it doesn't look very impressive or expensive like the other helmets for the same price tag, but looks very neat and simple. I am pretty sure no one would want to flick it just because it looks plain like a cheap helmet. But as they say appearances are deceptive, at the end of the day it is just the quality and safety the helmet matters and not its looks.



Visibility and Comfort

SOL claims that the visor comes with a UV coating and is scratch RESISTANT. The coating can be seen clearly when the visor is removed and viewed at an angle. Removing and cleaning the visor is very easy unlike many other brands. The helmet offers decent visibility. Since it is a clear visor, night rides aren't very hard. Smudging of finger prints is a little annoying at times, if it is not handled properly or not cleaned on regular basis.

Getting towards the comfort side, the pads are pretty good and give a tight fit. Sometimes it gets irritating when I have short facial hair, since the pads try to pull the hair. There is another product called Baitos II Hair Guard that I have attached inside the helmet, its main duty is to avoid sweat and prevent bad odor and has proven to help me out for the past 6 months. They have used some kind of fragrance in it so even after wearing the helmet for a few hours under the hot Sun; the helmet will still smell pretty fresh. Otherwise the helmet gives a tight fit and doesn't have any wobbling issues even after 100 kmph. The D-ring fasteners are a bit hard to

getting used to, but once it gets friendly, you don't want to switch to any other type of locking mechanism. A Chin guard is also offered.

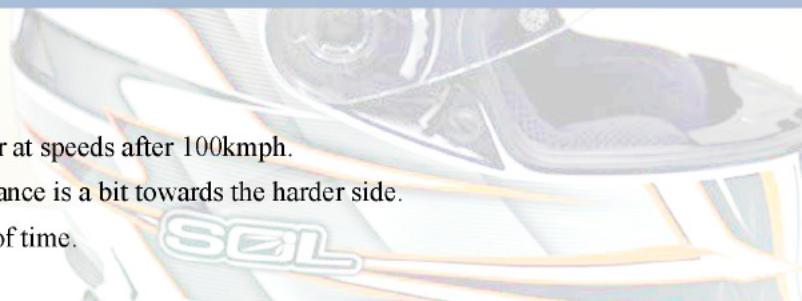


Air Ventilation

This is my favorite part of the helmet. It offers really good air ventilation. There are nearly 10 visible air vents, and they provide good ventilation even on a sunny day. The breath guard is provided and it does its job in preventing fog inside the helmet. The wind noise is nil under 85kmph. After which the air's sound begins to ooze in slowly.

CONS:

- * It gets a bit hard to get rid of small bugs that might enter at speeds after 100kmph.
- * Being a matte finish, it is a scratch magnet and maintenance is a bit towards the harder side.
- * The Chin guard tends to get a bit loose over the period of time.



Even after 7000 km and over 8 months usage the helmet still fits well as it used to on the first day. So I would suggest everyone reading this article to go for a good helmet and stay safe. ?

HONDA NAVI GETS TWO WHEELER OF THE YEAR AWARD BY NDTV CNB

The 2017 NDTV Car and Bike award ceremony has been concluded by recognizing the leaders in the automobile industry. The twelfth edition of the NDTV CNB Awards also honored products that were launched over the past year, across both car and bike segments and recognized industry leaders, advertisers, marketers and PR professionals from the automobile industry.

The Bajaj V15 received Mobil CNB Viewer's Choice Two Wheeler award, whereas, Hero MotoCorp has been given Manufacturer of the year. The stunning Aprilia SR-150 has been awarded as Scooter of the year along with motorcycles from various manufacturers received awards for different categories-

The TVS Victor has been given Motorcycle of the year in class upto 110cc, Honda CB Hornet 160 is chosen Motorcycle of the year in class upto 160cc, TVS Apache RTR 200 4V bagged Motorcycle of the year award in class upto 250cc, Royal Enfield Himalayan has been awarded as Motorcycle of the year in class upto 500cc, Triumph Street Twin and Ducati Multistrada Enduro 1200 received Motorcycle of the year in class upto 1000cc and above 1000cc respectively.

On the occasion, Siddharth Vinayak Patankar, NDTV Group's Editor Auto & Head of Automobile Programming, said, *Extremely proud of how the awards process has gone this year. Credibility stays at the forefront as always and we have expanded the scope of what the awards represent through new categories like the Electric Mobility Solution of the Year. We are making the awards more relevant and progressive with each passing year, and that's great!*

HONDA NAVI GETS TWO WHEELER OF THE YEAR AWARD BY NDTV CNB



HONDA **NAVI**