

BikesMedia

Everything About Two Wheelers

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EMPORIO ARMANI
Vespa
946



SUZUKI HAYABUSA 2017

INSIDE



BMW G310 GS INDIA BOUND



2017 KAWASAKI VERSYS-X 300



HONDA REBEL 300 AND 500

Suzuki V-Strom 250: Overview

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If Kawasaki's Versys- X300 and BMW's G310 GS weren't enough a choice to be happy with, well then Suzuki too has joined the small capacity adventure tourer segment, or let's just say small capacity tourer segment. Next year, these motorcycles could literally create a row in the market but I think it would be a scenario of great excitement. It would be fun to observe and understand market dynamics as per what people choose from the three contenders, contenders of a niche motorcycle market just being born. I wish KTM India too had joined this bandwagon but they have, erm other priorities.

As I've said this before, motorcycle manufacturers place old engines in new motorcycles to invent a new model. That's weird. The V-Strom 250's engine is derived from its almost non-existing motorcycle- the Suzuki Inazuma. Thankfully though, the engine is a 248cc Parallel twin producing 25 PS of power, figures that say a lot about the smoothness of the motor. Suzuki claims that the twin cylinder motor is tuned to maximize low and mid range torque. Claimed to have a tank capacity of 17 litres, Suzuki claims the range on this V-Strom to be 500kilometers. That's an excellent distance to cover at one go, I just hope this isn't a boring motorcycle else you'll have to look for other reasons to stop often on a long journey. Speaking of long journey, this motorcycle is equipped with mounting clips for side cases along with a tail carriage capable of carrying luggage as heavy as 8.5 kg. The windshield too, is claimed to be 'wind tunnel tested', so it must perform, isn't it?



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A lot of it is at par with the competition as the quarter litre V-Strom comes with LCD instrument cluster that displays a lot of information, half of which you may not need frequently. The riding position is upright and seems comfortable too. ABS too is present but I'm not sure if it is a standard feature. Both tyres are 17 inch and come with 10 spoke rims. That means you may not be able to throw it around on uneven off road terrain like how you would do on a typical motorcycle with a larger front wheel.

The way this baby V Strom looks, it doesn't seem like a typical conventional tourer, especially if you looked at it from the side. It seems pretty obvious that a lot of the touring gear has been fixed on a street motorcycle which may make it look like a tourer from certain angles but it may or may not perform like one. I agree that it is way too early to talk about it but that's the way I feel by just looking at the motorcycle. The seat looks extremely comfortable to sit on but I totally dislike the way this V Strom looks from the front. C'mon, that single headlamp deserved a better design, Suzuki should've not made it look like a monocle having a beak underneath. I'm sure its rivals are going to have a good laugh at it for that!

The touring panniers and top box would mostly come as separate accessories but I really wonder if it would make sense to stress such a small capacity motorcycle with so much touring equipment on it, especially when it just churns out 25 BHP. All in all though, what I'm glad about is that this is a parallel twin engine so refinement should be on the cards. Personally, I feel singles need to go or they need to be drastically reduced. I mean, haven't we been having single cylinder engines for a really long time. India could be termed as the single cylinder motorcycle capital of the world. We need more twin cylinder and three cylinder small capacity motorcycles that are smoother and most importantly, the ones that sound better. Until then, I'm going to grab a tub of popcorn and see how the Suzuki V-Strom 250 fairs with its competition. :)





2017 Kawasaki Versys-X 300- I can't believe it!

TVS BMW came up with the BMW G310 GS and I was able to digest it. Suzuki shot out their adventure version- the V Strom 250 and that too was digest- able. But when I saw Kawasaki feature the so called Versys- X 300 at EICMA, all hell broke loose. I headed out to see if the sun had set in the east. The news was of such magnitude, something has changed or shifted lately else how would Kawasaki come up with something that smart and innovative, a motorcycle that was easily derived from another motorcycle and only had some of its parts and tyres changed so that it fell under the 'Versys' category. Before I forget about this, they've also been innovative with the name: Versys- X 300. So, this motorcycle must be a stealth bomber too.

Frankly speaking, that is what is happening these days. Every motorcycle manufacturer has one engine that they shove into a frame and then use it on motorcycles that just has different body parts. So to the public, it is 3 motorcycles with 3 engines but in reality, it is the same engine, same frame on all the motorcycles, except that motorcycles wear different parts and are suited to behaving differently. So you get a track motorcycle, a street/ naked motorcycle and thirdly, an 'adventure' motorcycle with the same, damn engine! If you assume that the gearing would've been altered too depending on the behavior of the motorcycle, then you are a person who can easily be brainwashed.

The Kawasaki Versys-X 300 may, or may not make it to India but even if it does, it would cost around 4.5-5.0 lakhs on road and that means I'm not going to buy it! Since the adventure tourer market is seen growing rapidly in this country with high demand for small and medium capacity tourers, I won't be surprised if someone from India toured the world on this, considering Kawasaki's reliability factor, even though people in the USA would consider this to be a comfortable street motorcycle.



Speaking of the features that make it an adventure tourer, the X 300 offers 41mm long travel Telescopic forks, gas charged shock at the rear, spoke wheels, high windscreen, upright riding position and a 19 inch front wheel. Typical tourer stuff eh? It also comes with various accessories split into two packages- Urban and adventure and that means you'll have to shell out another 50,000 INR or more for panniers, center stand, tail box and other stuff. That's the thing with 'packages' these days, just be prepared to spend more money!

The 296cc liquid cooled parallel twin engine borrowed from the Ninja 300 ensures an output of 38.5 BHP but I'm not sure how it would do, assuming that the X 300 has already put on more weight than the Ninja 300. The only point that impresses me though is that the engine is a parallel twin cylinder engine unlike most of its

other competitors that may not be at par in terms of smoothness with their single cylinder engines. Personally, I'd like to have an adventure tourer with an engine that's got two or more cylinders, especially for long distance cruising and touring else I don't see the point of having a single cylinder heavy weight slouch tourer, unless you're wandering around your city or nearby villages! The existing slipper clutch on this motor would be a treat though.

Apart from a highly informational instrument cluster, this baby Versys is claimed to have 400 kilometers tank range, that's another point which deserves a thumbs up. ABS too, comes as a standard feature which I think is a must for our riding and mental conditions. As of now, Kawasaki is yet to release more details of this highly anticipated Versys X-300 but until then, hold your horses!

Engine Type: Liquid-cooled, 4-stroke Parallel Twin
Compression Ratio: 10.6:1
Valve system: DOHC, 8 valves
Bore x Stroke: 62 x 49 mm
Displacement: 296cc



Fuel System: Fuel injection: \varnothing 32 mm x 2 with dual throttle valves
Horsepower (est): 39 hp @ 11,000 rpm
Maximum Torque (est): 20 ft.-lbs. of torque @ 10,000 rpm
Transmission: 6 speed
Clutch: Wet multi-disc, manual
Lubrication: Forced lubrication, wet sump



Starting System: Electric
Final Drive: Sealed chain
Front Brakes: Single 290 mm disc. **Caliper:** Single balanced actuation
Rear Brakes: Single 220 mm disc. **Caliper:** Dual piston
Front Suspension: 41 mm telescopic fork
Rear Suspension: Bottom-Link Uni-Trak, gas-charged shock and adjustable preload
Frame type: Backbone, high-tensile steel



Front Tire: 100/90-19M/C 57S
Rear Tire: 130/80-17M/C 65S
Fuel capacity: 4.5 gallons (17 litres)
Wet Weight: Standard 370 lbs (168 kg) / ABS: 375 lbs (170 kg)



Colors: Candy Lime Green and Metallic Graphite Gray



So Honda did something very surprising by unveiling upgrades to its cruiser motorcycles. What was even more surprising was the fact that both cruisers are 300cc and 500cc each, I thought Honda only made minor sticker upgrades to these mid and low capacity engines but not this time.

Also known as Rebel 300 and 500, they come with engines borrowed from CBR's that are at the same level. The Rebel 300 receives its 286cc single cylinder water cooled engine from Honda CBR 300 whereas the Rebel 500 receives its 471cc liquid cooled parallel twin engine from the Honda CBR 500. Interesting.

Personally, I don't like heavy, chrome house cruisers and neither do I like those ugly, matte Black ones with ferocious dog decals on it. They make too much noise, they're bulky, their personality shouts out frustration all the time and what not. The only aspect I prefer about cruisers is the seat height and comfort, highly ideal for short and lazy bums like me.

But with the Honda Rebel. I like the fact that the cruisers don't scream too much about themselves. They look pretty calm and simple without flashing too much. I love the way they've fitted the motorcycle so well around a trellis frame and the way in which the tank ascends up to the handlebar.



Honda Rebel 300 and 500



Honda Rebel 300 and 500- First Impression

What I don't like though is the fact that there are minute differences between the Rebel 300 and 500. Only if one focuses on the engine's size, would they know the difference, which to a layman would seem like rocket science. Still, these are simple looking motorcycles, which to me is a unique selling point for a cruiser. How many cruisers do you know that don't have flashy things on them?

But Honda's got smart with a lot of things, they haven't had to break their heads behind an expensive and fancy cruiser. The weight of the cruisers too is around 160 and 180 kg respectively. They both come with ABS as standard and they both have 16 inch wheels. Twin rear shocks and 41 mm telescopic forks should make things a lot more comfy.

I wish Honda got smarter and brought this to India. The beginner level cruiser market is just gaining spark while the adventure touring motorcycle segment gets loads of attention. I mean, this is another boost motorcycling in India would receive because all these beginner level motorcycles would be put across a large variety of motorcycles to people. I really wish the Rebel, and a lot of other motorcycle manufacturers get their machines to India, just to give us more options to choose from while the companies fight each other constantly.





Honda Rebel 300 and 500- First Impression





Not only that! I'm bloody bored of looking at Royal Enfields and Harley Davidsons around, there are too many of those noisy machines. Speak of cruisers in India and anybody would tell you the same thing - Harleys or REs! Indian Motorcycles have arrived but that's a different class altogether.

I think I've said enough, we need more motorcycles with different personalities here that help in breaking a lot of stereotypes. I think the Rebel is one such motorcycle. If only, Honda considered the Indian market to be potent enough to launch new versions of motorcycles and not old, outdated, sticker upgraded stuff. Considering the rate at which the changes are happening around and within me, I might consider buying one too. Na, don't take me seriously all the time, I don't do it too. I just got the heebie jeebies when I mentioned about buying a cruiser.

Nonetheless, I want motorcycles like the Rebel to show brands like Royal Enfield and Harley Davidson a mirror, especially when RE plans to roll out a 750cc cruiser, which most probably should lack a lot of power. All I know is though, that the motorcycle scene in the near future won't just be a smooth cruise on a 6 lane blacktop. Such interesting times we live in, eh?

The recent revelations made at EICMA 2016 has literally woken people up from their boring daily routines. In fact, I won't be surprised if an old man on deathbed jumped out of excitement after knowing what's coming to India next year. What a lot of the riders here really want is a motorcycle that's got a popular badge on it, sturdy wheels, long travel suspension, large fuel tank capacity, ability to cruise peacefully at 100 kmph, sexy looks and some other cliché stuff. In short, they want a practical, good quality motorcycle that's able to tread through Indian roads without breaking the rider's spinal cord or the alloy wheel and most importantly, they'd want a motorcycle belonging to a brand that they could boast about to their friends!



BMW's New 2017 G 310 GS



TVS- BMW has done an extremely sensible thing in the motorcycle market in India by introducing the baby GS, also known as BMW G310 GS. As per me, this is probably the most sensible thing a motorcycle manufacturer has done after KTM launched the Duke 390 in 2013. Speaking of the looks first, it looks like a typical baby GS, very similar to the BMW F 800 GS. If you look at it aesthetically, it looks ugly as hell.

They've tried their best in covering up the ugly looks through their typical GS paint scheme which has actually covered up a lot of the 'ugliness', that's probably because we've been programmed to seeing GS's being this way. But still, it looks like an ugly duckling wearing its daddy's shoes. Please excuse my analogy there, I've been watching a lot of cartoons recently :) Yes, an ugly duckling is what this motorcycle is! C'mon, they've also given it a beak and all!

On BMW's press website, they claim the G310 GS to being a promise of perfect functioning, reliability and robustness. WOW, some heavy words used there eh. I hope this ugly duckling does turn out to be that way though, because the last time I bought an Indian manufactured motorcycle having a foreign manufacturer's badge on it, things didn't turn out to be that great initially in these terms until I asked a certain Stefan Pierer to look into it. Some features of the BMW G310 GS include:





BMW G310 GS India Bound- The Ugly Duckling!

Typical BMW adventure package:

When they say it means adventure, they mean it has got an upright riding position, shorter wheel base, a 19 inch front wheel and extended spring travel. Sounds enough to me but lets wait until it hits the road to see how all that works in sync as a package. I still don't understand why BMW didn't include the fuel tank capacity into its package since this GS tank capacity is only 11 litres. It could take you as far as 300 kilometres on a full tank but still, the range should've been around 500 kilometers at least.

313cc Engine:

The engine on this isn't a 310cc, but a 313cc single cylinder dual overhead camshaft engine that makes 34 horsepower and 28 NM of torque. That's quiet impressive for 300, especially when its present contender in the Indian market hasn't even gone above 25 HP. BMW also claims to have made the motorcycle in a way that it doesn't require special fueling like a lot of the bigger cry babies which are adamant about having 97 RON and above, no matter where they went! This ugly duckling weighs at 170 kgs, which is again a satisfactory figure considering power to weight ratio.

Handling and brakes department:

Typically, this baby GS comes with upside down forks, a tubular steel frame with a bolt on rear section and aluminium swingarm. Speaking of brakes, it comes with a dual channel ABS system as standard. The system can also be disengaged which to me is an amazing feature in case you intend to switch off the ABS on rough terrains.

Price:

The official price and launch dates of the BMW G310 GS have not been announced yet, but considering the fact that this motorcycle is manufactured in Hosur, India, it should cost around 2.2 Lakhs INR. Since the competition seems to be picking up pace too, it should hopefully be launched in the first quarter of next year. The highly functional LCD instrument cluster, center stand option, foot pegs and rear brake brake levers that support dirt riding boots are little things BMW has considered to make this a perfect all round touring and adventure machine.



If launched at 2.2 Lakhs INR on road, this motorcycle will be an extremely tough competitor to not only present and upcoming adventure motorcycles but also to the existing street and cruiser motorcycles since a lot of the beginner and experienced riders have been found touring on them due to the absence of a potent adventure machine. Would this ugly duckling prove that it the best ugly ducklings of all the other erm, chicks? Only time will tell.



ENGINE:

Engine Displacement	313 CC
Engine Type	Liquid cooled, 4 stroke
Number Of Cylinders	1
Valves Per Cylinder	4
Max Power	34.5 PS @9500 rpm
Max Torque	27.9 Nm @7500 rpm
Bore x Stroke	80.0 x 62.0 mm
Fuel Type	Petrol
Starter	Electric

TRANSMISSION:

Transmission Type	Manual
Number Of Gears	6
Final Drive	Chain

WHEELS & TYRES:

Front Tyre (Full Spec)	110/70 R 17
Rear Tyre (Full Spec)	150/60 R 17

BRAKES:

Front Brake Type	300 mm Disc
Rear Brake Type	240 mm Drum

SUSPENSION:

Suspension Front	41mm Telescopic Forks
Suspension Rear	Directly-mounted spring strut Monoshock

DIMENSIONS:


Overall Length	1988 mm
Overall Width	896 mm
Overall Height	N/A
Wheelbase	1374 mm
Ground Clearance	N/A
Kerb Weight	158.5 kg
Fuel Capacity	11.0 Litres



BMW G310 GS

Suzuki Hayabusa 2017 Now Available In India





Suzuki Motorcycle India Pvt Ltd (SMIPL) has launched the 2017 Hayabusa in its latest color and graphic livery in India. The Suzuki GSX1300R, best known as Hayabusa holds great fan following in our country. The design element of mighty Hayabusa which almost remained unchanged since its conception is still extremely popular among the motorcycle enthusiasts across the world.

The popularity of the Suzuki Hayabusa is increasing in our country since the legendary marquee is being assembled in the SMIPL's facility in Gurgaon and hence the price has come down. According to company after they have started assembling the Hayabusa in India the sales of the Busa has increased by 100%. And the waiting period has also gone up, which the company is working upon to bring it down.

The 2017 Suzuki Hayabusa has received new colors and graphic treatment, apart from these changes the underpinnings along with the design of the Busa remained unchanged. Now the 2017 Hayabusa will be available in three colors- Glass Sparkle Black / Pearl Glacier White (AGT), Pearl Vigor Blue / Glass Sparkle Black (BBD) and Glass Sparkle Black (YVB).

The price of the 2017 Suzuki Hayabusa is also remained same and the CKD cost benefits are still passed on to the end customers. The 2017 Busa will be available at all the Suzuki Big Bike outlets across the country at a price tag of Rs. 1,388,329 (Ex-showroom Delhi).

SUZUKI HAYABUSA 2017 NOW IN INDIA

Motorcycle Tyre Treads- All You Need To know



Every tyre consists of two parts mainly the tread and the carcass. The tread is the part of the tyre that contacts the road surface when the wheel rolls, it serves to transmit the forces from the ground to various parts of the wheel. The carcass is the part of the tyre, that takes up various loads and consists of various piles wound in a particular fashion from the cords of rayon or suitable material. Treads will be discussed in detail in the article.

Treads are generally made out of synthetic rubber, its design depends on various properties such as grip, wear, noise etc. The tread is molded into series of grooves, blocks and ribs.

The ribs and blocks provide the traction required for the tyre to grip the road. Traction edges and sipes are provided on the blocks and ribs. Sipes are small grooves molded to the ribs of tyre tread. The traction of the tyre increases, as the number of the traction edges increase. As the tyres flex on to the road the sipes open up provide extra gripping. Sipes also act like a sponge mopping out the water when opening on the ground and release the same when closing while moving up. They help us to dry up the contact patch sooner, reducing the rolling friction.

The sipes are hollow to look at and thus travel till the end of the treads. The void ratio is defined as the amount of free space in the tread. Higher void ratio means less contact of tread-rubber and the road which results in greater ability of the tyre to drain the water. Low void ratio mean there's greater grip offered. The design of the treads play a vital role in tyre life, comfort, traction, noise and its handling characteristics.

- Blocks are the segments that make up for most of the part of the tyre, providing traction.
- Ribs are straight lined row of blocks that create a circumferential contact band.
- Grooves provide the passage for the escaping of various particles such as water and sand.



There are three types of tire tread patterns:

1. Symmetrical tread pattern
2. Asymmetrical tread pattern
3. Unidirectional tread pattern

The symmetrical type is where both halves of the tread faces are exactly similar. The asymmetrical type is where the tread pattern changes across the tire face. Unidirectional tires are designed to rotate only in one direction, but have a smaller rolling resistance. Being unidirectional means each different set of tires for each side vehicle. These type of tires have a directional arrow on its side wall. Between the band and the tread, outer rubber covering of the carcass is called the side wall.

The side walls are designed to flex and bend without cracking when subjected to continuous deflection under running conditions. In tube type tyres, inside the tire there is a tube which contains the air under pressure. A valve stem is attached for inflating and deflating the tire. However, in case of Tubeless tyres the tube is absent for obvious reasons.

Here are a few methods to check the treads life:

Almost all the tires have a bump inside the tread grooves called the tread wear bars, if the bumps have worn out it means the tire is weak and its time to get it replaced soon .

Place a 1 Rupee coin in the tread, if the quarter of the head gets covered it means that the tire is safe to go with.

The last and the best method is using a tread gauge, which gives the exact level of the tread. The tread gauge has three markings on it that give the exact value of the tread wear.



Keep the treads on check, get them replaced if the wear is high and be a safe rider in all conditions.

Vespa 946 Scooter Launched With A Price Tag Of Rs 12.04 Lakh



VESPA 946

EMPORIO  ARMANI



Piaggio group in India has expanded their Vespa product lineup with a ridiculously expensive scooter launched as Vespa 946 Emporio Armani. To commemorate 40th anniversary of the foundation of Giorgio Armani and 130th anniversary of Piaggio group they both have come up together and brought Emporio Armani edition of Vespa 946. The scooter is way too expensive for a 125cc scooter especially in Indian market scenario but still holds importance for the Italian brand for strengthening its brand image in India.

The Vespa 946 Emporio Armani is equipped with fuel injected 125cc engine, featured with aluminum cylinder block, electronic like traction control system, dual channel ABS, big 220mm disc brakes along with 12 inch alloy wheels.

The scooter comes in only one color and that is Matte Black, marked with Emporio Armani logo in chrome finish at the side panels of the scooter.

The Vespa 946 Emporio Armani will be brought to India via CBU route and it will be available across all the leading Motoplex showrooms of the country. The scooter is priced at Rs 12,04,970 (Ex-Showroom-Pune).

Mahindra Two Wheelers First Ever "Desert Trail"

mojo

REGISTRATIONS
OPEN
FOR THE



Mahindra Two Wheelers and "Mojo Tribe" have opened registrations for the exotic "Desert Trail", which is targeted at motorcycle owners and biking enthusiasts across the country. The total span of the Desert Trail is spread over 9 days; the ride will begin from Jaipur city, Rajasthan on December 17 and shall end in Ahmadabad, Gujarat on December 25. The ride for 'Mojo Tribe' will cover a distance of around 2300kms, traversing some of the most exotic locations and experiencing some of the most spectacular cultural activities of India.



Salient Features-

Owners of the Mahindra MOJO motorcycle can register for the 'Desert Trail' by visiting the official website of Mahindra MOJO. Mahindra Two Wheelers also provides biking enthusiasts who want to experience the touring capabilities of the MOJO with the chance to participate in this trail. Participants from South and West & East will have an option of TEST-EXPERIENCE-A-MOJO".

Riding through the sand dunes, the 'Mojo Tribe' will conquer the deserts across Jaipur, Sam Sand Dunes & Rann of Kutch, Gujarat. Challenging their riding skills and testing the will power of the participants, the 'Desert Trail' will distinguish the men from boys. Touring through sand dunes in colder climates, the 'Mojo Tribe' will discover the sandy terrains that will challenge their riding skills in tough conditions.

By: Farhan Kashif

SWIRLING SANDS
ARE CALLING THE MOJO



17TH - 25TH DECEMBER

JAIPUR - JAISALMER - RANN OF KUTCH - AHMEDABAD





Effects Of Rolling Resistance On Motorcycle Tyres

We have all wondered why the fuel economy and road grip goes low as the tire's running increases and the tire gets flat, here is the reason.

For vehicles such as cars or bikes have 5 forces acting on them while in motion:

1. Aerodynamic force due to the wind.
2. Internal friction caused due to the engine or the other internal components of the vehicle.
3. Gravitational force caused when the vehicle goes uphill.
4. Inertial force caused when the vehicle needs to accelerate a mass like the people sitting in it.
5. Rolling force which is caused by the tire when it is in contact with the road.

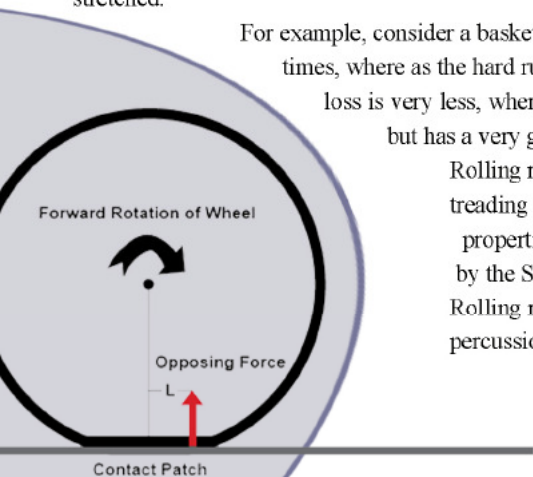
We are going to focus on the rolling force caused by the tires. Energy is consumed by the tire as it travels a specified distance. The consumed energy is lost in the form of thermal energy, as the tire deforms on road creating a contact patch and returns to its original position as it rotates further, the same process is carried out at various points on the tire. The amount of energy lost is due to hysteresis which leads to a loss of 15-20% of the fuel economy.

Hysteresis is the phenomenon in which the value of a physical property that lags behind the changes affecting its cause. Hysteresis is the product value of energy absorbed to the energy released during a cycle which accounts to the energy lost after a cycle of being expanded or stretched.

For example, consider a basketball and a hard rubber ball, if both balls are bounced on the ground, the basketball bounces more times, whereas the hard rubber ball bounces very less, during this period the basketball releases more energy and thermal loss is very less, whereas the hard rubber needs more energy for compression thus the thermal energy loss is very high, but has a very good grip with the surface.

Rolling resistance depends on various parameters like the tread depth, height and so on. A new tire has good treading and offers less rolling resistance which leads to a better economy. As the tire starts to wear out these properties begin to reduce and the rolling resistance begins to increase. The rolling resistance is measured by the SAE and it ranges between the value 0.007-0.014.

Rolling resistance noises can be observed when the vehicle runs on highway which is caused due to percussion of tire treads and compression of air that is temporarily captured within the treads.



How can it be reduced?

Technology advances every minute, scientist have found a way to reduce the rolling resistance to increase the efficiency in modern vehicles by adding silica in the manufacturing of the tires.

What does silica do?

When it is plotted in the form of a graph, it is observed that low hysteresis at low frequency leads to less grip and high hysteresis at high frequency gave more grip, so there is always a compromise between grip. Whereas when silica is added to the rubber compound, it fell in place where it gave grip at high frequencies and low thermal loss and low frequencies.

When the compound with silica was pulled slowly its breaking or tearing point was slow and when it was pulled quickly it tore along with the intensity of the force applied. Therefore it was decided by tire manufacturers to add silica into the manufacturing of tire so that the common man would be happy that he gets more economy with his purchase. While tests were conducted between a regular tire and the tire with silica it was observed that the regular tire did 35 kmph, while the tire with silica did 40 kmph was faster by 12 seconds. This led to increase in economy by nearly 10-15%.

The tire pressure also plays a major role in rolling resistance, when the air pressure is proper the rolling resistance reduces. Keeping the tires properly inflated and replacing them on time will reduce rolling resistance and have a good and consistent fuel economy.

JORGE LORENZO



Movistar Yamaha rider Jorge Lorenzo decimated his own lap record with a 1'29.401 at the Ricardo Tormo circuit in Valencia to take his final pole position with Factory Yamaha team. 2016 World Champion Marc Marquez starts at P2 tomorrow, despite a crash at Turn 6 in the FP4. Valentino Rossi was back in full pace after some Free Practice woes and took a quick P3, to complete the first row of the grid. With most of the grid in 1.30's, Jorge Lorenzo and Marc Marquez were the only two riders to get under the 1.29 mark.

Maverick Viñales starts at P4 of the grid on his final race with Suzuki Factory team. Viñales was closely followed by the Sepang GP winner Andrea Dovizioso. The second row of the grid was completed by Pol Espargaro, who rides his last race with the Monster Yamaha Tech 3 team. Suzuki bound Andrea Iannone took an impressive P7 on his DesmoGP, despite recovering from a damaged vertebrae. Repsol Hondas Dani Pedrosa is back at Valencia after succumbing to a injury at Japan. Pedrosa starts at P8 tomorrow, while his body conditions would be a matter of concern during the race distance.

Aleix Espargaro and Bradley Smith completed the top ten, and both riders switch teams for 2017 as well. British rider Cal Crutchlow starts at P11, after suffering a blow in Q1 and Octo Pramac rider Danilo Petrucci finished his Q2 at P12. KTM Factory racing team is up for a Wildcard entry at the Valencia GP. KTM Test rider Mika Kallio finished at P20 in 1.32's, which wasn't so bad considering the development so far. With this race the 2016 World Championship is wrapped, and all riders would look to finish on the top step. In two more days time, testing for 2017 begins with most of the riders on different bikes. Stay tuned to BikesMedia for updates on the Valencia GP.

2016 MOTOGP

JORGE LORENZO TAKES POLE
IN HIS FINAL RACE FOR YAMAHA



We've created specifications and niche in almost every area of our lives. Speak of kitchen knife, there are so many types of them. Speak of comb, there's variety. Speak of soap, there's liquid and solid, Speak of perfume, there's one for the body, one for the clothes, one for the hair. Coming to motorcycles too, there's one for street, one for the track, one for the forest, one for the highway, one for the mountains, etc, etc.

While it is nice to have such bifurcations that suit to an individual's specific needs, I feel it also makes life complicated, confusing, and weird. I mean, do we really need so many specific things? Why can't we have just one kitchen knife that suits all our needs, one soap for all the body parts and one comb for every kind of bush or hair that exists. There are various businesses and vested interests behind these classifications but the kind of polarity that exists on earth could also be a reason.

Speaking of adventure touring motorcycles, well I really feel that any motorcycle today has the capability to be called an adventure touring motorcycle. It doesn't need to have long travel suspension, upright riding position, pannier racks, loads of torque, comfort or any of the other stuff these manufacturers sell in the name of adventure. Adventure touring is possible on a scooter, café racer, a track specific superbike or a street bike. There's someone like Nick Sanders who's traveled the world on a 1000cc Yamaha R1. Then there are people like Ed March who tread the globe on a C90 moped.

I mean, these are guys that literally tear apart stereotypes and conditioned thought process. And that makes me wonder, do you really need a BMW GS to tour across the country? Do people really need to spend a bomb on a Triumph Tiger just to ride on mud!?! You know what I find extremely bizarre? When people spend a lot of money on such motorcycles just to go have breakfast on the outskirts of the city.

What a lot of manufacturers have done is that they've taken feedback from people who've toured on non-conventional tourers and have then improvised their products. In other words, they've made their motorcycles to be more comfortable in every possible way. That essentially doesn't mean they've made changes to the engine, but changes to the parts that make a motorcycle an adventure tourer.

But what if you've liked a street motorcycle that you want to tour on? Personally, I feel tourers look pretty ugly, I'd want to tour on a pretty looking motorcycle and by pretty looking, I don't mean it should be Italian. So that's what I did to my KTM Duke 390. I added a windscreen, got used to the hard seat and that's it, I was ready to head out! The suspension on the motorcycle was hard so I let it be and got used to it. With luggage loaded on top, the ride was softened and thanks to the Duke's upright riding position, I didn't even have to make adjustments with the seat height.





ADVENTURE TOURING MOTORCYCLE
REALITY OR JUST ANOTHER STATE OF MIND?

Adventure Touring Motorcycle- Reality or just another state of mind?



I've toured on many different terrains, treated the street motorcycle like a track superbike on mountain roads but on trails and muddy paths, I rode it pretty hard but only up to the limit the motorcycle allowed me and itself to go. I had fun. And that's what you'd want from a motorcycle that can go anywhere- lightness! What's the point of thrashing around dirt on a 300 Kg motorcycle?

Personally, I've zeroed down to the theory that out of all those things you can do on an adventure tourer, the most important thing it should offer is fun! How do people have fun when they roam around on motorcycles that weigh as much as an elephant? Another thing that I'd like to have in an adventure motorcycle is the capability of the motorcycle to not go everywhere. Yes, I'd want a motorcycle that makes things a bit challenging on bad roads and trails, a motorcycle that constantly reminds you of its limitations and dares you to go near it at the same time. I mean, isn't that uncertain fun called adventure? Wouldn't it be a bit boring to go an adventure where your motorcycle's just about perfect in doing everything and all you have to do is change riding modes? How silly!

The conclusion I've come to, especially if I were to buy a motorcycle for some adventure and long distance riding is that I wouldn't zero down on a motorcycle that the manufacturers call tourers and adventure motorcycles. Instead, I'd just select any motorcycle I like and then head out to explore. YES! That's what I'm going to do, just like I did with my KTM Duke 390. I love breaking the 'norms' and preset trends. You might see me exploring some jungle in the future on a motorcycle that's not in its comfort zone at all but I'm sure I'll be having fun, 'adventure' kind of fun!

By: Ssaajan Manoj Jorgia



A JOURNEY TO LADAKH

After a good night's sleep in Keylong, we woke up at our own convenience at around 9.30 AM. I'd love to head out and check the mountains out in the morning so I did exactly that, took some peak shots and annoyed Satish so he'd get out of bed and we could go have breakfast upstairs. We did everything slowly and lazily that morning, took about an hour to have breakfast. What's worse? Half the items on the menu weren't available so after a lot of brainstorming activity with the waiter, we got and ate what we wanted to. It then took about 2 hours for us to suit up, pack our luggage and reload everything on our 390s. I changed the way I stacked luggage on my motorcycle since the fuel cans wouldn't stay on the Panniers. As a result, the fuel cans went into the Tail Bag and the stuff from the Tail Bag went everywhere else. All that got sorted by 1.30 PM.

If you're wondering why we were so relaxed, or rather why I was so relaxed, well it was because I was riding only for 25 KMS on that day up to Jispa and camp there, basically to acclimatize. As I've said earlier, the slower you ride through Ladakh, the more you savor it within you. Deep inside me, I was thinking it would've been a lot better if I was riding solo.

Satish, as usual was in a hurry so I asked him to go further and wait while I took photos and rode merrily through the green and brown mountains. I met two guys from France on my way who had rented Royal Enfields but had to reach LEH sooner and board a flight as they had to get back to work the following week. They seemed regretful. That's another advantage of quitting your job and travelling, you won't be bound by any employer on your tour and your mind can be free of.. sh*t.

I caught up with Satish as I neared Jispa where we thought of riding upto Darcha which was an extra 10 kms further, just to see if there was any camping ground available there. We reached Darcha check post and found no sign of a camping ground, it existed in Jispa only so I suggested we went back and pitched our tents in Jispa.

Satish was suddenly reminded of his college and that he had wasted a lot of days already. He had to get back to Bangalore soon so he intended to reach Sarchu on the same day and eventually finish the LEH circuit sooner than planned. I had told to him about the dangers of not acclimatizing, gave him many examples too. Moreover, it was his new college course he was worried about getting back to whereas

I had quit my job for this. Colleges take any shi*ty reason you give them when you take two weeks of time for yourself. If they still cry about attendance, get a medical certificate and slap it on their face, they can't do s*it to you! That's how things work in my world, you can't do nuts for yourself if you aren't able to exploit the rules of the system, rules these Institutions, businesses, corporates and other other bodies create because they don't want to see free, happy people but expect people to be obedient slaves following an unfair and pathetic value system.

Satish was adamant about continuing and kept bringing his college up, so I didn't insist on him staying back. Probably, he was very worried about his problem, so we decided to part ways. He carried on towards Sarchu whereas I went back to Jispa and found a campsite to pitch my tent. If I was in his place and had time limits, I wouldn't have done this trip in the first place. In addition, if my motorcycle had cooling issues like how Satish's Duke had, I would've stuck to my riding buddy throughout, just think about it! :)

After reaching Jispa, I looked out for a campsite with plenty of tents around. A site had tents set up on hard surfaces and the rates were around 1500 INR. I asked the manager if I could pitch my tent on the camp site and was ready to pay some amount as rent. I also offered to order food from him since they had a kitchen as well. He happily said I didn't have to pay for my tent which did come as a surprise, I mean you hardly see people giving away things for free these days, especially when it came to a small piece of land for the night! By 4.30 PM, I had pitched my light hiking tent and had shoved all my stuff inside. It was quite a task but since my tent was a bit expensive, it was more convenient to pitch! That's the new age funda, you want more convenience, shell out more money!

Jispa was at an altitude of 10,500 feet which isn't too much but it could tire you out if you underestimate it. I had used up too much of my energy in nailing the tent to the ground so my head began to feel heavy. It was a symptom of acute mountain sickness, something that I intended to avoid. To ward that off, I sipped some water, ordered Aloo Parathas with chai and relaxed in my tent for a while. Relaxation helps, especially when you intend

(KEYLONG - JISPA)

to heal yourself mentally first so your physical body too begins to feel better. There needs to be silence and peace around which was present but with mild interruptions of Royal Enfields passing by. I didn't allow much of that to bother me though.

After a good ten minute relaxation, I was fresh again. I headed out to click pictures as the golden 5 PM light was covering a lot of the landscape. When the Parathas arrived, I had them hot outdoors on a table near the tent and savored the view. These are moments that matter the most to me, these are moments I travel for.

What was favoring me the most though was the location of Jispa. There are very few who prefer a night stop at Jispa as it lies between Keylong and Sarchu. A lot of the tourists who travel from Manali stop at Keylong for a night and then head directly to Sarchu. The same rule applies to people coming from Sarchu, they head directly to Keylong and stop in the town for a night. Jispa in the process gets secluded and therefore becomes much peaceful. To prove that right, I encountered only one tent that was occupied by someone at the campsite, the rest were empty!

Soon enough though, the light got more heavenly but some more bikers came in.

Two of the riders were from Srinagar so I got valuable updates from them on the conditions in the state of Jammu and Kashmir. By the time it got dark, I had loitered around a bit too much in my slippers so my head began to feel heavy again. At that point of time, I thought the only thing that could help me was proper sleep. There was no power so there was no phone connection signal too. Apparently they're connected in Jispa.

I ordered simple food for dinner- Dal Chawal and relaxed in my tent until food arrived at 9 PM. The dal was one of the most delicious dals I had ever had, topped with a lot of butter. I was surprisingly hungry, considering the Parathas that I had at 5 PM. As I chilled in my tent after dinner, another Royal Enfield bullet checked in that bore a Karnataka registration number. Riding it was a couple who hailed from Bangalore who had been traveling since a month. What cheered me up was they too had quit their jobs to travel the region. I love it when people take such steps that go against the 'norm', especially when it is for adventure.

Soon enough, I got back to my tent after a short conversation in Kannada and called it a night after speaking to parents at home.

It must've been 10 degrees outside but my sleeping bag kept me really warm.



Steelbird Launches “Air Beast” Helmets



Steelbird has introduced new “Air Beast” helmets from their Air Series. The new helmet is touted to be comfortable and safe at the same time. The Air Beast helmets utilize unique air booster system for better ventilation; they also have an air intake in the chin guard, an air intake in the frontal as well as top portion of the helmet along with two rear extractor vents to recycle the air inside the helmet.

The Steelbird Air Beast helmets ensure the riders’ freshness during long journeys; the helmets are also featured with odorless mouth guard. The Italian design of the Air Beast helmets also takes care of the interior hygiene with its multi-pore breathable padding. The padding is removable and can be washed also. The helmets are featured with polycarbonate coated anti-scratch visor with quick release mechanism.

The ISI certified Steelbird Air Beast helmets comes in wide range of color options and they are available at a price tag of Rs 1,999/-.

