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2017 KAWASAKI NINJA 650



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EDITOR

Farhan Kashif Siddiqui

2017 Kawasaki Ninja 650- Overview

I've been drooling over the way the new 2017 Kawasaki Ninja 650 looks. Not only looks, this hell of a cougar just turned into a Mid twenties sexy chick as its shed weight, got more muscle and looks badass! I mean, its a lot of change for someone who's used to looking at the boring old Ninja 650 on Sunday rides but the new one just blew me, not yet literally though! Below are some pointers to look out for on this new Kawasaki Ninja 650-



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2017 Kawasaki Ninja 650- Overview



Engine & Power:

Ok so 72 HP 'umph' that the parallel twin motor churned out has lost 3 BHP in order to fit under the Euro 4 regulation. That will definitely result in a much better fuel economy as the engine is tweaked to do so but in terms of power to weight ratio, the advantage lies with power as this upgraded Ninja 650 produces around 363 horsepower per tonne, compared to its previous model that produced an output of 341 horsepower per tonne. That is a significant improvement, especially after considering the upgrades Kawasaki has done to the existing model that was probably as old as the stone-age era. What I wish for though, is a change in the exhaust note because I am currently looking out to buy a practical middle weight motorcycle. I definitely wouldn't want a motorcycle that looks this good, to sound like a motorcycle having a 100cc motor.

Handling and Slipper clutch:

Yes, you read that correctly. Kawasaki has finally added a slipper clutch to its 650cc model that could give those hard downshifts a smoother feel. The front suspension is a conventional 41mm RWU fork which can't be adjusted but the rear suspension now sits above the swing arm and is adjustable for preload. I feel that this motorcycle would handle better than its predecessor, considering the change in geometry, loss of weight and the addition of a better frame.



Weight loss:

The update Ninja 650 has shed a massive 19 kgs to what it once weighed earlier! So with a full tank of fuel, the motorcycle would weigh around 190 kgs which is pretty impressive considering the output that middleweight motorcycle offers. The new trellis frame and aluminum swing arm are major contributors to the weight loss, making it a pretty light weight 650cc motorcycle. I've seen motorcycles shed like 5 kgs, 11 kgs but a 19 kg weight shedding can only happen when an old fashioned motorcycle is replaced with parts that are of today's times. Hence, you don't see the ugly old swing arm and the nose heavy look anymore. I can finally say that the Ninja 650 looks modern, even though I thought I'd never say that in my entire life! Time for me to hit the gym soon, I've got my cup of inspiration. :)



GENERAL:

Price	Rs. Rs. 4,99,638 (ex-showroom, Delhi)
Launched	2013

ENGINE:

Engine Displacement	649 CC
Engine Type	Liquid cooled, 4 stroke
Number Of Cylinders	2
Valves Per Cylinder	4
Max Power	72.1 PS @8500 rpm
Max Torque	64.0 Nm @7000 rpm
Bore x Stroke	83.0 x 60.0 mm
Fuel Type	Petrol
Starter	Electric

TRANSMISSION:

Transmission Type	Manual
Number Of Gears	6
Final Drive	Chain

WHEELS & TYRES:

Front Tyre (Full Spec)	120 / 70 - 17
Rear Tyre (Full Spec)	160 / 60 - 17

BRAKES:

Front Brake Type	300 mm Double Disc
Rear Brake Type	220 mm Disc

SUSPENSION:

Suspension Front	41 mm Telescopic Fork
Suspension Rear	Single offset laydown Shock with 7 - step adjustable

DIMENSIONS:

Overall Length	2110 mm
Overall Width	770 mm
Overall Height	1180 mm
Wheelbase	1410 mm
Ground Clearance	130 mm
Kerb Weight	211 kg
Fuel Capacity	16.0 Litres



Brakes and Ergonomics:

You get better stopping power in the 2017 Ninja 650 that comes with the lightest ABS in market today- the Bosch equipped 9.1M ABS. The Ninja also comes with new Nissin brake calipers, an upgrade that this model needed desperately. The new windscreen is 3 way adjustable, the much better looking tacho and the LCD screen are new too. A shift light has also been included in the tacho so when you're nearing the shift rpm, it glows pink (I hate pink!) until the point when it turns red after you've reached the shift rpm. The looks on the 2017 Kawasaki Ninja 650 have undoubtedly been obtained from the Kawasaki ZX- 6R. Further details about the motorcycle are yet to be obtained but it's great to see that Kawasaki's been making the much needed improvement that riders have been looking for and more importantly, the improvements that this motorcycle deserved! I can't wait to get my hands on it!

All New Ktm 1090 Adventure And 1090 Adventure R- Overview



The Austrian brand KTM has unveiled two new motorcycles in the same category that it excels the most at Intermot 2016, Cologne. The KTM 1090 Adventure and 1090 Adventure R are the new ones to join their bigger and meaner 1290 Adventure siblings. These two bikes replace the 1190 Adventure and the older 1050's for good. Both the bikes share the same 1050cc 75° V twin heart, which churns out 125 bhp. Though both the 1090's share the same engine, the real difference comes with the list of additional features and hardware both are equipped.

KTM 1090 Adventure:

The KTM 1090 Adventure is a bike for those who ride more on the tarmac with occasional off roading. The bike comes shod of 19 inch front and 17 inch rear cast alloys, with an overall black coloured theme all through. The suspension travel is also shorter than its "R" sibling, resulting in a reduction of height by 40mm, which is a great news for shorter riders at 850mm. They come shod with Metzeler Tourance Next tyres on both ends with 110/70-R19 up front and a 150/70-R17 at the rear. These Enduro tyres are known for their great handling in both wet and street conditions.

KTM also offers a 95bhp model, which can be restricted to 47bhp to comply with the European A2 licence conditions. The electronic restriction can also be removed once the rider gets his full licence.



KTM 1090 Adventure R

The Adventure R is bigger and meaner in terms of size as well as the additional features. It is mainly aimed at riders who want a true bred off road bike. While it has the same 125bhp engine, the "R" gets Traction control as standard, slipper clutch, multi mode ABS and four rider modes to play with.

The wheels are spoked ones, with a 21 inch front and 18 inch rear to give good off road capabilities. It also gets a longer, fully adjustable WP suspension at the front with a 220mm travel and this means the ride height is a bit higher at 890mm. These spoked wheels come shod with Continental TKC80 Twinduro tyres in 90/90-R21 and 150/70-R18 dimensions for great off road stability.

The braking duties are carried out by dual 320mm Brembo's up front with radial 4 piston calipers, guarded by Bosch 9M+ ABS system on both ends. The system allows the riders to disengage the ABS system completely, or to disengage the ABS only at the rear allowing to have some fun locking the rear wheel during off roading.

The wind screen, levers, handlebars and footpegs are all fully adjustable as per the rider requirements. The four riding modes include Sport, Street, Rain and Off road. The R version also has powder coated Orange coloured frame and crash bars to increase the visual appeal of the motorcycle. With the introduction of these two new motorcycles the Adventure series now has 5 great bikes to choose from. The 1090 Adventure and 1090 Adventure R, the 1290 Adventure R, 1290 Adventure S and 1290 Adventure T. We soon look forward to get our hands on the KTM 390 Adventure built in India, which is under development right now.



2017 KTM RC390- Top 7 Things We Can Expect

KTM fans could rejoice, as the Austrian manufacturer has launched an all new colour scheme for the 2017 Indian made RC lineup (read RC125, 200, 390) at Intermot 2016, Cologne in Germany. While the 2017 KTM Duke 390 awaits for a major overhaul, its faired siblings has gone through a visual upgrade with new Bold graphics. The Matte black finish on the tank is all gone, and a new glossy black has been used to paint the tanks of the motorcycles. The Black, Orange and White colours are used perfectly to create a visual extravaganza. All the three sport bikes only get visual upgrades, and is expected to have a mechanical overhaul for 2017.

The RC125 and RC390 gets the conventional side mounted canister type exhaust that was spied at Chakan plant before, while the RC200 still remains with an underbelly unit. The RC125 might be EURO4 compliant (2016 RC390 is already EURO4 compliant), but there has been no news regarding this. We should have to wait till the EICMA to know more regarding the internal updates and EURO4 compliancy for the pocket rocket.

Coming to the RC390, the engine remains the same 373.2cc single cylinder, liquid cooled, four stroke engine capable of producing 44hp of power and 35Nm of torque. It is equipped with a slipper clutch, ride by wire system, Bosch 9M dual channel ABS, and a larger 320mm front disc, along with the new side mounted Aluminium exhaust. The outgoing European RC390 has the ride by wire system and Aluminium exhaust, while the Indian version would leave away these two for well known cost cutting measures.

While the visual upgrades are done, here are the top 7 things we expect in the 2017 KTM

1. The RC390 has always been a beast when tamed, but the engine tends to stall and overheat in low revving traffic conditions. The low and mid range also needs to be taken care of, in the oncoming model along with better heat dissipation.
2. The front Brembo brakes feels a bit spongy at times during hard braking, and the brake pads require an update from the current ones (Though some aftermarket sintered pads are already being used).
3. The front headlight styling of the motorcycle has been a matter of debate ever since the launch, and requires a minor redesign to grab the eyeballs of the negative debaters. The headlamps could also be LED's, as its naked sibling gets a complete LED unit up front.

4. The digital speedometer console of the RC390 is great in terms of the information it shows up, but it is very difficult to read in bright daylight conditions. We expect a change of console, as seen on the previously spied 2017 Duke 390 which had a full colour TFT display.

5. Being a single cylinder big bore mill, the engine has always had vibrations felt at the levers and footpegs. The internals require a minor rework to keep those vibrations in check.

6. The front fork at times feel very stiff on broken roads, so a Dual function fork (one for damping and the other to handle rebound) is reportedly making its way to the Duke 390 which will obviously be fitted to its faired counterpart.

7. We also expect an overall Quality improvement, as few parts wear out/break quicker than its competitors.



BMW Concept Motorrad Vision Next 100



2016 has been the year of so many contrast, drastic changes and they still continue to reveal themselves, getting more intense as the year approaches the end. I rode solo to Ladakh this year, something I wanted to do since many years, I switched work and am doing something that is totally different from what I was doing earlier. The World's on the brink of a world war, Banks are barely able to hold on, Apple's got worse at pretending to be innovative every year, Arnab Goswami smiled on Television, the temperatures and weather patterns broke plenty of records across the globe and there's a lot of unexplained phenomenon happening around the world which of course, won't be reported by the mainstream media.

I then came across BMW's concept motorcycle for the future. I was surprised when I saw people going gaga over it but I was even more surprised when I saw existing motorcyclists drooling over the concept 'bike'. They even forgot to wipe off the saliva off their thighs! Just to let you know in case you're a free bird who isn't jobless enough to know about this concept, BMW is working on a concept motorcycle that could be out as early as 2035, called the vision next 100 that looks like a soulless Bat mobile.

BMW Concept Motorrad Vision Next 100-

Motorcycle or a fancy laptop?

What BMW is boasting about though, are the capabilities of the motorcycle, some of which are listed below:

- * The motorcycle will balance itself by using an inbuilt Gyro, so it doesn't come with a center or side stand with it.
- * It comes with reality glass that the rider must wear in order to see through and get assisted with various aids that prevent 'trouble'
- * BMW says the rider won't need a helmet.
- * The tires adapt to terrains using some damping technology.
- * The frame and engine will shape shift according to the changes that occur at the wheels.
- * A Bionic suit for the rider that would vibrate and alert the rider of hazards.

OK, that might sound like a lot of safety and whatever is too safe attracts people immediately, safety is a fear magnet these days. But, looking at the above points has got me thinking, I mean this is surely an 'out of this world concept' and definitely applaudable. But, is it really motorcycling?

Motorcycling, is motorcycling because it possesses a huge amount of uncertainty and the human subconscious mind, along with the conscious mind plays a game while being in sync when one rides a motorcycle. With this BMW concept, will that game even exist because it does the riding for you? I can't help myself but call it a non- motorcycle because a human being is not necessarily in control in balancing this machine, which is the most basic part of motorcycling.

If you split the word motorcycle, you get motor and cycle- Motor because the rider uses to go forwards and then there's the cycle which is essentially known to have two wheels that is aided by a human intervention to be put to use. If a human isn't doing the balancing on this new age machine but an onboard computer is, then why call this a motorcycle in the first place? Call it some self balancing computerized cycle (ascc) or something! The throttle on it, fortunately has to be operated by the a human being in a similar manner like it is being done today.

BMW Concept Motorrad Vision Next 100

Coming to the reality glass part of it, I feel there's no computer out there that can work at par with subconscious mind in terms of the rate at which information syncs with the conscious mind and also in terms of the way it communicates. Not only that, the subconscious minds also feeds in data from other senses that aren't listed under the 5 senses we're told about.

As a rider, I wouldn't want to be told by an electronic device about a danger that lies a few metres ahead when I'm riding, I have a highly intuitive and intelligent system working within me that does that job in the best way possible. Everyone possesses such a system. Depending on a hideous pair of sunglasses to dodge potholes and stray dogs could only diminish the existing instinct people already possess. The glasses could work as a great deal on a play station or for viewing virtual reality porn but definitely not for MOTORCYCLING.

When I'm riding on the highway at say 150 kmph behind a faster motorcycle running on soft compound road tyres, then the motorcycle ahead is definitely bound to throw tiny stones and other pieces lying on the road at me, which many a times end up hitting my helmet's visor. Considering my speed and the speed at which the tiny stones fly towards me, if I don't have a helmet to protect my head at that moment then it would definitely penetrate through the skin anywhere on my face. You could call it a bullet of some sort. I don't know how BMW says there's no helmet required to ride something they claim to be a motorcycle. There are hundreds of particles flying around in the atmosphere, then there are insects and honey bees that make their way inside the helmet sometimes too.





I probably have appeared as a big critic here, especially to people who accept any toy that came their way in the name of technological innovation. Yes, you may say that people did protest the coming of computers many years ago but now we all depend on it for our bread and butter, or should I say Roti aur Sabzi since I prefer Indian food over everything else.

Read what I mentioned there? We **DEPEND** on computers today even to perform the most basic calculations, that is what 'innovation' has been doing to us and will continue to do to us, in the name of development, advancement and convenience. But when it comes to nature, it will continue to prove as the distance between man and nature increases, that nature is the greatest force that will ever be.

To me, this idea of a motorcycle that intends to replace human instincts with computers in the name of 'safety' and 'convenience' is a highly arrogant one. Motorcycling is meant to be soulful, it involves the fusion of intuition, feeling, realization, the interplay of the conscious and subconscious mind. Something that doesn't involve those forces or limits them by a large margin can't be called a motorcycle.



10 Tips To Handle Cold Starting Trouble



Brace yourselves; winter is coming! In the literal sense of the term. It is time of the year when our beloved bikers are done waiting for the monsoon to end and it is time of the beginning of the riding season for many, including truly yours. The serene joy of riding in the cold is a treat for many, and to be honest gets with it, its own set of challenges. Now, handling the cold issues is something every rider manages according to the way they feel comfortable. On the other hand, the technical issues that occur with the bike are common for all. So here is our comprehensive list to tackle the menace of the cold engine, a cold start.

1. Go for a Kick

The sad part about this is majority new bikes are launched without a kick start option. As much as I appreciate the thought to reduce rider effort to get the bike started, I loathe the part where the rider cannot get his machine started when the battery juices are not up for it. Getting a bike started with electric can be draining on the battery, especially in cases of repeated failed attempts. A kick start here comes handy. It is recommended that for every interval of starting a bike, where the stopping duration is over 6 hours, the bike should be kick started for optimum performance. This ensures longevity of the battery and the engine as well. Too bad for the bikes without a kick starter, but for all others, this is the go-to option for you.

2. Providing Choke

This is not applicable for bikes with electronic fuel injection. For everyone else, make use of that tiny lever somewhere on the bike. For the exact location based on the model, refer the manual you received with the bike at the time of delivery. In case you do not know how to use a choke, simply pull the level to 'ON' and start the bike. The bike might start off with high revs or start easy and then move to high revs. Keep the choke in 'ON' until the engine is sufficiently heated and then switch it back to 'OFF'. It is not recommended to ride the bike with the choke on, or else, the engine will be flooded and the fuel economy recorded will be the poorest you ever recorded owing to higher revs at idle. Also, it is recommended to not keep the choke on when the bike is off and stationary, lest the engine block will be flooded with fuel.

3. Switch to a Low Grade Engine Oil

We have previously covered the concept of engine oil grading. High grade engine oils are designed to suit warm climate regions. So if you happen to find issues starting the bike because your engine oil is losing its optimum viscosity, opt for the one with low temperature range. This will make sure your engine is protected even if the ambient temperature drops absurdly low. And as for cold start issues; they will be sorted out too.



4. Tune Engine for Rich Mixture

In carburetor tuning, there is a fuel-air mixture level which is set for optimum performance. If the fuel level is more as compared to the air, then the mixture is termed rich. It helps make more power but returns less mileage. On the other hand, if the air density is more than the fuel level, the mixture is termed as lean. It provides less power and more economy, but it is recommended to not make it lean as the implications on the engine in the long run are on the negative end. A rich mixture will ensure more fuel being burnt and more energy being generated, which includes heat and hence can help keep the engine start of easy and run smooth.

5. Clean Spark Plugs

This is more of a maintenance aspect of the bike. Clean sparkplugs will ensure proper ignition and starting. This is application even in regular periods and not only winters. On the other hand, unclean sparkplugs might lead to misfire and hence starting troubles, especially in colder climate.



6. Do Not Stress the Battery

If the bike fails to start in the first try, do not keep the ignition going at it for prolonged periods. This will drain the battery pretty quick and result in major issues in the future. The idle solution is to press the starter for 5 seconds at a time and provide a 20 seconds cool off period before the next try. This way the battery is not stressed and the ignition unit receives plenty of time to build up the charge for a proper try the next time.



7. Let Engine Idle Before Moving

Many people have the habit of starting the bike, shifting into gear and getting moving without giving the engine enough time to warm up. Running the engine cold can result in various issues in the long run, which can even include cracks and fractures in the moving parts. The ideal solution is to let the engine idle for 2-3 minutes in which time, the engine warms up, the engine oil gets sufficient time to lubricate the entire engine, including the clutch and gearbox, and finally one can get moving. Practicing this routine can provide you maximum results in terms of smoother engine, and low maintenance costs. Also, it helps the engine start up quicker the next time you try a cold start.

8. Cover Bike with Insulating Material

We do have a habit of covering out bike to keep the dust and dirt out, but having an insulating material for the same can ensure the engine does not lose its heat at quicker pace. This ensures the engine can retain its warmth for a prolonged period of time resulting in a warmer engine the next morning and easier starts.



9. Service Bike on Time

Getting your bike serviced before the winters can ensure everything in the bike is working perfectly, and a healthy bike is easier to start even in colder climatic conditions. Speaking from personal experience, getting the bike services right before the beginning of each season helps rid the bike of any issues that one might experience through the season.

10. Use Pure Quality Fuel

Adulterated fuel has its own belly aches when it comes to getting a bike started in colder climates. Ensure filling your tank from an outlet which provides pure fuel. Do not hesitate to ask around for references and also to travel a bit longer distances to fill in. Pure fuel can guarantee easier cold starts when compared to adulterated fuel. It does not have to be performance improving fuel with additives. Regular unleaded, but pure can do the trick for you.

Wow! That is quite a list. Pretty sure many of you might know some of the points mentioned in the list, but do not hesitate to share it without your friends and colleagues who ride a bike and have troubles with cold starts. Ensure your bike is in proper shape, take all the precautions and wish you all a very happy winter biking season from BikesIndia.



A GoPro or Something Cheaper?



Planning some long rides for the coming days but confused about how much to you buy a GoPro or should you invest in three SJ5000 action cameras and some to buy one camera that you would want to use to capture some rare moments decision. Personally, I'm not a fan of GoPro in any way and never will be because best video quality I've seen on an action camera. But do you really need a GoPro



o spend on an action camera? Even if your budget is a massive 40 grand, should
e memory cards? Or do you have a budget of a meager 5 to 6 grand and intend
of a ride? There are a few points that you may consider while making a buying
se it is ridiculously expensive for a little toy camera but again, it does have the
o?



1) Your Purpose:

What the hell are you going to be doing with a 1080P or 4K resolution camera? Of course, if you're a professional then GoPro is the thing for you as you'll recover the cost incurred in no time. But what if you're a 9 to 7 corporate worker or occasional rider that gets to see the sun properly on weekends only? I feel it is sensible for such people to invest in a camera that costs below 8 grand or at the max, 10 grand! They too come with 1080P or 4K resolution, decent image quality, etc. Let's be real, you're mostly going to be recording a lot of traffic, garbage and stray animals on the road with that camera but with small bouts of mountains and rivers in between before getting back to work.

So, do you really think you need to spend 40 grand on a camera that's going to capture garbage, traffic and stray animals on Indian roads? A lot of my photos has all that and sometimes you can't help yourself because the dirt's all around you! I went to LEH with my Xiaomi Yi mounted on the handlebar but even there at certain places, the action cam captured plastic bottles and packets of chips thrown around by tourists!

2) Numbers that fool you:

I agree that a good camera should produce clear images and videos. But how good should they be? Should they be as good as a GoPro's image and video output or is it fine to spare 2 to 3 percent of the quality in order to save an amount that could fetch you enough fuel to for a 7000 km road trip. It's best to see the quality of the image on a computer screen, test the unedited video quality before buying one. 12,000 megapixels, 145788 X 7999446 resolution, bla, bla, bla doesn't really matter much if you intend to use it for a non professional purpose, they're all just boring numbers to lure you! I'm not asking you to completely ignore all technical details but most action cameras have a decent image and video quality, similar to the quality that a smart phone offers. The only thing you need to be wary of is fake action cameras, when buying one!

3) Type of use:

Now, an action camera is going to be experimented with, in terms of mounting positions, angles, etc where the security of the camera could be compromised. Personally, I've had instances where my SJ4000 and Xiaomi Yi action cameras were prone to falling off on a ride. Thanks to our roads too, that do their best to help you lose your action camera. Luckily, I still have them with me but what I'm trying to say is that if you're going to use your action camera for adventures that it is meant to be used for, then you might want to consider the cost at which you buy them.

The best thing you can do is ask yourself a question that should help you about the amount you can spend on an action camera, depending on your usage- Is the action camera so cheap that you can afford another one the very next week in case you lost this one? If yes, then you're looking at buying the right action camera for you. Personally speaking, when I go out on a motorcycle adventure, I'm not certain if I'm going to return home with the action camera, hence the cameras I use cost around 7000 INR each. Spend wisely!

4) Camera casing and mounts:

If you buy a Xiaomi Yi, then you just get the camera in the box and nothing else. The waterproof case and mounts need to be bought separately that could add to your overall cost by INR 2000. If you bought an SJ 5000, you get the camera with a waterproof housing and a ton of other mounts in a big box! If you're someone who is sure of what mounts you're going to use, then you might as well make a buying decision based on purchasing a camera that doesn't come with any mount but buy a single, specific mount separately. But, if you're not sure of the actions you'd be performing with your tiny camera, you might want to buy a camera that came with all sorts of mounts. In my experience, I tried both techniques. I ended up using both cameras with a maximum of 2 or 3 mounts for each one, all other mounts like the head mount, chest mount, suction cup mount remain unused!





5) Where to buy?

There are a ton of sources from which you could buy your action camera. If it's a GoPro, then you'll have to look for official dealers in India. An online foreign purchase though will ensure you pay a bomb to the customs department as well! For the SJCAM too, there are official dealers in India who sell various models, lowest being around INR 10,000. But, what if you preferred your camera to be as cheap as possible?

I bought my SJ4000 from eBay.com for 6500 INR which included all mounts and a waterproof case. I had to pay 1000 INR as customs duty but on the other hand, my friend who ordered the same camera didn't have to pay customs. So being charged import duty also depends on how lucky you are!

There's a site from where I bought the Xiaomi Yi for INR 5800 called www.Banggood.com (not a porn site). I used some mounts of the SJCAM on it but spent 700 bucks on import duty and 800 bucks on a waterproof case. Still, it's cheaper than paying 10 grand! But what I realised was that since time is money, you could buy the camera instantly from a local dealer for 10 grand or wait for a month till your action cam arrived. Btw, Xiaomi doesn't sell its action camera directly through dealers in India so you have no choice but to order that online.

To end it all though, I really feel there's no point investing in a GoPro. A lot of my riding buddies who just use their GoPros occasionally on rides have about 500 GB of footage lying around and they don't know what to do with it, they're too occupied to edit those videos and they also have about 10,000 odd pictures clicked in burst mode that are yet to be viewed. I can only stress on the point to consider the above points practically that could make you choose the best action cam. I'm not a GoPro hater in any way but I prefer being practical. As I said earlier, if you've got the means to recover that cost or if you have the skills to do many creative things and grow in some way, only then will a hefty investment be worth it!



Suzuki GSX 250R Breaks Cover

TECHNICAL DETAILS REVEALED

Suzuki's previous outing in the 250cc class was a disaster, the GW250 aka Inazuma failing to attract customers due to its exorbitant price tag and lack of trust in the manufacturer in India (This was before the Gixxer and SF were launched). Now the Hamamatsu-based company has unveiled its newest offering— The Suzuki GSX 250R. The bike looks big and awe inspiring, but the internal components are borrowed or derived directly from its old naked sibling— The Inazuma. The 250cc 8v DOHC parallel twin engine on the GSX is said to churn out 26 horsepower and 23 Newton-metres of torque, the least powerful in its class, mated to a 6-speed gearbox. The bike's design is surely inspired from the all-new GSX-R 1000 motorcycle, with the aggressive fairing design, the massive stubby exhaust and the minimalistic headlamp setup visually inspired from the big brother. The bike gets 41mm telescopic forks up front and a 7-step adjustable suspension at the rear, the bike sitting on 110/80 and 140/70 17" radial tires. Braking duties are handled by a 290mm single disc and a 240mm disc at the rear, sourced from Nissin. The bike weighs 175 Kg (wet) and retains the same seat height as the Gixxer twins – 790mm. Pricing and other details shall be revealed at EICMA 2016 at Milan in the coming weeks.



Triumph Reveals Bobber Bonneville

Triumph Motorcycles' approach towards classic motorcycles has always been phenomenal with the awe-inspiring Bonneville and the Thruxton. They've gone a step further and revealed their Bobber range. The Bobber has the same heart as the Bonneville T120's— an 8-valve SOHC parallel twin with a big-bang firing order (Sounds like a V-Twin), but retuned to give the Bobber its unique low-end power and torque. It also retains the same 6-speed manual gearbox from the T120. The bike is virtually a stripped down Bonnie, with a non-existent rear seat and minimalistic side panels. Even the rear end is craftily styled to make it look like a classic bobber.

The Bobber has a rear monoshock suspension which is cleverly concealed under the seat, making it look like a classic hardtail (*Cough* Harleys). It also has the Faux- Carburetor covered fuel injection system which now gets Ride-By wire. It also has ABS, Traction control and variable rider modes – the wiring loom secured out-of sight into the bike. This makes it look like an Old-school all mechanical bike. It also gets the trademark side mounted keyhole! The Bobber sits on generous 110/90 19" and 150/80 16" spoked rims. Pricing and other details will be revealed at EICMA 2016 or later in December 2016.



BAJAJ Te

Bajaj which is known for its high speed and powerful motorcycles has recently launched one of its old products with new badging and some extra ordinary features, yes, we are talking about Bajaj Platina Comfortec. Bajaj keeps working on its products and product related technologies, which resulting into either brand new product like "V 15" or continues up gradation across all product lineup. The Bajaj Platina Comfortec is an example of Bajaj's continues quest of upgrading their existing products (however, at times the change brought by the company is pretty quick and not appreciated by the masses).



PLATINA Comfortec First Ride Review



Bajaj Platina Comfortec Test Ride Review

Style & Features:

The Bajaj Platina Comfortec is basically an updated Platina ES 100; as far as styling and design elements are concerned it is pretty similar to the previous generation Platina. A perfectly no nonsense commuter motorcycle now comes in silver color allow wheels to break the monotony of black color (all black theme). Along with the alloy wheels the clutch cover also got silver color treatment, apart from this the bigger SNS rear shock absorber springs are being given unique golden brown color.

As the name suggests Bajaj has put all its might to make the motorcycle comfortable- Platina Comfortec. To make the ride comfortable the company has featured longer travel front telescopic suspension. The more the travel it does the more bump soaking capability the telescopic suspension possesses. To complement the front longer travel suspensions the company has also introduced beefier rear SNS shock absorbers. The already longest seat in the

category of Platina is now become firmer as company has featured extra foam to the seat, which is made up of high density material. A beige or golden brown color piping lace is also given to the seat to complement the similar color treatment given to the rear shock absorber springs. Apart from these aesthetical as well as functional features the Platina Comfortec is also featured with wider foot pegs with extra rubber mount. In fact there is one foldable root rest is also been given in addition to the foot board given on Saree guard.



Engine & Performance:

The Platina Comfortec is equipped with same 102cc engine but tuned differently. To make the actual ride more comfortable there has something interesting been done to the engine. To my surprise, the bike behaved in a manner which I could only experienced on the auto-clutch motorcycle once launched by TVS by the name JIVE. The moment I shifted the bike into 1st gear it was all felt normal, the gearbox felt smooth as it was experienced in older Platina (ES 100). But the magic moment came when I decided to check the stalling of the engine; I deliberately decelerate the bike to 10 Kmph in 1st gear and keep decreasing the speed further to see at

what speed the bike gets stalled. You will surprise to know the bike never went to stall at all. Yes, you read it right, NO STALLING AT ALL.....

This simply translates that in city riding condition where you tend to be in lower gears all the time, you need not to worry about depressing the clutch all the time. It's a real boon in heavy traffic condition and a great feature added by Bajaj. I wish Bajaj introduce this feature in all of their products.



Instrument Cluster & Switchgear:



The instrument console featured on the Platina Comfortec is same as it is given on the previous gen Platina. Two pods of dials are given, out of which one is equipped with Speedometer along with Odometer and the other pod is featured with Fuel Gauge and other Tell Tail lights.

The Switchgear are typical Bajaj and also borrowed from their other entry level commuter motorcycles. Kill switch is absent and a Pass light is been given on the left hand side. There is nothing premium attached to the switchgear and they are all basic in nature. However, the handlebar grips have been improved and now they are softer yet grippy in nature than before.

Riding Dynamics:



We decided to take the bike for an off road ride first, our initial impression with the tall handlebar and increased front telescopic suspensions was good. Almost instantly you get to feel that increased seat height due to augmented travel distance of both the suspensions makes the bike felt more commanding. Both increased ground clearance and specially designed suspension setup at Platina Comfortec makes the ride comfortable even in extreme conditions. However, we found the slimmer profile front tyre of Platina a little insufficient for the hardcore off roading. But then, how often we encounter such extreme riding conditions? Riding the Platina on road filled with potholes was another test we put the newcomer and it did splendid job there. In fact these are the conditions that we tend to face on regular basis, especially in tier two- tier three cities. Considering the performance of the Platina Comfortec on challenging roads (or no roads) it seems perfect option for the rural market as well.

Verdict:

Platina is been one of the best selling products from the house of Bajaj and it has become even better after being re-launched. The engine has become more refined, the gearbox is now impressively smoother than before and the overall built quality is good. As far as new Platina Comfortec is concerned the anti stalling feature has only added another feather in the cap. The comfort level has definitely gone a notch higher with revised set of suspensions at both the ends. I can only say that those who are looking for a no nonsense commuter bike with added features that bring more comfort to the ride must consider new Platina Comfortec as well with other competition present in the market.



Trapezoidal Headlamp



Filament Bulb Tail light



GENERAL:

Price	Rs. 42,541 (ex-showroom, Delhi)
Launched	Aug, 2016

ENGINE:

Engine Displacement	102 CC
Engine Type	Air cooled, 4 stroke
Number Of Cylinders	1
Valves Per Cylinder	2
Max Power	7.9 PS @7500 rpm
Max Torque	8.3 Nm @5500 rpm
Bore x Stroke	47.0 x 58.8 mm
Fuel Type	Petrol
Starter	Electric-Kick

TRANSMISSION:

Transmission Type	Manual
Number Of Gears	4
Final Drive	Chain

WHEELS & TYRES:

Front Tyre (Full Spec)	2.75X17", 41 P
Rear Tyre (Full Spec)	3.00X17", 50 P

BRAKES:

Front Brake Type	110 mm Drum
Rear Brake Type	110 mm Drum

SUSPENSION:

Suspension Front	Hydraulic, Telescopic Type, 135mm travel
Suspension Rear	Coil springs, SNS, 110 mm travel

DIMENSIONS:

Overall Length	2003 mm
Overall Width	840 mm
Overall Height	1069 mm
Wheelbase	1255 mm
Ground Clearance	200 mm
Kerb Weight	109 kg
Fuel Capacity	11.5 Litres



INTERMOT 2016 BM Report

An Overview Of The Atmosphere

Our correspondent Akash H.M, getting you pictures and news from INTERMOT. This happens to be his 3rd INTERMOT since his student phase in Deutschland. He states,

“A person who is not even into riding motorcycle will fall in love with the bikes and start riding them.”

2016 InterMot BI Report



An auto-show where you can get to feel almost every bike, a show where you get to showcase your custom built motorbike, a place where you can test ride bikes ranging from 125cc to bigger capacity bikes, place where each manufacturer showcase the best of them. YES!! It is InterMot 2016 (Come together RIDE NOW) which happened in Cologne, Germany from 5th -9th October 2016.

For those waiting for the future 2wheel launches, here is the answer displayed by the respective companies. INTERMOT happens every other year where companies like to showcase their competitive products which might happen to be their greatest products. This is a trade fair for motorbikes where the dancing girls and models get sidelines ;) It is all about bikes, bikes and more bikes.....!

Accumulative of approximately 1000 companies from 37 countries took part in the trade fair showcasing who is who! Yes, Bikes, scooters, e - bikes, which includes the following, clothing and riders gear, Café racers, Cruisers and Choppers, Custom bikes, E-Bikes, E-Scooters, Enduros and Touring Enduros, Bicycles, Helmets, Engines and Engine parts, Naked bikes, Prototypes, Quads and ATVs, Lubricants, Transmission, Oil and Maintenance products, Side cars and Trailers, Boots, Parts and accessories. This was a fair where in the customer could test ride live in the test track.

APRILIA:

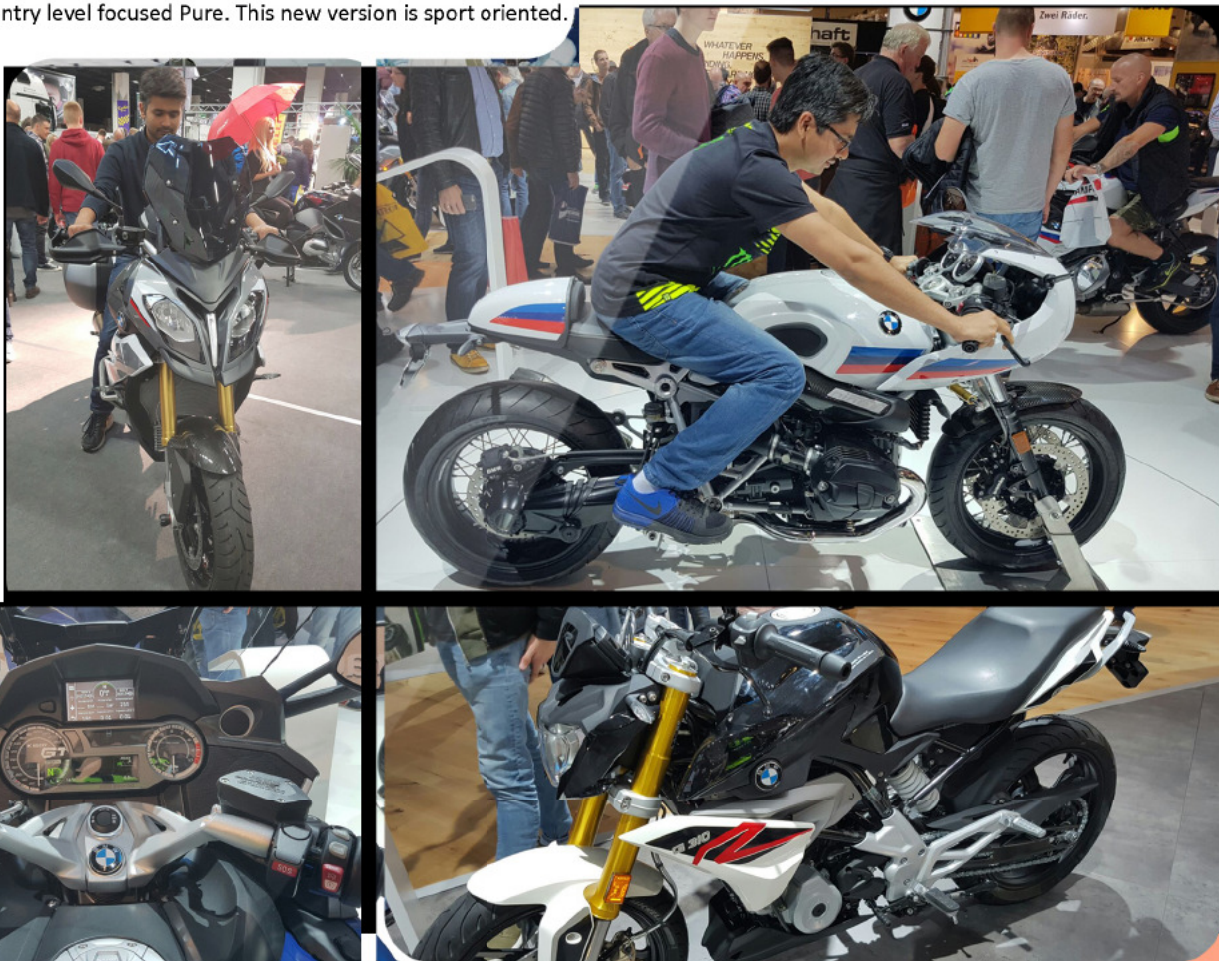
Nothing much to say about Aprilia at INTERMOT. Apart from RSV4 and Tuono V4, nothing else. They might be saving for next month's EICMA, which will be held at their home, Italy.



BMW:

BMW have chosen Intermot as launch pad for 3 of their motorcycles and also announced that minor tweaks have been done on their existing models including S1000 R, S 1000 RR, and S 1000 XR. But the bigger interests come from R nineT formats in the variations of existing R nineT, R nineT scrambler and entry level focused Pure. This new version is sport oriented.

The launch of updated K 1600 GT was pulled off which comes with large number of astute electronic components it could self-governing run in a small city. K 1600 GT offers an effective power plant in a rich and agreeable, however a very heavy package.



DUCATI:

Things never went as we thought @INTERMOT, while we were expecting Ducati to launch its new vehicle in EICMA next month, CEO of Ducati threw a surprise by unveiling Supersport & Supersport S. This surprise added flavour to the fair, though it was revealed in a fan only event recently.

The fans then had gone gaga over the new bikes. The Ducati SuperSport takes the 937 cc Testastretta engine from the Hypermotard 939 and places it into its sportbike Trellis outline. It retains the face of the Panigale, high set clip-ons and revised foot peg position gives the rider a much more relaxed riding position.



2016 Intermot BI Report

HONDA:

Bringing back the retro style into the present!? YES Honda did it by showcasing CB1000 series which grabbed the attention more than the new Fireblade. Honda did study the mind and tried to bring the changes and tweaks into the retro model. The new CB1100EX and CB1100RS bikes



that you can't stop looking at. In my opinion they were one of the show stealers. As rightly said "If there were any bike that convinced Nicky Hayden to move to World Superbike with Honda, then this is probably Honda CBR1000RR SP2". The Honda SP2 gets an updated frame and electronics package. Manufacturer says that there will be complete support from HRC in terms of parts (even if most of those parts will be reserved for race teams). Forged aluminium Marchesini wheels come as standard.

KAWASAKI:

Going by their words, manufacturer said they would unveil their entire model by mid November, 4 of its models were unveiled here at INTERMOT. Ultra-exclusive Ninja H2 Carbon, the Ninja ZX-10RR, the updated Z1000 SX, and the all-new Ninja 650. While Europe will get to test ride the new Ninja H2. Also Europe's popular bike Z1000SX gets a new fairing. The instrument panel is also new, featuring a large analog tach and LCD screen which contains info on gear position, shift light, adjustable screen is now taller and double-bubble shaped.



KTM:

The all new 1190 Adventure and 1190 Adventure R were launched here at INTERMOT after seeing less success of adventure 1050 in European market mainly because of its huge pricing. And trust me the new launch are eye catchy, must appreciate the product design team of KTM for this wonder work on the bikes. KTM has also introduced the 160hp 1290 Super Adventure R. All three bikes will be controlled by the same 1,301cc LC8 V-twin motor as the current 1290 Super Adventure, which has been given another intake to make it more refined and smoother.



SUZUKI:

They said they are getting better GSX-R1000R last year and they just did it here at INTERMOT. Not just that, they also restored the siblings of the bigger monster as well. The not so well spending group of people from Europe gets to try their hands on GSX-R125.



With finding more success from GSX-S1000, the little sibling of the same has been introduced, named GSX-S750. The smaller version of V Strom who comes with 650cc is a look alike of the 1000cc version was also launched which batted more eyes by the customer. Both the wee strom and big strom will be available in XT versions with spoked wheels. The big brother gets a brakes overhaul, with a Motion Track Brake System, so you can hit brakes at mid corner.

2016 InterMot BI Report

TRIUMPH:

Are the classic bikes era back? Seems like yes with Bonneville, entry level version named Street Cup showcased at the fair. It's a cafe racer type, with a sporty look on it. We expect variations of the same by the year end. Along with Street Cup Triumph has introduced the entry-level T100 and T100 Black.



YAMAHA:

Talk of the fair was Yamaha, they just are in the right form over a decade releasing the right bikes at world level. The refreshed versions of their existing models look as if they are new to the product classification. The MT-10 comes with Ohlins - blinged SP version. Meanwhile the new MR-09 comes with the typical Japanese mode on its head lights, though it looks more like MT-10.



Marquez Crowns Championship As Yamaha Duo Crash Out

Marc Marquez claimed his third World Championship in the Premier class at Honda's home track in Japan, as the Yamaha duo Valentino Rossi and Jorge Lorenzo crashed out leaving out any mathematical chances of defending. With this Championship Marquez has become the youngest rider ever to win three World titles in the Premier class. Valentino Rossi qualified on Pole position, and was accompanied by Marc Marquez and teammate Jorge Lorenzo on the first row of the grid. As the lights went off, Lorenzo had a good start to take the lead in the first corner overtaking Marquez on the exit. Marquez was seen in second place followed by 'The Doctor'. Ecstar Suzuki's Aleix Espargaro passed Rossi for P3, which was earned back soon by Vale. Andrea Dovizioso, Cal Crutchlow and Maverick Viñales was seen fighting for the fifth position.

On lap two Valentino Rossi made a move on Marquez for P2, which Marc immediately regained. Marquez soon went on to make laps in 1.45', making him the fastest rider on track. The pace was steady, with which he caught Lorenzo and eventually pulled away at the front. As Marc began to do a Lorenzo, Rossi suffered a disastrous low side crash at Turn 10 in an attempt to catch his teammate, and ended up on the gravel. Rossi suffered to restart the race as the bike was on his legs, for which he needed some help from the Marshals. Rossi retired to the pits, as the bike was unable to make to the chequered flag. Aleix was soon overtaken by Dovizioso for third place given away by Rossi. Now Lorenzo had all the chances of stopping Marc crowning the Championship here, if he made his way to the Podium. Unfortunately Lorenzo lost his front at Turn 9 and crashed out of the race, which was well

informed to Marc by his team. This meant Marquez just had to keep his calm to crown the Championship.

Dovizioso got a crucial P2 to his name. Meanwhile the Suzuki teammates had a battle, in which Viñales came successful for P3. Aleix Espargaro was then followed by Cal Crutchlow at P5 to become the top Satellite rider. Alvaro Bautista, Danilo Peterucci, Scott Redding and Stefan Bradl completed the top 10. Pedrosa's replacement rider Hiroshi Aoyama clinched P15 and secured a point at his home track. Jack Miller and Eugene Laverty were the other two riders along with the Yamaha duo to have a DNF.

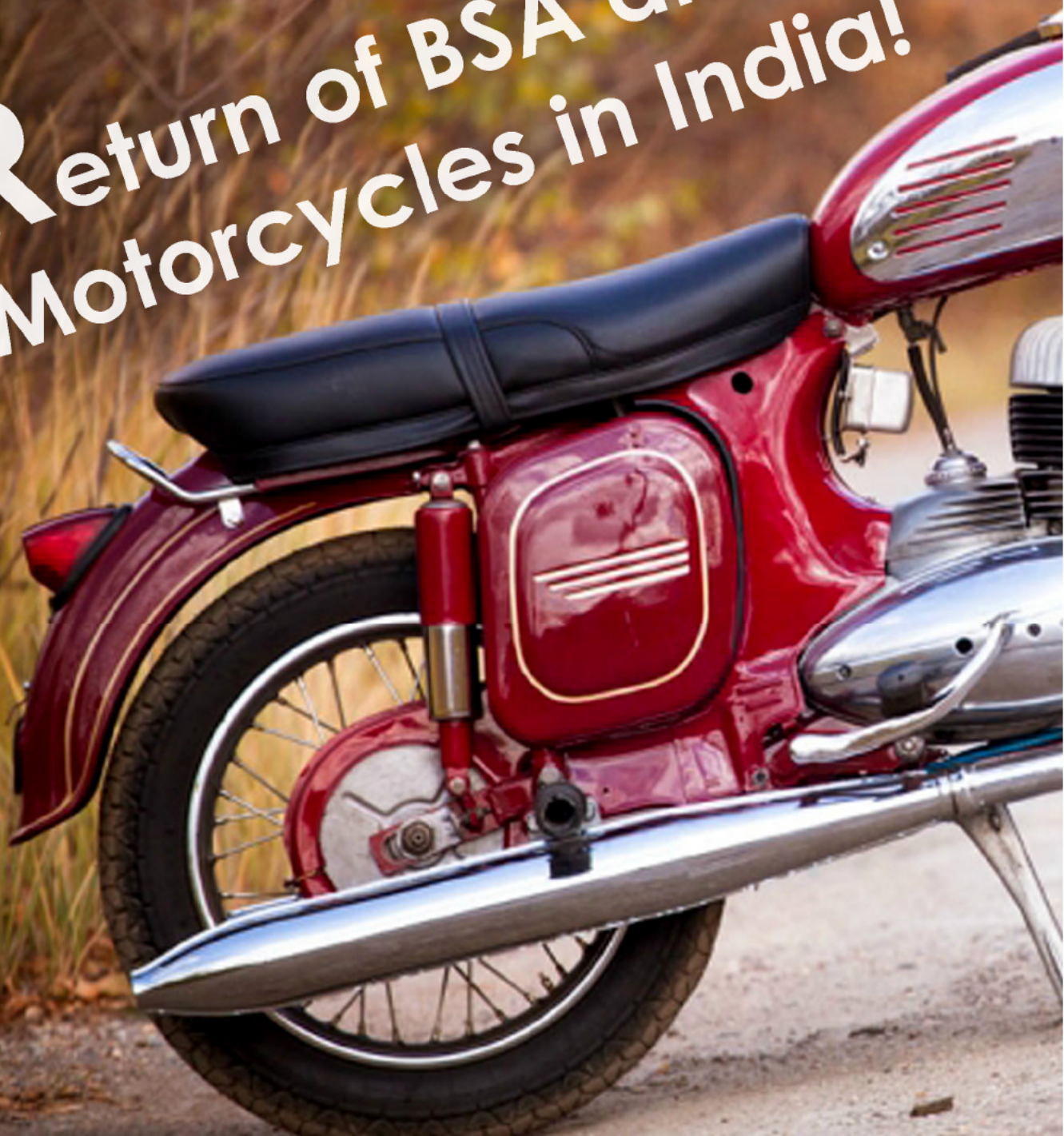
This win gave Marquez his fifth World Championship across all the classes. We'd say Marc has absolutely matured as a rider, given the bad experience he had last year by going for the win in each and every race.

The Championship being Done and Dusted, we expect all the top riders to cut loose in order to give their best at Phillip Island, Australia which is scheduled for the next weekend. We expect a tight race between the top 6 riders, as in 2015 at the momentarily most Gorgeous Australian circuit. There will also be a battle between Rossi and Lorenzo for the Runner up and Top Yamaha title. Finally, helmets off to Marc Marquez for a brilliant World Championship win. Stay tuned to BikesIndia!



Mahindra Acquires Classic Legends

Return of BSA and JAWA Motorcycles in India!



Mahindra & Mahindra unveiled plans to refocus their two wheeler business, now Mahindra is eyeing on to tap premium niche market. With the acquisition of BSA and JAWA Motorcycles under their belt, therefore now these iconic brands will come under Mahindra management. Both BSA and JAWA brands have a strong presence in domestic market. On the other hand the BSA brand having their global heritage and diversified fan following would be focused on the international market.

As per the company, Classic Legends would design and launch the products with the brand DNA and ethos along with the expertise available at Mahindra. The products will come out under their respective brand names and not under Mahindra brand.



acquisition of controlling stake in “Classic Legends” Mahindra has made their intentions very clear. Classic Legends already has iconic motorcycle brands like Jawa and Royal Enfield, which have their fan following across the world, the JAWA motorcycles in particular has cult following in India, therefore company is planning to pitch JAWA brand in the Indian market.

Mahindra Racing’s technical development centre in Italy. The launch of first few products would happen in couple of years from now and the products would

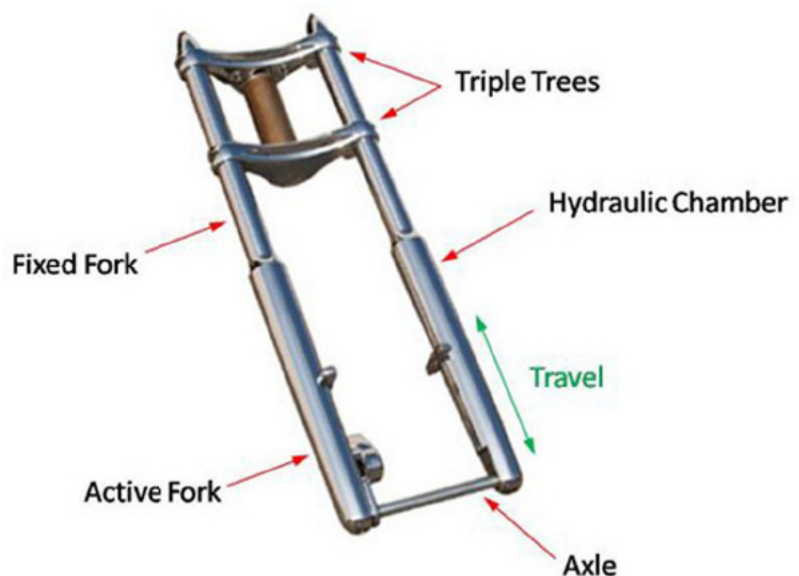
Importance Of Travel In Telescopic Suspensions



Every other motorcycle going past you, or being ridden by you has a set of suspensions. Be it a puny TVS Excel or a humongous Kawasaki Ninja ZX14R. The common thing among all the motorcycles that fall in between is that they come shod of Telescopic suspensions up front (neglect a few rare exceptions, say BMW K1300R), only the degree of precision and the levels of Engineering differ. The whole purpose of this article is to describe the Importance of travel in such Telescopic suspensions. Before that we would like to enlighten you with some basic usage and features of telescopic suspensions, their Road vs Racing use et al.

What are Telescopic suspensions?

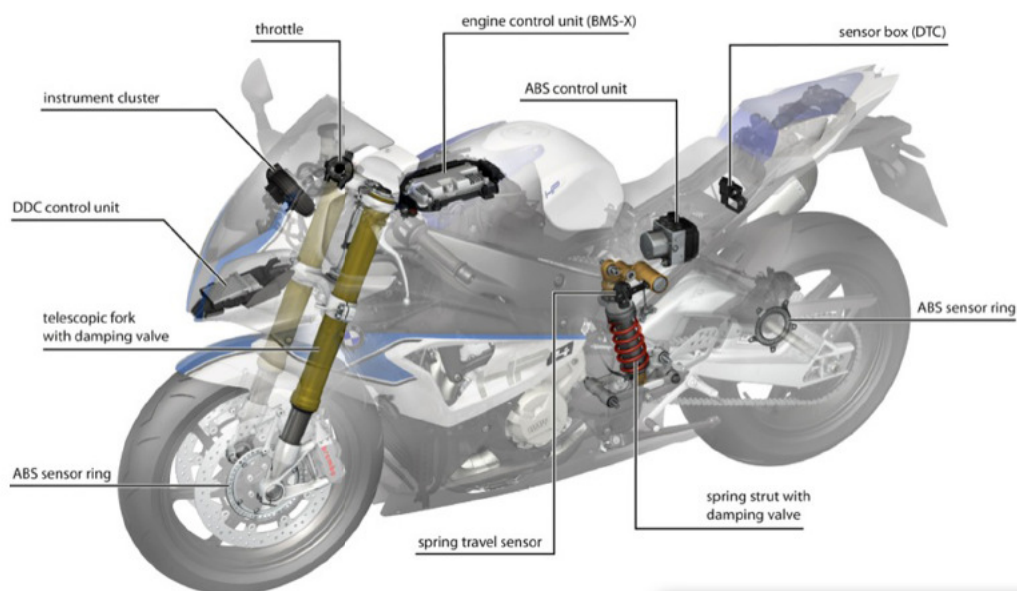
The telescopic suspensions can be easily explained as hydraulic shock absorbers with internal coil springs, that neutralises bumps on the road before the rider feels it. Only the front wheel of the motorcycle reacts, in such a way that the rest of motorcycle remains juggle free. The tubes of the suspension is connected on to the frame (yoke), and the bottom body portion is coupled with the front wheel. This setup is seen on conventional telescopic suspensions.



Upside Down (USD) Forks:

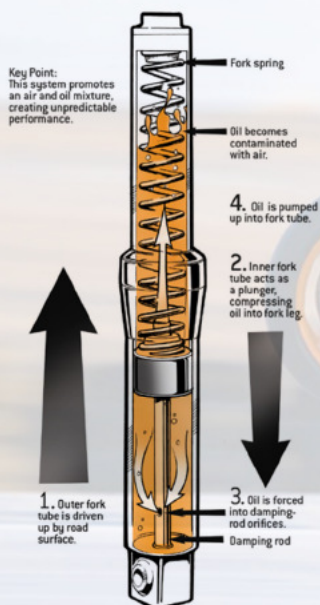
A slightly revamped type of telescopic suspension is known as Upside down (USD) forks, where the body of the fork and fork tubes are interchanged. Here, the body of the fork is connected with the frame using a triple tree clamp and the tubes are connected below. The USD forks give an upper hand in terms of handling and also decreases the unsprung weight of the motorcycle. High end motorcycles make use of the USD forks as the precision and cost of manufacturing is a bit higher compared to the conventional ones. For instance, you could see these USD forks on the KTM siblings.

BMW Motorrad Dynamic Damping Control DDC



Travel in Telescopic suspensions:

The core components of the suspension must work perfectly in order to get the necessary travel of the suspension. The spring along with the fork oil inside the tubes play a vital role in the travel of suspensions. The amount of travel depends on the purpose for which the motorcycle is made. Cruisers and commuters tend to have a long travel suspension for utmost comfort, whereas the sport bikes and racing machines tend to have very short travel for better corner entry feel and high-speed direction changes.



Electronic suspension systems:

BMW Motorrad was one of the first manufacturers to introduce an Adaptive electronic suspension system. The rate of Travel as well as the stiffness of suspensions can be electronically controlled. Normally the compression and rebound nature of the springs are set manually using tools. But this electronic system results in the betterment of ride quality and handling as the settings are changed according to the condition of the roads traveled on. For example the same motorcycle has a soft suspension setting while on a broken road, whereas the travel is very short and stiff while cornering on a smooth tarmac. The electronic suspensions, now make their way to most of the production Superbikes after 2016.



MT Blade Helmet: Product Review

I needed a helmet that was ideal for my oval skull shape, had plenty of vents with comfortable lining inside so my beard didn't itch and most importantly, one that emitted happy vibes from its color. The previous helmet I owned was a white SOL SL-68S, the plain version of its 'metal man' series. I dropped that helmet far too many times, the interior linings had expanded and were worn out, visor was full of scratches and it had become loose. Getting all that replaced would've costed me around INR 3000, so it was wise to put another 3000 and buy a brand new helmet, especially after considering the number of times my SOL was dropped from the seat of my motorcycle. A helmet dropped badly once, is almost as good as having no helmet.

My budget was INR 6500 for a helmet and I wasn't going to buy the SOL again. MT Helmets from Spain had created quite a stir in the market so I decided to check the top end version of their helmet (not top end anymore)- the MT Blade. I bought a Fluorescent Yellow colored helmet with silver graphics on it from their dealer in Bangalore called Moto 101 and it costed me 6250 INR. Below are my observations on the helmet after using it for 10,000 kms.



© Ssaajan Manoj Jogia



Fit and Finish:

For INR 6250, I couldn't ask for more. I loved the way the helmet tightens itself around the scalp and cheeks, keeping itself firm and stable. The fit was a perfect snug fit and it didn't let me realize that I was wearing a 1.4 kg helmet as the helmet's weight was distributed evenly across the head. The anti-allergic and smooth liner fabric keeps me comfortable inside and the stock transparent visor is 2.2 mm in thickness, pinlock ready, making it one of the thickest visors on a helmet in its class! I've tried many other helmets out but after trying the Blade out, something told me this was it!

Air circulation:

Whenever I used my SOL helmet, I felt the need to open my visor in traffic in order to allow some air to enter, despite it having 8 vents. In my opinion, a lot of helmets have a dozen or two air vents on them but still suck big time in terms of keeping your head cool. Of course, sometimes it is a marketing tactic since you'll be pulled in to buy a helmet that's got 12 or 20 vents. But, with the MT Blade, the 6 air vents it has ACTUALLY work well and one can feel the air enter from the vents!

I'm pretty happy with the way the air finds itself through the vents. In addition, the visor too doesn't fog up easily unless you breathe heavily, another plus point there! Since it's winter now, I've had to close the nose vents for the early morning rides, such is the functionality of the vents in the front.

Wind noise:

Ride above 80 KMPH and you'll begin to hear the whooshing of strong winds hitting your helmet. There isn't much difference from the SOL helmet in terms of the noise but it is slightly better. I've tried helmets that are much more expensive and they too make way for a lot of wind noise so I'm not really complaining about this point. I'd suggest closing the upper air vents or wearing ear plugs in case the noise gets too annoying.

Personally, I love wind noise and am not a fan of ear plugs in any way but if do you hate wind noise, then there's no alternative than buying a helmet that could be more expensive than an iPhone 7! I feel people who complain too much about wind noise are sissies and probably have overprotective parents, or will turn out to be overprotective parents. After listening to the wind for 50,000 kms across India without earplugs, I can only say that it hasn't had a negative effect on my hearing ability. In fact, my hearing abilities might have got better if I think of some instances. :)

Protection:

For INR 6250, this helmet is DOT and ECE certified like many other ridiculously expensive helmets out there. It doesn't come with SNELL certification if you were just thinking of that. Just to clear the air, helmets are extremely expensive and are DOT, ECE certified offer the same level of protection as the MT Blade, what you're paying extra for is the brand name, better fit, additional features, etc. So if someone tells you that an expensive helmet is safer but has the same certification as your helmet, you know which finger to show! The locking mechanism on the Blade is D-ring, something that I prefer all the time.



Visibility and other features:

The field of view this helmet offers is quite less. This is due to the jaw protection on the Blade being large, so you may have to use your neck muscles to look down a bit if you intend to look at the rear view mirror instead of just moving your eyeballs. It could be worse for tall people, no matter how much you adjust the rear view mirror. It is pretty much a race helmet so I think they've ignored this aspect. The blade also has a sun visor that drops down at the flick of a lever so you don't have to wear those ugly shades when you're riding. There's also a layer at the bottom of the helmet that is grippy in

nature so in case you've kept the helmet on the seat of your motorcycle while you have some conversations, it won't slide and fall off.

The padding inside the helmet is washable and replaceable. The Blade also comes in two different shell sizes (one for sizes S & M and another for sizes L- XL) which makes more sense, unlike many other helmets that have one standard shell size but size varies depending on the thickness of the padding inside. That's like having a pair of large sized shoes and stuffing it with shit loads of foam so it fits you! There's also enough room near the ears for 'communication systems'.



MT Blade Helmet: Product Review

What I didn't like about MT's Blade helmet:

* Area is compromised in the field of view inside the helmet. This isn't a big hindrance but it could get you into trouble in case you don't notice something that's present beside you while riding.

* The top of the helmet does not have a flat surface to mount an action camera. This isn't a functionality defect of any sort and is basically not a real problem but it definitely is a challenge.:)

* Speaking of mounting an action camera, I'm really not a fan of mounting one on the chin because it makes one look weirder and secondly, I wouldn't want a Chinese camera to be right in front of my face if something does hit me there first, especially when there's a lot of electronic devices exploding and making news around.



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To bring this to closure, I feel that the MT Blade offers great value for money, there's no helmet in the range of INR 5500- INR 6500 that offers so much! From the vent sliders, the way in which the visor shuts and opens to the overall feel of the helmet, it does feel solid and robust. It definitely looks and feels like a good quality, premium helmet and gets at par with many helmets that cost INR 15000 and above.

A friend of mine who bought an AGV K3 seemed regretful after he checked my helmet out. Even after 10,000 kms of use, the padding hasn't stretched significantly so the snug fit almost remains the same. I did my best to maintain the visor so it is still extremely clear. This is one helmet that I actually feel like cherishing for a long time and luckily, I haven't dropped it till date! Even if I do consider upgrading to a more expensive helmet in the farther future, my expectations would be much higher than what they were before I bought the MT Blade, it definitely has raised standards.