

# BikesMedia

Everything About Two Wheelers

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## HONDA NAVI TEST RIDE REVIEW



## YAMAHA RAY-ZR ROAD TEST REVIEW

INSIDE



HERO DUET TEST RIDE



XDIAVEL IN INDIA



HERO ACHIEVER 2017

# Hero Duet Road Test Review

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Ever since parting their ways both Hero and Honda are going neck n neck be it the sales figure or new product launches. However, Hero MotoCorp had to strive harder than its Japanese counterpart because of numerous reasons. The Indian two-wheeler company had undergone lots of tie ups with many international automobile companies, some went successful some didn't turn out as it was expected. The acquisition of American Motorcycle Company "Erik Buell Racing" was one of them, with the help of EBR Hero had done many experiments, however, nothing proved beneficial for the company.



For Hero MotoCorp, developing new breed of products were equally important as developing their own engines, in a slew of this Hero has developed a brand new 110cc CVT engine which they have plonked on two of their latest scooters. The Hero Duet is one of those two scooters, which we are going to review today. Let's find out how Hero has taken the advantage of their age old experience with Japanese giant.

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## Hero Duet Road Test Review



### Design & Style

Hero has gone the conventional way as far as design element of the Duet is concerned, opposite to the radical design of their other scooter Maestro Edge, the Duet seems heavily inspired by Honda Activa. At least from the front fascia the Duet looks strikingly similar to Activa, however, the rear end of the Duet is neatly designed and it looks refreshing.

You look at the Duet and it is a no nonsense scooter from every bit of it, sober yet stylish it will attract the matured market almost instantly. There is use of chrome everywhere, the front of the scooter is garnered by a V shaped chrome striping, whereas, there are chrome on the side panels of the Duet as well. There is LED taillight featured on the rear of the Duet along with wraparound blinkers. Aluminum finished heat shield is also featured on the exhaust, which adds to the aesthetics of the scooter.



## Instrument Cluster & Features

The new Hero Duet is featured with dual meter console, part digital and part analog. There is big analog speedometer sits at the center of the console, whereas, small digital meter is also given featured with Odometer and two trip meters. All the information can easily be extracted both in day and night conditions. Apart from these info, there are side stand indicator along with other tell tale lights also given on the dashboard.

As far as switchgear are concerned, the Duet shares all the electrical and switches with the Maestro Edge, and they are of just passable quality. The plastic quality used on the Duet is okay and they are neither great nor bad at all. Hero has apparently used all the intel of their competitors and therefore avoided those things that were not appreciated on their rival products but have incorporated all the good things in term of features to make the Duet a great package.



The fuel cap is externally situated right above the taillight and it is along with the seat are remotely operable by single key, the provision of opening the fuel cap and seat is given on the same steering lock. Therefore one needs not to descend from the scooter while refilling the fuel at the filling station. The storage capacity under the seat of Hero Duet is adequate for a full face helmet. On the top of the line variant of Duet, you will also get under seat USB charger along with LED light.



# Hero Duet Road Test Review





## Engine & Performance

The Duet is equipped with new 110cc CVT engine that Hero has developed indigenously at their Indian facility. The same engine they have first slapped on Maestro Edge, the mill is powerful and the torque is evenly distributed at all rev range. The smooth and refined nature of the new engine reminds the prowess of Honda which Hero seemingly taken successfully. When we had done the review of Hero Maestro Edge, we pointed out a turbine like whistling sound coming from the engine is now not present in the Duet's engine.

The acceleration is good on Duet and the weight of the scooter doesn't come between the performance and the fuel efficiency. When we pulled the Duet on a straight stretch we could manage to hit 80 Km/h speed effortlessly without pillion and with lots of juice still left on the throttle. The body balance of the Duet is what impresses us the most, even on bad roads it never went out of control.

## Ergonomics

The Hero Duet is a very comfortable and balanced scooter; the overall seat height of the scooter is just perfect for the average height people of both the sexes. The seat is comfortable and the ride is plush on the new Duet. There is no doubt about the added comfort which has brought in by the front telescopic suspensions. We have taken the Duet off road and it soaked up all the bumps pretty impressively, both soft seat and efficient suspension setup made the ride comfortable.

There is ample of room for both the feet and knees, the footboard is wide enough that a six feet rider can easily accommodate his feet. There is no way the knees can touch the front panel or the handlebar on the go or while hard braking. The retractable rear foot pegs featured on the Duet is placed pretty well and they get easily tucked inside the body when not in use.



## Hero Duet Road Test Review

### Riding Dynamics

The Hero Duet comes shod with 10 inch MRF Zapper Tubeless tyres, they perform pretty well under almost all sorts of conditions and we could manage to lean over on steep curves with confidence. There is Integrated Braking System featured on the Duet which the company has borrowed from their erstwhile partner Honda. Honda is using the same technology in their products by the name “Combined Braking System or CBS”. The system helps in effective braking as while applying only one brake the other gets automatically actuated and eventually resulting into combined braking. The bite of the brakes at the Duet was just adequate and we could manage to take the scooter to the halt with confidence. There are 130mm

### Verdict

As mentioned earlier also, the Hero Duet is a no nonsense scooter and can be taken home as a family scooter. The conventional styling of the Duet makes it a family commute and it can be used by both genders. It's all metal body reassured the durability and the features like USB charging, dual meter console, tubeless tyres, front telescopic suspensions and great under seat capacity makes it one of the strong contenders in its segment.

Ride Courtesy: My Bike, Bhopal.



#### GENERAL:

Price	Rs. 48,400 (ex-showroom, Delhi)
Launched	Oct, 2015

#### ENGINE:

Engine Displacement	110.9 CC
Engine Type	Air cooled, 4 stroke
Number Of Cylinders	1
Valves Per Cylinder	2
Max Power	8.4 PS @8000 rpm
Max Torque	8.3 Nm @6500 rpm
Bore x Stroke	N/A
Fuel Type	Petrol
Starter	Electric-Kick

#### TRANSMISSION:

Transmission Type	Auto
Number Of Gears	-
Final Drive	Direct

#### WHEELS & TYRES:

Front Tyre (Full Spec)	90/100-10-53 J Tubeless
Rear Tyre (Full Spec)	90/100-10-53 J Tubeless

#### BRAKES:

Front Brake Type	130 mm Drum
Rear Brake Type	130 mm Drum

#### SUSPENSION:

Suspension Front	Telescopic fork
Suspension Rear	Unit swing

#### DIMENSIONS:

Overall Length	1830 mm
Overall Width	726 mm
Overall Height	1139 mm
Wheelbase	1245 mm
Ground Clearance	155 mm
Kerb Weight	116 kg
Fuel Capacity	N/A



# Honda Navi Test Ride Review

Whatever it is,  
it's FUN



While all the people in India were drooling over high-end sportsbikes, cruisers, etc. we were silently wishing for a Small Monkey bike, just like or if not the Honda Grom to be launched in India, who would not love to have such kind of a bike to use everyday? It would be so much fun to ride it on a daily basis, the stunt freaks that do their stunts on mopeds/scooters, would enjoy doing it on such a machine too. So the drooling went on and it got to its peak when we saw the Kawasaki launching their Z125 internationally. We silently, yet badly wanted something like that.



# Honda Navi Test Ride Review

Finally our dreams have come true, by of course the one who makes our dreams come true, yes we are speaking about HONDA. Honda shocked everyone when they showcased and launched the Honda Navi at the Auto Expo this year, a younger brother to the internationally famous Honda Grom, with an 110cc engine. Not just launching the motorcycle, we mean scooter, ah motorcycle err monkey bike, ya that's right a monkey bike, Honda also offered it's customers to choose their own customisations which includes paint jobs, flashy stickers, accessories and so

## Styling:

Show it to somebody new and they are totally puzzled as to what it is and they ask questions like "what is that?", "Is it a scooter or a motorcycle?", "Where did you get it modified?" and so on, that's how it grabs everyone's attention on the roads as everyone on the road cannot stop looking at it to figure out what it is. The bike looks stunning, it is small and it looks cute from almost all the angles. An unconventional square shaped headlight, a tall, yet not too wide handlebar, a simplistic fuel tank, a single seat and a rear end borrowed from the CB Stunner completes the top look. The bottom part is similar to that of a scooter. It has got minimal parts to it, making it a light machine. Since it has got limited body parts, it offers more space, especially the under tank space is quite big to store your shopping bags, your college bag or whatever fits in there. Overall the Navi has a simple yet stunning look.



## Instrument Cluster and Switchgear:

Haven't we said it like say 1000 times already? The one department where Honda sucks is here, using of bad quality switchgear to their good quality motorcycles, making it look like a sore thumb. Honda are you listening to this? Well even if they do, we know they are going to continue using the same 110cc switchgear for their entire range of motorcycles.

However, this time Honda has included a very important, practical and I must say a life saving feature, which they somehow discontinued from their entire scooter fleet- Emergency Brake Lock/Latch. This small yet vital part used to come featured on Honda scooters from the time of Kinetic Honda. The kind of latch given on the Navi is exactly the same and it is equally efficient opposite to those are coming on the current Honda lineup.

Another thing which has drawn our attention is the steering lock, since the Navi is based on the Activa's chassis and it is built as a motorbike, it is not possible to fit the handle lock conventionally. The steering lock is neither like it is normally seen on scooters nor it is motorcycle kind of. It is in fact the old school handle lock given at the bottom of the triple tree.

Coming to the instrument cluster, it looks old-fashioned and I must say doesn't go with the bike. The meter console houses a Speedometer with just basic tell-tale lights like the Indicators and High beam. Two of the most essential things Honda has missed out on the Navi are the Fuel Indicator or Fuel Gauge and the Pass-light switch. Overall we think there is still scope for improvement in this department and Honda could have done a better job than this.





# Honda Navi Test Ride Review

## Ergonomics:

When I first saw a big guy bringing out the bike to hand it over to me, I thought would this actually be comfortable for him and would it fit two people, especially a big guy like him? So I decided to take him with me to see it for myself. To much of my surprise, I was actually blown away as to how we both sat on the bike without feeling congested or anything, in fact we both were very much comfortable on the bike. I guess this is enough to explain how spacious the bike actually is. Only thing of note is the narrow seat which might not be comfortable for long hauls or it might irritate a bit after riding all day long. Overall the bike is ergonomically comfortable with perfect riding stance, handlebar placement and a seat that is long enough to accommodate two riders without feeling uncomfortable.

## Engine and Performance:

The Navi houses the same 110cc single-cylinder engine which produces a maximum power of 8 BHP and maximum torque of 8.96 Nm, mated to a V-matic CVT gearbox, which is of course the same as that of the Activa 3G.

Being an 110cc bike, the Navi has all it needs to be better than most of the scooters in the market. It is fast, it is light and it's very small. The engine is smooth, typical Honda engine and what I really loved about is the NVH levels on this motorcycle, being kept very low. Cruising on the outer ring road at around 60-80 kph speed and we could not find any noticeable vibration. I must say we are very pleased with the performance of the bike.

## Engine and Performance:

The small stature and hybrid looks of Navi must not confuse you, as it has a very good riding dynamics. The bike-like upper body, upright seating posture, with a raised narrow handlebar and a front set foot-pegs all add up to making this a bike that is light and easy to maneuver through the tightest of the city traffic.

The short travel front suspension is however not that efficient and they felt us spongy, had it been telescopic suspensions upfront it would have been icing on the cake but then Navi is a budget bike and cost cutting is obvious. The best part of Navi is that you can do a decent amount of cornering on this bike, the bike felt planted on road and the MRF tubeless rubbers provided ample of grip. The turning radius of the Honda Navi is also very low as compared to many other two-wheelers, giving it another reason for being fun to ride motorcycle.

In brakes department the Honda Navi performs quite okay and we had no bad experience with it as such. Except, even after being written boldly on the fuel cap cover that there is no brake paddle in the foot and both brakes are operable by the hands, one gets fumbled if riding Navi for the very first time.



Ride Courtesy: BGS Honda, Bhopal.

## Verdict:

The Honda Navi is a fresh package in the Indian market which sure is going to change the way Indians see a motorcycle and may be in the years to come, other manufactures will be following this trend set by the Navi and launch their own. The bike is best suited for college going students whose parents do not get them a motorcycle and who are looking for something else other than the scooters like Dio/Activa in the market. At a price tag of 39,648 INR (Ex-showroom, Delhi) for the base variant, the Navi is a value for money product and also considering you get to choose how your bike looks, makes it even better.



### Pros:

- 1.Butter-smooth engine and Performance.
- 2.Looks.
- 3.Fun riding stance.

### Cons:

- 1.Instrument cluster and switchgear.
- 2.Brakes could have been better.
3. Spongy front suspension.

### GENERAL:

Price	Rs. 39,648 (ex-showroom, Delhi)
Launched	Jun, 2016

### ENGINE:

Engine Displacement	109.19 CC
Engine Type	Air cooled, 4 stroke
Number Of Cylinders	1
Valves Per Cylinder	2
Max Power	7.9 PS @7000 rpm
Max Torque	9.0 Nm @5500 rpm
Bore x Stroke	50.0 x 55.6 mm
Fuel Type	Petrol
Starter	Electric-Kick

### TRANSMISSION:

Transmission Type	Auto
Number Of Gears	-
Final Drive	Direct

### WHEELS & TYRES:

Front Tyre (Full Spec)	90/90-12 54J Tubeless
Rear Tyre (Full Spec)	90/100-10 53J Tubeless

### BRAKES:

Front Brake Type	130 mm Drum
Rear Brake Type	130 mm Drum

### SUSPENSION:

Suspension Front	Telescopic fork
Suspension Rear	Spring loaded hydraulic type

### DIMENSIONS:

Overall Length	1805 mm
Overall Width	748 mm
Overall Height	1039 mm
Wheelbase	1286 mm
Ground Clearance	156 mm
Kerb Weight	101 kg
Fuel Capacity	3.8 Litres

# TECH TALK

## Seemore HUD System

A common sight on future Helmets ?



Wroclaw, Poland based company- Seemore is going to make the Head-Up Display (HUD) on helmets a common sight. They have designed a unique multi-interactive HUD system for helmets that's going to bring a change in the motoring world. As we all know that the Head-Up Displays are no more a new thing in the world of automobile, there are many companies including BMW and many other startups already have come up with their own set of prototypes. Based on the utility and integration of information technology in automobiles especially in two-wheelers it is almost certain that the future belongs to HUD.

The Polish company has taken the HUD system to a whole new level, in contrast with the other HUD systems seen by the industry the Seemore HUD is going to be fitted in the helmets directly by the respective helmet manufactures. Keeping the safety aspect in

mind the company is talking to the helmet manufactures in Europe for a tie up, which on successful deal would bring the system as an integrated part of helmets coming right from the manufacturers. This simply translates that now there are good chances that we would be able to see the integrated HUD system enabled branded helmets.

Coming to the features of the Seemore HUD system, it has your mobile phone as a central processing unit, the system will be connected through a mobile App with the cell phone of the user via Bluetooth or infra-red. As far as displaying the information on the visor of the helmet is concerned, based on the research the company has chosen the right upper corner of the visor for better visibility. Through recent research it has been discovered that the information displayed on the upper side of the screen (in this case it is visor) saves as much as 1.5 sec reaction time as compared to displaying the information on other parts/sides of the screen.

The Seemore HUD system has inbuilt prism for projection purpose that displays the information on the visor of the rider's helmet. The system is capable to display all the information present on your cell phone through WEB and GPS resources, these information includes- Current speed of the bike, Speed limit (if there is any), Traffic information, Navigation and array of self configurable points of interest like Petrol Pumps on the way and points of refreshments. The system will also notify the rider about the incoming calls and the text messages on the display but the

rider would not be able to answer either of them. This feature is included keeping the safety factor in mind.

The HUD system is powered by a small but powerful battery, which has range of 12 hours on continuous usage. The battery of the system can be charged via USB and it can be recharged to its maximum in three hours time. The system is also featured with very innovative feature of group interaction, which will prove as a boon for riding in groups. Every rider riding in a group will have display of other rider's location in the group. This way it will be easier to have an eye on every group member and the chances of losing any group member behind is negligible. It is expected that first commercial helmet fitted with Seemore HUD system will be available by mid of 2017 and it is then we would be able to know about the pricing of the helmet equipped with the Seemore HUD system.

Source: Seemore

By: Farhan Kashif

## Sat Navi System For Scooters



**TOMTOM**

Satellite navigation system is not new in the motoring world, but with the advent of Smartphones the same has been a lot more accessible especially for two wheelers. However, the usability of sat nav via your Smartphone is never easy, particularly when you are moving. Normally one has to stop to configure the navigation App on the phone and keeping an eye on the routes suggested by the navigation system is a one heck of a job when on the go.

“Tom Tom” is a renowned name in the field of gadgets and navigation system, recently they have introduced their brand new series of Sat Nav system specially made for two-wheeler (Scooters, in particular). The Tom-Tom VIO is a handlebar mounted system which can be easily mounted on any two wheeler’s handlebar or on the sides of the rear view mirrors. The idea behind the development of the Tom Tom VIO is to facilitate the two wheeler riders in navigation.

The VIO device is capable of providing both audio and visual turn by turn navigation to the user, there is real time traffic alert feature is also given on the VIO. Based on the real time traffic alert system, the device suggests you alternative routing. The Tom Tom VIO sat nav device gets easily paired with your smartphone and if you have a helmet headset you can also connect it via Bluetooth.

The weather resistant TomTom VIO is a visual delight and it gels with the most sophisticated scooter in business. The device also serves as caller ID and can take your incoming call with both name and photo of the caller on its screen. The system also tracks the traffic and provides you the alternative routes to save your time and prevents you to be stuck in traffic jams.

Tom Tom VIO comes in six different colors and the on screen color can be customized according to the color of the cover. The device can be purchased through the company’s official website and is available at retail price £150, which turns out to be roughly Rs 11,000.





# TECHNICAL

## Everything You Need To Know About Tyres



One thing that is common for athletes throughout all disciplines is that they make sure they have the perfect pair of shoes, best suited to their sport, and themselves, before they head out into the field. This tells us how important it is to know our shoes and have the perfect pair on. Tyres are the shoes for our bikes and before we take our rides out into the field it is absolutely necessary for us to know everything about tyres so that we can make sure we have the perfect pair on. Tyres are more than just rubber donuts with artistic dressing. A lot of research and development in a vast number of different sciences goes into manufacturing a tyre. Tyres are an epitome of mankind's engineering prowess. So let's understand bike shoes!

### How is tyre size specified?

Just like shoes, tyres don't come as one size fits all. Before swapping the tyres on our bike we must make sure we get the right size. You might be familiar with markings similar to these on a tyre- 130/60 R 15

Here, the first number (130) defines the width of the tyre in millimetres. The second number (60) is the height of the wheel sidewall as percentage of the wheel width. This percentage is called the aspect ratio of the tyre. R signifies that this is a radial ply tyre (other type is bias ply, more on that later). The last number (15) is the wheel rim diameter in inches.

### What is Aspect Ratio?

Aspect ratios can tell a lot about the handling characteristics of a tyre. A high aspect ratio (60-70) means a tyre with a high sidewall. Tyres with a high aspect ratio can absorb shocks pretty well. This makes them an ideal choice for off-roading or for those who often travel on poor roads. But a high sidewall also means a greater side thrust while cornering; resulting in slip angles quickly reaching their limiting value and thus a sub-par handling performance.



Tyres with smaller aspect ratios are very good for cornering as they have a smaller sidewall and thus less side thrust. This is the reason why sports cars have very thin tyres (some can have aspect ratios as small as 30). However, as you might have already guessed, these tyres do not handle shocks well and can give a hard ride. There is always a bargain between the handling and shock absorbing capabilities of a tyre and aspect ratio expresses what a particular tyre is good at.

## Should the tyres be filled with Nitrogen?



**F**un fact: Air contains 78% nitrogen. This means, the regular pressurized air filled in our tyres is already 78% nitrogen. So why strive for the extra 22%. There are two reasons for that and unless you are a professional track racer, performance is not one of them. The first reason is that oxygen is more prone to escape the tyres through the walls and thus the pressure in the tyres gets lower over time. Nitrogen is comparatively less prone to escape through the tyre walls and hence it means having stable tyre pressure for longer periods.

The second reason is that when tyres are filled with pure nitrogen we also get rid of the atmospheric moisture that would enter into our tyres with the regular air. Under the high tyre pressures, moisture gets converted into water upon even a slight change in temperature. This varies the tyre pressure largely with temperature. Also, if the rims are made of cast iron or steel, they tend to corrode by this water.

If you're a professional track racer and to you even a half psi change in tyre pressure means significant change in track times, then, and only then, does having nitrogen in your tyres means a better performance as nitrogen means more stable pressure when the tyres progressively heat up during the race.



## What is the effect of temperature on tyres?

**W**e often get to hear professional riders talking about heating up their tyres before hitting the track. What does that mean? How does heating the tyres make a difference? Well here's the deal. Tyres are made of vulcanized rubber. As the temperature increases the rubber gets softer and stickier due to certain inherent chemical traits. This means we get a superior road grip from the tyres as their temperature increases. Pulling off a burnout before riding isn't such a bad idea after all.

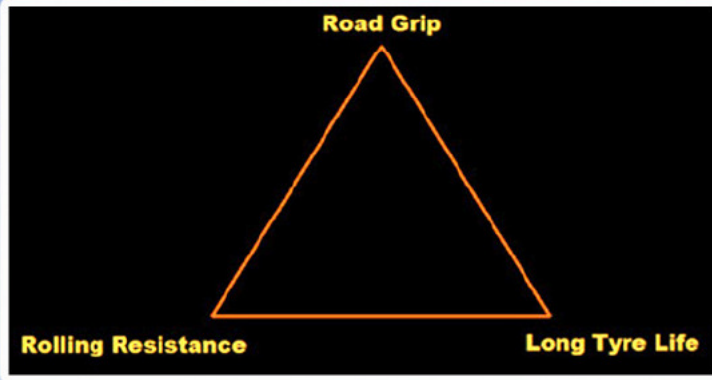


**TECHNICAL**



### What is the performance triangle?

The behavior of a tyre on the road is usually a trade-off between three points. These points can be imagined as three vertices of a triangle and as we get closer to one trait we lose out on the others.



- **Road Grip:** A better road grip inspires more confidence. It means better handling through corners and shorter braking distance. In other words, more road grip means more fun. Tyres with softer rubber give better road grip than the hard ones.
- **Rolling Resistance:** This is the resistance that the tyres offer to the forward motion of the bike. High rolling resistance means better contact between the road and the tyres, but it also means lower fuel efficiency. An optimum balance has to be reached in this case.
- **Tyre Life:** Tyres with soft rubber tend to wear out quickly. Tyres with hard rubber last long. There is always a trade-off between the life of tyre and the performance we expect from them.

A good example would be the Metzlers offered on the KTM Duke 390 and RC 390. These tyres are very soft and offer great grip but wear out in a mere 15,000 kms.

### What is the difference between track tyres and road tyres?

Track tyres are made from special rubber compounds with the only intention of having best track performance. These tyres offer very good grip inspiring a lot of confidence, better cornering performance due to high limiting slip angles, and above all, the best stopping distances resulting in great track times. However, contrary to popular belief, these tyres are useless on the street. Mainly for the following reasons –

- Track tyres are designed to operate at the high temperatures reached during racing due to the aggressive acceleration and braking. Riding on street is totally different. No matter how aggressively we ride, tyres seldom heat up to the temperatures they do on track and hence we can't get the best out of track tyres on the street. In fact at insufficient temperatures, track tyres work poorer than regular street tyres.

- Tyres have this trade-off between wet grip and dry grip. The tread patterns on tyres are intended to deflect water on wet roads so that the rubber makes maximum contact with the tarmac. This however works counter productively for grip on dry roads as the rubber contact with tarmac reduces due to these same tread patterns.



Track tyres are manufactured with high emphasis on grip and as a result separate tyres are manufactured for dry and wet conditions. If we use track tyres, we cannot swap them every time the sky is overcast, can we?

## What's the argument about tyres with tubes v/s tubeless tyres?



**T**ubeless tyres are the new talk of the town with every manufacturer opting tubeless tyres for their newer models and thus slowly phasing out the tyres with tubes. There have been many theories out there as to why tubeless tyres shall be preferred over tyres with tubes, ranging from tubeless tyres yielding better fuel efficiency to offering better performance and as any technically sound person would tell you, most of them are BS.

The most practical difference between these tyres at the user end is how a puncture is repaired. No, I'm not kidding. Tubeless tyres can be repaired easily and in minutes without the need of detaching the entire wheel from the bike. Earlier, not all roadside puncture mending shops offered to repair these tyres, but now every one of them repairs punctures on tubeless tyres. Tyres with tubes on the other hand take a lot of time to be mended and involve a lot of labour as the entire wheel has to be detached from the bike. However repairing punctures on tubeless tyres still remains cheaper and this baffles me. Tubeless tyres also weigh less as there is no tube involved and thus we save around a kilogram on both the wheels. This may not seem a lot in terms of absolute weight but we should keep in mind that this is the inertial weight we are saving and it is a considerable fact dynamically speaking.

When tyres with tubes are run on low pressure the tube can be damaged due to pinching when we encounter a bump along the way. These pinch flats are also notorious of damaging the valve and thus rendering the whole tube useless. Pinch flats do not occur on tubeless tyres and hence they can be run on much lower tyre pressures without any damage. In tyres with tube, in case of a puncture there are high chances of damaging the valve since it is mounted on the tube rather than on the wheel. This, as mentioned earlier, renders the entire tube useless. There are no such risks involved with tubeless tyres.

Also, in case of a puncture, tyres with tube lose air rapidly and leave us with no option but to push our bike if you don't want to damage the tube. Tubeless tyres on the other hand lose air gradually when punctured. This means we can ride the bike slowly to a repair shop without damaging anything. So yes, tubeless tyres shall be preferred, but only for these practical reasons. Now my friend, you know your bike shoes well. Hope you get the best pair next time you launch yourself on a shopping spree.

By: Nehal Chaliawala



**TECHNICAL**



## MOTORING NEWS

### Bat machine is all set for auction, are you interested?

If you are a Batman fan I bet you must also be crazy about the “Batpod”, the black colored motorcycle that Batman rode in the movie. Those big fat tyres and the radical design of the Bat machine are still considered as Radical by all means. Now the same Batpod is all set to be auctioned and it is the same bike which was used in the movie. However, there were multiple models of Batpod used in the movie it was this motorcycle which was used for the close-up shots hence the fit and finish of the motorcycle was top notch and one can say that out of those models it was this one model that could be considered as genuine Batpod.

The Batman’s motorcycle was designed by the film’s production designer Nathan Crowley and it was built by special effects supervisor Chris Corbould. The Batpod is featured with big 31 inch Hoosier rubber tyres and it is equipped with Honda 750cc engine. The bike is also featured with custom built chassis and carbon fiber body. There are non functional canons made up of plastic, resin and fiberglass is also mounted on the Bat machine along with laser targeting unit.

The motorcycle is not in running condition as it is devoid of fuel tank, throttle body and Battery, so you’ll have to spend some more money on it to make it get going. The auction is going to be held on 27th September, 2016 and UK based “Prop Store” is going to handle the auction. It is expected that the Batpod is going to fetch between 60,000-80,000 British Pounds or about Rs 50,00,000- 70,00,000.

By: Farhan Kashif



### Yamaha Fascino Now Comes With Tubeless Tyres



Yamaha Fascino which has now become flagship product for the Japanese automaker is available with tubeless tyres. Earlier when Yamaha launched Fascino they were shod with tube tyres, in a modern day scooter probably this was the only shortcoming with which Fascino was introduced in the market.

The Japanese automaker Yamaha has finally decided to upgrade their high performing product in country, but that has come silently and now the Fascino comes with MRF Zapper Tubeless tyres as standard fitment. There is no price hike has been announced by the company as such and the tubeless tyres have now become standard feature on Fascino as well.

The Fascino is doing really good for Yamaha as far as sales figures are concerned; in fact it was topping all the charts before Honda Activa put a brake on Fascino’s success story. However, it is hard to understand that why Yamaha launched such a promising product without Tubeless tyres. Where almost all the

manufacturers are featuring their products with Tubeless tyres, why Yamaha introduced Fascino with Tube tyres, only to revert their decision after sometime? Anyway, it’s always better to come late than never, Yamaha has made the already brilliant product only better by introducing tubeless tyres to it.

**S**uzuki Motorcycles India has launched Access 125 special edition, the 125cc flagship scooter from the house of Japanese two wheeler manufacturer is now available in more retro looks. Suzuki has introduced new chrome finished round rear view mirrors. The special edition Access 125 is also featured with maroon colored leather textured seat along with beige colored floor.

Celebrity Ranvijay was also present at the launch event, the launch took place at a fashion show where models walked on the ramp in Jack & Jones clothing. Suzuki and Jack & Jones have undergone into a strategic tie up and the launch event was organized by both the companies.

The special edition Suzuki Access 125 will be available in Pearl White shade and will be priced at Rs. 55,589 and 58,900 for the Drum Brake and Disc Brake variants respectively, (All prices are Ex Showroom, Delhi).



### Suzuki Launches Special Edition Access 125



### Mahindra Launches Two Special Edition Gusto 110

**M**ahindra 2-Wheelers has come up with two Special Edition Gusto 110 in a slew of festive season. The special edition Gusto 110 can exclusively be pre-booked only on Paytm. You can book the 'Pacific Matt Blue' and 'Crimson Matt Red' Mahindra Gusto for only INR 5000 on Paytm. The new special edition Gusto is now also featured with new beige color panels on the interior of the scooter, which gives it a premium feel.

The special edition new color scheme Gusto 110 is only available in VX variant and is priced at Rs 52,010 (Ex-Showroom, Delhi).

### Hero MotoSports Team Rally All Set For Dakar 2017

**H**ero MotCorp's motor sport division which is formally known as "Hero MotoSports Team Rally" has showcased their readiness for the upcoming prestigious Dakar rally 2017. Today at the Jaipur facility Hero has showcased their motor sport prowess with all their team members and ground staff present along with the official riders, including C.S Santosh and J. Rodrigues. The team riders including C.S Santosh and Joaquim Rodrigues from Portugal showcased their off-roading skills on the specially made track by the German and French Engineers. Riders were demonstrating their extraordinary off road riding skills on their upgraded Speedbrain 450 rally motorcycles. Hero has undergone a partnership with German automaker known for their off road motorbikes- Speedbrain GmbH. Apart from partnering in various motorsports across the world the team will assist Hero in their product development programs including new product testing.

The team is going to be headed by Wolfgang Fischer, Managing Director, Speedbrain and is working under the direct supervision of Dr. Markus Braunsperger, Chief Technology Officer (CTO), Hero MotoCorp.



# Ducati Launches XDiavel In India





Ducati Motorcycles India has launched their top of the line cruiser motorcycle- XDiavel in two variants. The XDiavel and XDiavel-S have been launched in India and the company has made them both available at their exclusive dealership at NCR. Earlier in this year Ducati has already introduced their global products like 959 Panigale, Multistrada 1200S and Multistrada Enduro. By launching XDiavel model in India the Italian has brought almost their entire 2016 international lineup to the country.

The Ducati Diavel motorcycles are known for their typical power cruiser characteristics and the new 2016 XDiavel is not an exception either. The XDiavel is equipped with massive 1262cc engine, which is capable of churning out 156 Bhp of power at 9500 Rpm and peak torque of 129 Nm at early 5000 Rpm. The capability of Testastretta DVT engine of XDiavel to belt out peak torque at as early as 5000 Rpm makes it true power cruiser.

The 2016 Ducati XDiavel comes in two variants- XDiavel and XDiavel-S, both variants share same engine configuration except the XDiavel-S comes equipped with Infotainment system along with Bluetooth, full LED lighting cluster and machined finish Allow wheels. Both the XDiavel variants are featured with Ride-by-wire technology, Cornering ABS, EBD, 3-Riding Modes, Cruise Control, Ducati Power Launch and Traction control.

Ducati has priced both XDiavel and XDiavel-S variants at Rs 15.87 Lacs and Rs 18.47 Lacs respectively (Both Ex-showroom, Delhi)



## MOTORING NEWS

### “Harley And The Davidsons” Miniseries Premier On Discovery Channel



Based on true story, Discovery channel is going to Premier its miniseries “Harley and the Davidsons” on 14th October’16. The three part series of documentary based on three Americans who had changed the way we used to look at the motoring world will begin on 14th Oct’16 for three consecutive Fridays, 14th, 21st and 28th Oct at 9 P.M only on Discovery channel.

The Harley Davidson motorcycles that have been successfully ruling the hearts of every biker for more than 100 years now, also has a very interesting and inspiring history. Discovery has made a Docu-drama on the existence of the world

renowned motorcycle company- Harley Davidson. The series has already been a success in American market, it was premiered in the first week of September in the US and it was watched by 4.4 million viewers. This success has made it one of the most watched single-network cable miniseries of the US in the last 3.5 years. This is also going to be the first miniseries for Discovery under the leadership of Rich Ross, Group President for Discovery, Animal Planet and Science.

We are sure the series is going to be a blockbuster in India as well among the motorcycling purists who are always keen to take anything and every related to motorcycling. And especially when it comes to Harley Davidson motorcycles story featured by Discovery, it is surely going to be worth while watching.

By: Farhan Kashif

### Triumph Motorcycles Now Available In Vijaywada



Triumph Motorcycles India has opened their 13th exclusive dealership in Vijaywada city of Andhra Pradesh. The iconic British motorcycle manufacturer today announced the opening of their latest state-of-the art dealership in Vijaywada through their dealer Martial Motorcycles Pvt. Ltd.

The exclusive and premium luxury brand dealership of Triumph Motorcycles is company’s first ever dealership in the city and is located on Tikkal Road, Labbiepet, Vijaywada, A.P. The dealership is 13th in number across the country and it is following its presence in Bangalore, Hyderabad, Delhi, Chandigarh, Mumbai, Pune, Ahmedabad, Chennai, Kochi, Kolkata, Indore and Jaipur.

**H**ero MotoCorp has launched the updated Achiever 150; the bike was first showcased at Delhi Auto Expo earlier this year and it comes featured with all new design to cater younger buyers. Hero has redesigned the entire Achiever which has now become an age old model and continuously under-performing. The new Achiever 150 is boasted with angular headlamp assembly with large visor, new tail light is also given on the bike along with flush type lid on fuel tank. The new Achiever 150 comes in refreshing graphics, it also now featured with dual analog cum digital speedometer with signature side stand indicator.



Hero Achiever 150 is equipped with 149.1 cc air-cooled 4 stroke single cylinder engine capable of producing 13.4 Bhp of power at 8000 rpm and 12.8 Nm of torque at 5000 rpm. This i3S engine is mated to 5 speed transmission gearbox, with which the company claims that Achiever 150 can do a sprint of 0-60 km/h in just 5 sec. The new Achiever 150 comes in 240 mm front disc as option and 130 mm standard drum brake at rear.

The Achiever 150 is available in three colors- Panther Black Metallic, Candy Blazing Red & Ebony Grey Metallic. To Celebrate 70 million cumulative productions, company has also introduced Limited Edition Achiever 150, which is limited to only 70 units. Hero has priced the new Achiever 150 at Rs. 61,800/- for drum brake version whereas the disc brake version is available at Rs 62,800 (All prices, Ex-Showroom, Delhi).

By: Farhan Kashif

**P**une based company Tork Motors has unveiled their electric motorcycle- T6X, which happens to be the first E-motorbike of the country. The T6X motorcycle is an electric motorbike runs on powerful yet efficient Lithium battery. In the first phase company will introduce the T6X in three different cities- Pune, Delhi and Bangalore. The Tork T6X will be available in three shades and can be pre booked at Rs 1,24,999/-.

As per company the T6X will be featured with industry first on board navigation system, cloud connectivity, full digital console, quick charging and superior acceleration. Apart from these features, the T6X also comes with safety features like ABS, CDS, Anti-theft mechanism and daytime running lamp (DRL).

The powerful lithium ion batteries on the T6X equipped it to travel at a top speed of 85-100 kmph. The bike has travel range of 100 km on a single charge and it can be charged via 15 Ampere power socket. To get the battery of the Tork T6X fully charged you need to get it charged for two hours, however, it is claimed that the 80% charging of the battery can be achieved in one hour. Depending upon the usage of the motorcycle, the battery can last up to approximately 80,000 - 1,00,000 kms.

By: Farhan Kashif



# Real Boy's Scooter!

Yamaha had introduced male targeted scooter long ago by launching their “Ray” differentiating the current line up from the existing unisex scooter models like “Alpha”. It is recently the company has launched the updated version of “Ray” as Ray-ZR. The new Cygnus Ray-ZR is entirely redesigned by the Japanese and has been introduced to the Indian market with a bold tagline- “Real Boy’s Scooter”. Today we are going to bring you the road test review of the latest offering from the house of Yamaha, let’s find out how Ray-ZR performs in real world scenario.





# Yamaha Ray ZR Road Test Review



## Style & Design

Yamaha has entirely redesigned the scooter and from the front fascia it looks extremely attractive, the bold and angular headlamp is now sits right at the center of the front body. Whereas the front blinkers are all wraparound type. Overall, when you look at the Ray-ZR from every angle it appears stylish and different; you will notice lines and creases everywhere. Especially from front the fairing look-alike body seems attractive, the front design though looks strikingly similar to Honda Dio but with inclusion of front telescopic shock absorbers the Ray-ZR looks more complete. The angular lines continue from front to the rear, including wide aluminum grab rail, that comes in bat wing like design. The tail lamp assembly is also complementing to the angular design philosophy of Yamaha, but unfortunately it doesn't come with LED, instead Yamaha chose to go with conventional filament bulb.

## Instrument Console & Switchgear

The new Yamaha Ray-ZR comes featured with all analog meter console, which despite of its old fashioned approach looks both stylish and practical. There are angles everywhere, tell tale lights are divided by divisions made on board, whereas the fuel gauge is given on the top of the console. The switchgear and plastic quality used on the Yamaha Ray-ZR are top notch and there is virtually nothing to complain about. Although, feature like Pass switch is badly missing, Yamaha has included Honda like "Key Shutter Lock". The seat opens in a conventional way and there has been a seat lock given on the side panel of the body to operate.

The rear view mirrors are also very basic in nature, there is nothing special treatment given to them whatsoever. However, despite of its basic nature the Rear View Mirrors are functional and they do exactly what they are meant to do. There is no rattling of the mirrors seen; hence having a rear view of the ride is a delight.



# Yamaha Ray ZR Road Test Review



## Ergonomics

As all other Yamaha products the Ray-ZR is also a tad smaller, however, it's a good thing for those of small height but being a male oriented scooter it should have been a little bigger suiting to the average Indian male height. One practical reason behind the low profile of the Yamaha Ray-ZR is its 10 inch wheels: Yamaha could have easily given a front 11 inch wheel with alloy and disc brake option, making it a little higher from the ground like other competitors are already doing. However, instead of following the regular custom Yamaha chose to continue with the 10 inch wheels even with alloy and front disc brakes, reducing the size of disc brake to 170mm (smallest front disc brake given on any brand).

The smaller profile tyres directly affect both ground clearance and the handling of the scooter. Due to lower ground clearance owing to the 10 inch tyres, riding the ZR on bigger obstacles or on rough terrains is difficult. One more thing that we noticed while riding the

Ray-ZR, despite of front telescopic shock absorbers the ride on ZR is not that confident as it should be, in my opinion a little beefier front shock absorbers might have been done the trick. The seat on the Ray-ZR is soft and yet comfortable, there is patterned design given on the seat for rider, this helps in providing grip and also acts as anti-slip. The foot board is broad and flat, sufficient for even taller riders to foothold. The rear foot pegs are also ergonomically designed and they are placed perfectly for the pillion, however, they could have been tucked more neatly inside the panels.

## Engine & Performance

You either thumb start or kick start the engine, it comes to the life pretty smoothly, however, to kick start the scooter you need to put it on the center stand first. The Yamaha Ray ZR is equipped with same 113cc engine with CVT transmission which we have already seen on other scooters in the Yamaha's fleet. Yamaha has boasted "Blue Core" technology on the 113cc mill of Ray-ZR, making it a frugal machine, the company claims 66 kmpl of fuel efficiency, which means in real world scenario you can expect mileage of 50+ Kmpl.

The Ray-ZR displays good initial acceleration and it also exhibits ample of torque at early and mid range, making it easy to ride in city conditions. However, apart from the initial grunt there is barely any difference that could set the Ray-ZR apart from its rest of the competitors.







# Yamaha Ray ZR Road Test Review

## GENERAL:

Price	Rs. 54,500 (ex-showroom, Delhi)
Launched	May, 2016

## ENGINE:

Engine Displacement	113 CC
Engine Type	Air cooled, 4 stroke
Number Of Cylinders	1
Valves Per Cylinder	2
Max Power	7.2 PS @7500 rpm
Max Torque	8.1 Nm @5000 rpm
Bore x Stroke	50.0 x 57.8 mm
Fuel Type	Petrol
Starter	Electric-Kick

## TRANSMISSION:

Transmission Type	Auto
Number Of Gears	-
Final Drive	Direct

## WHEELS & TYRES:

Front Tyre (Full Spec)	90/100-10 53J Tubeless
Rear Tyre (Full Spec)	90/100-10 53J Tubeless

## BRAKES:

Front Brake Type	170 mm Disc
Rear Brake Type	130 mm Drum

## SUSPENSION:

Suspension Front	Telescopic fork
Suspension Rear	Unit swing

## DIMENSIONS:

Overall Length	1820 mm
Overall Width	700 mm
Overall Height	1115 mm
Wheelbase	1270 mm
Ground Clearance	130 mm
Kerb Weight	103 kg
Fuel Capacity	5.2 Litres



## Riding Dynamics

The comparatively smaller profile of the Yamaha Ray-ZR makes it easier to flip flop on the roads, that actually makes it fun riding in urban riding conditions. The scooter we got as a test ride unit was top variant and it was equipped with alloy wheels & front disc brakes. However, it was the “Nissin” 170mm front disc brake that gave us a confidence while hard braking otherwise the rear drum brakes were not that impressive. The scooter we rode was shod with TVS Tyres and to our surprise they behaved quite well especially while riding off road and on gravel filled roads. Yamaha has now featured all of their scooters with tubeless tyres and the Ray-ZR is not an exception either, the Ray ZR comes equipped with tubeless tyres as standard fitment on both of its variants including Drum and Disc brake versions.



## Verdict

At a price tag of Rs 54,500 for top variant and Rs 52,000 for drum brake variant (both prices are Ex-Showroom, Delhi) the Yamaha Ray-ZR is a stylish scooter for youngsters, especially college going youth. However, when we talk about features that are available on the scooters in the same segment, the Ray-ZR lags substantially behind them. Features like Digital meter console, LED lights, USB charger and Remote key for seat & fuel cap are few to name that have becoming a common sight on scooters across the segments are badly missing on the Yamaha Ray-ZR.

Ride Courtesy: Speed Yamaha, Bhopal.

# 15 Points You Must Consider While Riding Solo

From the time I did my first Solo ride from Kochi to Bangalore two years ago, to this time when I recently completed my second pan India solo tour, solo rides have taught me a lot not only in terms of riding but also in knowing myself, in being prepared for uncertainties and in understanding the dangerous aspects of riding on Indian highways. If you ask me, it isn't really a big deal to ride across India, anyone can do it with the right amount of determination and preparation. Of course, you need to know how to ride a motorcycle well and your reflexes need to be fast enough to dodge a dog on the highway, or at least detect the dog much in advance. Below are some pointers that could help you be safe, in case you're riding Solo.

## 1) Food and water intake:

It is really important to stay energized and hydrated at all times while touring. If the body asks for food, give it and fill it till it shouts back at you to stop eating! I've experienced the toll that the body can suffer if food and water are compromised, especially when one tries to catch up with time. Trust me, it isn't a good feeling. We also tend to ignore taking water breaks as the ride itself gets very exciting so it is always best to carry a hydration bag along so that you could hydrate yourself while riding.

## 2) Love yourself!

You must like your own company to ride solo for long distance, I've seen that people like their own company only when they love themselves. Touring alone is not boring at all! In fact, it is much better than group riding in many ways. Major plus point- you don't need anybody else's consent if you intend to bring about change in plans. You will definitely get loads of time to connect with yourself and you realize that you don't need another bag of meat on another motorcycle, every time to head out to ride. On a solo ride, you are your best friend!

## 3) Consistency and smoothness is the key:

On a really long solo ride, plan your route in such a way that allows you to enjoy the ride peacefully rather than hurrying throughout the ride and still reaching late. It would also be helpful to take note in advance of important places where you could stop for a good picture or a long break, else it would be a waste of time to keep stopping unnecessarily. I rode from Bangalore to Pune while maintaining speeds of 120- 140 kmph throughout and reached in twelve hours but took longer breaks in between. When I did the same stretch a few months later, I took shorter, productive breaks but maintained a consistent speed of 100 kmph. Guess what, I reached Pune in twelve hours and was much fresher and energetic, compared to my condition after the previous ride. So if you're pushing yourself too much to catch up with time, there isn't going to be much use in doing that!

## 4) Leave early:

This is something that I'm still struggling to keep up with but I'm sure I'll succeed some day. I've always been more relaxed and happy when I've started a solo ride before sunrise, this helps in ignoring all traffic problems. The time advantage could also prove to be useful in case you face an unexpected setback for a few hours. I'd prefer being stranded in the middle of nowhere when the sun is still up rather than being stranded some where when you can't even see your own limbs in the darkness.

## 5) Know your motorcycle to know it even more:

Having a basic idea of the way your motorcycle responds in different conditions, knowing the way its engine and electrical function helps a rider in predicting a technical failure or it may even help one to solve an issue in case of a breakdown. When you know the basics and head out on a solo ride, you may go on to discover other aspects about your motorcycle you didn't know about. It's a little in different in cases when your motorcycle depends on electronics! :)

## 6) Do not react:

There's no point in reacting to the reactions you get on road. Just do your thing! You may notice cars tailgating you or trying to cut you off. A lot of other drivers are just curious and mostly trying to instigate you to get into reacting or probably get you into racing. The best thing you can do is to not react by swearing at them or by indulging into a race. Receiving no reactions from you would only force the trouble makers to move on. A confrontation in the middle of nowhere is the last thing you'd want while you're alone, far away from home.

## 7) Keep loved ones updated:

People back home are always concerned about your wellbeing, Keep them informed about your whereabouts whenever you halt. This also helps them in tracing you in case you get stuck somewhere and are out of reach. Thinking of going on a long solo ride without informing anyone? You could be asking for trouble.

## 8) Positivity only:

Try your best to be in good spirits all the time, there's no place for negativity on a solo ride. Since you will be conversing with yourself, it is extremely important to not panic at any given moment either. Be hopeful, calm and let go of all negative thoughts, your subconscious mind needs to know and believe in the fact that all is well and all will continue to be well. Being negative has a domino effect, you become irritated, frustrated, try to reach faster, drain out your energy and reach your destination without having any fun. What's worse, you could try doing something foolish out of rage and frustration!

## 9) Book your stay:

I'm not a big fan of riding in the night, so this applies to riders who prefer day riding. While this point isn't really a big deal, it could save up the time and energy to look for a hotel in a city you haven't been in before, especially if you're really hungry, tired and are on a tight budget. I rode to Chandigarh once and found most hotels to be expensive or full. There was no net on the phone so I couldn't even book a room either. At 10.30 PM, I didn't care about my budget and checked into a hotel where I paid INR 5000 for a night. I then felt that I should've looked up a hotel much in advance.

## 10) Be nice to people:

When you deal with the locals on a solo ride, be polite, friendly but courageous and aware at the same time. You definitely don't want to seem nervous and insecure before them. I've never encountered locals in any part of India till date who behaved in a hostile manner with me. They're generally curious to know what you're doing on a motorcycle with so much luggage on it. No matter what they ask you, be polite and respectful as they're the last ones you want to piss off. I love interacting with locals and you should too, especially if you want to know more about a certain place or want to try the local delicacy. I've come across some very kind and hospitable people on solo rides. Another thing is to not go on people's appearances, they may seem like they're being rough but that's the way they've been dealing with others since a long time.



## 15 Points You Must Consider While Riding Solo

### 11) Ride a little faster when there's traffic around:

Yes you read that right. In my observation, it is safer to ride faster than the vehicular traffic around you as there are lesser chances of you being hit from behind or from the sides. What's even better, you clear from the congested area in no time and get back to enjoying the ride.

### 12) Be vigilant:

Keep an eye out on your motorcycle when you're not on it but don't make it seem too obvious. Act normal, be aware and observe, there's definitely a lot of luggage in there if you're headed out to a place very far. Select dhabhas/ restaurants on the highway that are open so that you could keep a watch on your motorcycle while you fill your tummy.

### 13) Don't be ashamed to use that horn:

I've seen many riders who don't use their motorcycle horn at all. That is one of the most essential things to use, especially when riding solo. Highway traffic has been increasing and considering the rate at which people are being distracted by their phones, you need to beep that horn constantly, making people aware of your presence while you execute that overtake. Riding in a group makes it easier for all motorcyclists to be visible but a solo rider has lesser chances of grabbing that much attention. The dipper works sometimes but hey, how many car/bus drivers actually see their rear view mirrors before switching lanes? Using your horn may produce a lot of noise but it could definitely save you from being pushed towards the divider. Next time someone says you honk too much, you know which finger to show!

### 14) Behave locally:

If you're in a city where none of the motorists stop at a red light, you too should probably do what they're doing. I'm not asking you to break the law in any way but there are more chances of you being safe when you follow the local traffic tradition. I was riding solo in Rajasthan when the exact scenario played out in front of me, I had trucks pass by me while I was the only one to slow down at the signal. Since it was scary, I throttled out of that situation. If you find yourself in a place where the traffic is too scattered and unorganized, then you need to blend in with that kind of traffic while making sure you're doing the wrong thing in a right way. Not many give such advice even though they know it's true, I'm being brave enough to pass this on! :)

### 15) Have a breakdown assistance contract:

What if your motorcycle broke down in a deserted area with no mechanics available for a long distance? Having an annual breakdown assistance contract helps in being rescued, they drop you and your broken motorcycle to the nearest service center. I would suggest this contract to be the first things to buy to people whose motorcycles depend on a lot of electronics. There's no way you're going to be able to fix an electronic issue on your own. In fact, diagnosing the problem in the first place would be a greater challenge to deal with. I've heard some positive and negative feedback about these breakdown assistance but you never know, what if you were unlucky enough to breakdown but lucky enough to be rescued in a jiffy? At the end of it all though, make sure you've got all provisions that you might need on the tour, be alert, keep those spirits high, trust your intuition, click beautiful pictures and have the time of your life!



By: Ssaajan Manoj Jogia