

TVS Zeppelin

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A Concept Cruiser Motorcycle

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From
Royal Enfield
Motorcycles

A Video Game Redefining
The Role Of A Motorcycle

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BLAUER
HT HELMETS
Coming To India



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Why Mahindra Mojo
Is A Worthy Touring Machine



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Let's Remove Vibrations From Royal Enfield Motorcycles

I love Quora, there is a lot of cool information on it which you can access and enrich your life for the better. While searching for the answer to "Why Royal Enfield vibrates?" I stumbled upon different sets of answers. Some of them said, that it is due to the "Air-fuel" mixture ratio, some said that it is because of the long stroke cylinder design, which inherently makes more vibrations. So I went on a journey deep within the internet to identify the main culprit of Vibrations so we can create a smooth running Royal Enfield engine.

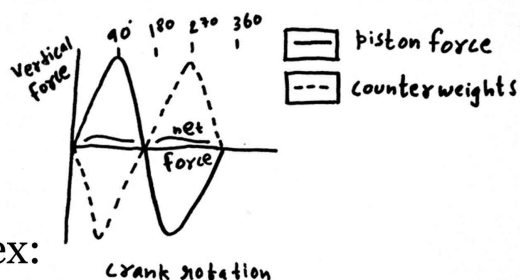
Please note that all these methods can be universally used, but in this article, I am talking about them in the context of a UCE (Unit Construction Engine) of Royal Enfield.

Reduce the age-old flex:

Another set of vibrations which emerging from the engine are actually coming from the flexing of the unbalanced crankshaft. The 350 cc engine has 2 bearings on the left side and only one on the right side. The current arrangement results in flexing of the crankshaft on the right side. A solution for this is devised by Paul Carberry, of Carberry Motorcycles, in the form of a Vibration reduction plate. It balances the uneven distribution of mass around the axis thus preventing the crankshaft from flexing. Note that the Vibration due to the Crankshaft occurred only at higher RPM's so primary vibrations (Emerging from the cylinder) on a standstill, remain unaffected by the plate.

Remove the curse of a Thumper:

Look at the Graph, it indicates the primary forces produced by the motion of a single cylinder engine. The first and second half along the horizontal axis indicates two unbalanced forces, now these forces create vibrations when the piston moves. If we see the structure of a piston and Conrod, it is heavy at the top and light at the bottom, this creates an imbalance when the piston moves up and down. To counteract these forces, additional counterweights are added on the opposite end, from the piston, to cancel out the vibrations. It is called Counterbalancing.



Add some rubber to it:

The engine is a stressed member of the frame meaning it is a part of the structural integrity of the frame. You can check it yourself by following the frame pipe coming down from the steering head. If the engine is a stressed member then that pipe will end where the engine begins. Another point is that most of the parts resting on the frame are made of metal. Meaning if the engine vibrates, then the metal components vibrate because metal tends to resonate. To solve the problem, the frame can be redesigned to enclose the engine and it can be attached to the frame via a number of rubber mounts. Note that these rubber mounts also tend to lose their dampening ability over time so it's better to make them out of Polyurethane or other similar material.

Another thing which Royal Enfield has done with their LS-410, which they use in Himalayan, is to make it with just 3 pieces.

So upon successfully doing these methods, we can reduce the infamous vibrations of the LS-349 UC Engine of Royal Enfield motorcycles.



WHY BAJAJ NEEDS TO STOP RELAUNCHING PULSAR 150

Bajaj has launched yet another “New” Pulsar 150, the classic black variant. We already have the laser-edged Pulsar 150, the wolf pack P150, The twin discs P150 and now the Classic black P150. It makes sense to focus on Pulsar 150 as it is their most selling Pulsar but instead of offering true mechanical and design updates, the company is just slapping a new paint job every now and then. With the 150 cc being crowded by much-advanced Gixxers, Hornets and Apaches, Bajaj is trying to literally milk every drop of sale which they can get out of Pulsar 150. It is time to let go of the old Pulsar and here’s why.

A better Pulsar:

Bajaj already has a modern generation Pulsar the 160 NS, available in their stable, which is also in desperate need of attention. Bajaj can bring the price of 160 NS down and offer a decent kit like rear disc brake, a wider tyre or fuel injection. TVS did a fantastic job in offering fuel injection as an option in their higher spec RTR 160 4V, Bajaj too can copy the formula and lot of people will actually be pleased.

The lonely king:

It has been 3 years since the last flagship Pulsar was crowned, the market has changed a lot since then. Almost every company in India has a fully faired sports bike in the 300-400 cc segment and sadly the currently active player from Bajaj the Dominar 400 is slowest of them all. A company which consequently delivered two fastest Indians needs to bring the third one into the game if they wish to stay in it.

People can see through paint jobs:

The new consumer is aware, smart and looking for passion projects. There was a genuine excitement across the nation when the TVS launched their flagship Apache. People saw the amount of innovation and dedication which was visible in the form of premium fit and finish of the bike. It turned TVS’ customers into fans and the bike into a cult. With Bajaj’s continuous reveal of new paint jobs, one is forced to believe the lack of innovation and development at the Chakan headquarters. Sure the Dominar 400 is a fantastic product but almost no one

No one is talking about the 150:

The 200 cc segment is the new 150 in 2018. No one is talking about what Pulsar 150 or Yamaha FZ 2.0 can do, all they care about is doing 178 km/h on the highways. Royal Enfield has already pushed a huge amount of riders in the middleweight segment and companies like TVS and KTM are fighting to be on the top. Bajaj’s Dominar too is performing good but it can’t compete with a Charm of the Pulsar.



TVS Zeppelin

A Concept Cruiser Motorcycle

Remember the highlight of TVS' stall at the Auto Expo 2018, it was the Zeppelin, a cruiser with a hybrid engine? The bike had some really amazing features, although it was just a concept, I feel that it should be talked about just because the ideas it presented have never been executed on an Indian motorcycle.



Powertrain :

I can't just mention the 220 cc engine without including the 1200 W Electric motor. When I inquired about the origin of the air + oil cooled 220 cc engine, the company's official told me that it's a completely new

engine and not just a bored out 199 cc engine found on the Apache RTR 2004V. Although I think even he didn't know because Zeppelin produces same power and torque as the Apache RTR 200 4V. Even the bore difference between their engines is just 1 mm, with Zeppelin's bore being 67 mm and Apache's being 66mm. So there's a very less chance that it's a brand new engine.

The 1200W electric motor or as the TVS calls it E-boost, explains itself. It does not make the bike an electric motorcycle, my guess is that it'd assist the IC engine in all those places where it can't perform according to the need. For example in supplying power and torque a lot early while still leaving room for a good climb. It'd be interesting to see how TVS pulls it off.

Design :

The Zeppelin uses a similar frame as its potential rival the Bajaj Avenger does. It is a single tube down cradle frame which sits on inverted cartridge suspension at the front and a monoshock at the rear. The final drive is through a toothed belt, which is a belt with several teeth in it essentially forming a chain made out of the belt. It provides maintenance-free nature of a belt drive coupled with less power loss of a chain. Another worthy feature is the spoked alloys which use tubeless tyres at both ends. The seating of the Zeppelin is along the lines of Harley Davidson Iron 883.

Cruising Capabilities :

Besides the comfortable seating, the bike also features a 20L fuel tank and the claimed fuel economy is 44km/l. On one full tank, the bike can give you a range of around 840 km, now that's cruising. The handlebar is forward and raised to give the bike a Sportster look. The seat height is 725 mm which is great but the wheelbase is only 1490 which is kind of unimpressive. The rake, however, is a healthy 32 degrees and with the kind of seating position it offers, feedback from the front won't be a problem. The dry weight is 168 kg which will be increased to 190 kg when wet. Both front and the back have disc brakes and Dual channel ABS. The headlamp and the taillight are LED's and the handlebar levers are also adjustable.

Some more features :

TVS Zeppelin features a Bio-key start, I am not really sure what that is. My best guess is that it'd be kind of a fingerprint controlled ignition mechanism. The front headlamp houses an HD camera, so you can say that this bike is built for Moto-vlogging. The rear mudguard is held by a single arm and holds the number plate.

TVS Zeppelin, in its current prototype form, looks like the perfect motorcycle for cruising in India. Although I am a bit skeptical about the lack of power from 220 cc motor, I hope that E-boost proves me wrong. The company has already delivered the Apache RR310 in its original concept form and so naturally a cruiser lover like me, has his hopes really up in the sky right now.

What kind of rider should buy **Royal Enfield** motorcycle?

With Suzuki Intruder out of the way, we can now focus on Royal Enfield and what kind of rider should buy it. Although I am not being accurate while generalizing Royal Enfield bikes under one name, all of them ride almost in the same way, with the exception of Himalayan. So it doesn't matter which model you choose, the basic characters will remain the same. Let's take a look at what kind of rider should buy a Royal Enfield.



History Buff:

RE stands tall on the shoulders of its rich history. The company has participated in both the World Wars and have stood the test of time by being in continuous production since day 1. A history buff will surely appreciate the history of the company and of the iconic 350 cc engine, which is almost 86 years old. The history buff will tell you all about the legacy of the company and how they are all about making machines which have “Character” and “Soul”, after struggling to keep up with modern day 150 cc Motorcycles.

Royal Enfield bikes can be hard to deal with, not in terms of riding, more about that later, but in the terms of owning and maintaining one. In winters, if you skip even a single day of riding the bike, it will throw tantrums. It will take a million kicks to start and will make you wait until it's engine doesn't heat up properly. RE is not a bike which you can just get on and start riding, it demands all of your attention even before it starts.

Even more Patient:

The bike Vibrates due to a stressed mounted engine which is not even counterbalanced. It is a push-rod long-stroke engine with a lot of torque but not enough power. The combined result offers a good initial pick up but a lot of vibrations at 80 km/h. The vibrations are not simple buzzes but rather, massive shakes, which can make your whole body numb. That's why it is advised to not race or go hard on the Royal Enfield.

Retro Modern:

The bike provides the rider with a straight upward riding position which is really comfortable for riding long. The foot pegs are front set and the bike's tank is wide and low, because of this, you can sit for hours comfortably. On the flip side, the bike's weight is high and it is really slow in the corners. Combine to them, a set of stock skinny tyres and you can kiss “lean angles” goodbye.

Spark of personality:



RE is a bike which is popular among hipsters, due to the fact that it is highly customizable. The design of every Royal Enfield bike is basic and true to its classic heritage (Exception: Thunderbird X and Himalayan), there is a million type of parts and accessories available for the Royal Enfield. As a result, people have made these bikes entirely different from its original design. RE bikes can be found as a naked, a cruiser, a scrambler and so much more. Your only limit is your imagination. The Royal Enfield made an incomplete bike but it's the people who have finished it, in their own image.

So If you're a Rider who likes to take things slow and one at a time, then the Royal Enfield is the one for you.

Specifications

GENERAL:	
Price	Rs. 95,541 (ex-showroom, Delhi)
Launched	2013
ENGINE:	
Engine Displacement	346 CC
Engine Type	Air cooled, 4 stroke
Number Of Cylinders	1
Valves Per Cylinder	2
Max Power	20.1 PS @5250 rpm
Max Torque	28.0 Nm @4000 rpm
Bore x Stroke	70.0 x 90.0 mm
Fuel Type	Petrol
Starter	Kick
TRANSMISSION:	
Transmission Type	Manual
Number Of Speed Gears	5
Final Drive (Rear Wheel)	Chain
WHEELS & TYRES:	
Front Tyre (Full Spec)	3.25 x 19
Rear Tyre (Full Spec)	3.25 x 19
BRAKES:	
Front Brake Type	178 mm Drum
Rear Brake Type	153 mm Drum
SUSPENSION:	
Suspension Front	Telescopic, 35mm forks, 130mm travel
Suspension Rear	Twin shock absorbers with 5-step adjustable preload, 80mm travel
DIMENSIONS:	
Overall Length	2140 mm
Overall Width	800 mm
Overall Height	1030 mm
Wheelbase	1370 mm
Ground Clearance	135 mm
Kerb Weight	180 kg
Fuel Capacity	13.5 Litres



HOW A MOTORBIKE CHANGES FROM prototype to production

The prototype is defined as “A first or preliminary version of a device or vehicle from which other forms are developed”. Since proto type is a preliminary version of the final product, it is usually better in terms of design and equipment. Take the “Draken” concept of TVS, it had inverted forks, off-set swingarm and a different frame. When the concept was finally launched as the Apache RTR 200 4V, none of those features were present. Why is it so that the product made before usually looks more advanced than the product developed after its worked upon? Let's dive in and check probable reasons.

If the bike isn't a Ducati or Aprilia, it is usually meant for a large variety of audience. The day to day usage of the bike can differ, yet many of them would still want one particular motorcycle. For example, Apache RR 310 had Akula as its prototype, which was a track-tool made out of Carbon fiber panels. TVS claims that Apache RR 310 is a track machine made only for setting up lap times. In reality, it's more versatile. In fact, it is a great tourer and can be used every day. It looks like a race bike and performs almost like one, which makes it a value purchase. People want to buy a bike which has won races and which is race ready, but they don't want the discomfort of a stiff suspension and rock hard seat. It seems reasonable because not everyone is the Rossi or Marquez, but it always feels better to know that you're riding a bike which can be appreciated by racers.

Another point is keeping the cost down. It might not be a surprise to you but racing equipment on a bike are way costlier than regular ones. As result, it's easy to make a bike with cheap and durable instead of costly and high-performance parts. That's why off-set monoshock and carbon fiber panels get axed in the final production model. Replacement of performance parts increase the

weight but reduce the overall cost. Thus making the bike available to a huge number of people with a variety of needs.

The difference in Prototype and production model also depends upon the company in question. If we are talking about Ducati then there is a good chance that the production model may have all the features if not more, compared to the prototype. On the other hand, if the company serves a wider audience then there is a good chance that various features will be shown an exit.

The upcoming FTR 1200 from the house of Indian Motorcycles features Carbon fiber panels and S&S exhaust but it won't be featured on the production model in order to keep the cost down. Even the race-spec Ohlin suspension might see a replacement.

In the end, the main purpose of replacing high-quality parts in the production model involves reaching a wider audience, improving versatility and making a profit.

Tubeless Tyre Conversion And

T Air Leakage Problem

Tubeless tyres are a hassle to deal with, they are hard to deal with on your own and if they get punctured, you can't ride the bike any further, without risking your wheels structure integrity. Tubeless tyres are universally better in every way and several ADV motorcycles like the BMW GS series have also started pairing them with spoked wheels. As a result, replacing a tube tyre with a tubeless unit is a good option, but the process always tends to leave some discrepancies which ultimately results in air leakage. It may be due to several reasons so today we are going to discuss the 3 main culprit, which result in an inefficient tyre conversion.



Mould formation:

If your bike is several years old then there is a good chance that slippery dust and dirt has found its home on the inner lining of alloy's rim. It remains largely unnoticed when the tyre is paired with a tube as all the air is inside the rubber part, but after converting to tubeless tyres, the same filth causes the tyre to slip just enough to start a slow leakage of air. It is not a big problem, just by rubbing the affected area with sandpaper and cleaning it thoroughly will fix the problem.

Bending of alloy:

The result of a damaged or bend rim lining will cause the tyre to slip and leak air. The rate at which the air leaks will depend on the severity of the bend. Your only option, in this case, is to change your alloy to a new one. Repairing the tyre is rarely an option because the original size precision required by the tyre is almost impossible to achieve via hammering. The result of a damaged or bend rim lining will cause the tyre to slip and leak air. The rate at which the air leaks will depend on the severity of the bend. Your only option, in this case, is to change your alloy to a new one. Repairing the tyre is rarely an option because the original size precision required by the tyre is almost impossible to achieve via hammering.

The absence of Sealant:

Sometimes after a conversion, a tyre may slowly leak air at least 3 or 4 times. The tyre takes some time to adjust itself along the Rim-walls. So, If it continues to leak air then a tyre sealant can prove useful in stopping the leaking air.

Pro tip:

Upgrading the tyre to a bigger one is hardly ever a cause of air leakage, provided the difference between the new and old tyre's circumference is equal to or under 2%. Rule of the thumb is, that the side wall's height will reduce and the tyre's width will increase, on a proper upgrade.

There are still hundreds of factors involved in optimum tyre performance but these are the ones directly related to the part in concern. Tyres are the most important factor when it comes to achieving optimum performance because they transfer all the performance figure from the spec sheet onto the road. It makes sense to not cheap out while buying one and also to swap them when they go bald.



HOW TO RIDE A SPORTSBIKE ON A LONG TOUR



Some things don't mix very well, Sportsbike and riding comfort is one such pair. It is really not ideal to use a sports bike for long distance touring but it can be made manageable. As gunning down the straights of the highway and taking corners like a pro, have another feeling to them altogether. So here are five tips to help you tour on your sportbike.

1: Grip the Handlebar gently

Tightening your grip on the handlebars is a sure way to tire yourself. Always grip the bar with a gentle grip by keeping your elbows open. By doing this you're allowing more movement of your wrists and forearms. It helps you in maintaining a good throttle hand and also allows you to counter steer. Which brings us to our next topic.

2: Counter steer more often

It is the most basic technique of motorcycle handling but takes years of practice to finally get embedded into our muscle memory. Counter steering is the best and probably the only way to steer a motorcycle correctly. It allows you to take tight turns and requires minimal to no physical effort from your arms. Your corner speed can improve as much as 40% while counter steering. On the highway, it can help you to maneuver your bike, without tiring you out.



3: Don't drag too much knee



Hanging from your bike in a racing suit looks cool but functionally it may not be the best move, for a long haul. By all means, drag your knee, but only if the corner demands it. For all those less-steep turns, only one cheek off the seat is enough for you to execute it perfectly. The correct sequence is reduced speed, counter steer, get the cheek off the saddle while simultaneously increasing the throttle roll, and exit the corner.

4: Ride Hard

I know it sounds weird to recommend you guys to ride fast but there are a huge number of people in India who don't even obey simple traffic rules and you would always want to get past them as quickly as possible.

Another reason why I recommend going fast is that it keeps your mind off the uncomfortable riding position. If you're totally engaged in shifting gears and dragging the knee, then you'd be far less concerned about any potential back pain.

5: Buy a cushion seat

These seats are way better than your stock ones and offer an optimum blend of firmness and softness. The Ride quality of a supersport bike is mostly on the hard side so investing in a cushion seat will feel definitely be a valuable investment.

All those people who scare away from using a sportsbike for long hauls are missing the big part of riding. It is a fact that cruisers perform way better on the highway, but who wants to grow older without experiencing every kind of riding in various conditions? at least I'm not. What about you?

Why Mahindra Mojo

Is A Worthy Touring Machine



Motorcycle Touring demands different kind of riding style. While it involves riding at an optimum speed but it still requires most of your attention. The bike and the rider, both need to stay relaxed and clear-minded while munching long miles. You can't tour for long while being constantly annoyed by fuel range, vibrations and potential break down. As a result, you don't need a super fast supersport, to tour efficiently, instead, you need a work-horse hybrid. One, which can provide enough power for takeovers while still keeping you at ease for the long haul.

When I say entry level power cruising, the only thing which comes to mind is the Bajaj Dominar 400, but another similar naked-cruiser, the Mahindra Mojo UT 300, holds several merits to its name. Now, I am not going to compare Dominar 400 with Mahindra Mojo UT 300 because nothing can match the ridiculous value for money which Dominar offers. I would like to analyze Mahindra Mojo UT 300 on its own to see what it brings to the table.



The refinement:

The Dual overhead cams (DOHC) setup is partially responsible for the refinement of Mahindra Mojo UT 300. When I say partially, it's because the other half goes to the R&D team at Mahindra which utilized their years of experience at Moto 3 championship, to craft a refined motor. Mahindra mainly spends all of their time in tuning 10-litre Diesel engines, how hard can it be for them to tune a 300 cc motor.

The detuned 294.72 cc Liquid cooled Single-Cylinder engine makes about 22.3 HP @ 7500 RPM and about 25.2 NM of torque @ 5500 RPM. The power is less, but the torque just in the perfect amount. These figures provide you with enough juice for cruising at triple digits and for instantaneous overtakes. The liquid cooling works well and there is no well defined complain about it.

The ease of riding:



The Mojo offers a riding position similar to Dominar 400. The rider sits straight up like he would on a naked bike but this time the motorcycle has a longer wheelbase and low center of gravity. The position is comfortable and serves you well during a 500 km trip. The suspension at the front is traditional right side up forks which offer 143.5 mm of travel and at the rear, the mono-shock offers 135 mm of movement.

The bike comes with a 21-litre fuel tank, which is identical to the one available in Kawasaki Versys 650. One can expect at least 500 kilometres between fill-ups. It makes Mahindra Mojo a true cruiser, as with one full tank, you can forget about the availability of fuel stations and just go where ever your heart takes you.

The Power to Stop:

The bike does not come with an ABS, even as an option. This is a very serious downfall for Mojo and is probably the biggest reason why it fails to compete with Dominar 400. It does, however, come with a Radially fixed mounted caliper at the front and Axially floating caliper at the back, they both act on a 320 mm and a 240 mm disc respectively. The speeds and the lean angle at which the bike is expected to be ridden, MRF Nylo grip Zapper are good enough.

Mahindra only has two motorcycles in their line up, Mojo XT 300 and UT 300, Both of them are the entry-level middle. The lack of ABS on both of those motorcycles is a serious trade-off but the 21-litre fuel tank and the refined nature of the motor are some serious advantages to consider.



A Video Game Redefining The Role Of A Motorcycle

DAYS GONE

If you're a video game enthusiast like me, then you must be aware of the E3 conference going on in L.A. E3 is the world's biggest expo on everything related to video games. Recently one of the Studios of Sony presented a game which re-imagines the role of a motorcycle in a Video game. The game about which we are talking about is "Days Gone".

The game is an action-adventure game, which features the protagonist named Deacon St. John, who is a former motorcycle gang member and an outlaw. The twist in the game is the Zombie Apocalypse, which killed a lot of people throughout the world, including Deacon's girlfriend and most of his gang. Having suffered the loss of his near and dear ones, Deacon along with his close friend, now have to survive a post-apocalyptic Oregon, which is the high desert of America. To make things interesting, along with the journey, they have their most valuable tool, their bike.

Your custom bike in the Game is the centre point of the whole situation. You will have to upgrade it using new parts, you will have to refuel it and even protect it from potential thieves. The bike is a cross between something of like an X-Diavel and a dual sport like Honda CRF 450L. Its much miles on the highway and the long travel suspension and off-road tyres, make transversing through the wilderness easy. The bike is an excellent means of protection against the "Freakers", who is a hoard of fast running Zombies with deadly attacks.

You will start your game with 1 bike and you will end the game with it as well. The Developer of the game, SIE Bend Studio, claims that the kind of importance, the bike has, it can be considered as a character in itself. Since it is a post-apocalyptic world so replacing damaged parts for the bike isn't as easy as it is today. For that, the user will have to travel through the dangerous highways of pacific mid-west America and salvage whatever part he can from broken down vehicles. Another thing to note is that the setting of the game isn't set too far after the apocalypse, it's hardly been 2 or 3 years since the disasters, so a lot of modern-day tools and batteries are still functional.

DAYS GONE is being referred to as the one of its kind. It will be powered by using Unreal Engine 4 which has previously been used in Games like Arkham Knight and Gears of war 4. The game is a PS4 exclusive and will release on 22 February 2019.



Blauer HT Helmets Coming To India



India's own Helmet manufacturer company, Steelbird Hi-Tech India limited has undergone an exclusive tie up with America's popular helmet brand, Blauer HT. Through the exclusive tie up Steelbird will be manufacturing and supplying the Blauer HT helmets in India.

The Italian brand Blauer HT is owned by Blauer World Fashion Srl and is exclusively licensed to FGF Industry Srl doing business of manufacturing and marketing of Helmets, Clothing Apparels, Sneakers and accessories. The company exports their products in Europe and America.

The R&D and Designing of the Blauer HT helmets will be done in Italy. As per company the product will initially be launched in International Market in Oct / Nov 2018 and will be made available for Indian Market in early 2019. The company is targeting the entire business pyramid from mass customers to premium customers by launching the Blauer HT range in India. The pricing of the product range will be between INR 10,000/- to 50,000/-.

Commenting on the tie up, Rajeev Kapur, Managing Director Steelbird Group said

This is a proud moment for us. Blauer HT Helmets is the new range of helmets managed by FGF Industry Srl and distributed through a selection of the best specialized shops in the motorcycle and fashion sector. The simplicity of the lines, the refined and particular colours, and the exclusivity of the colour combinations make these helmets a point of reference for the new rider. With the exclusive tie up, Steelbird will be manufacturing and supplying Blauer HT Helmets to FGF Industry Srl for Worldwide distribution except India.

Suzuki had unveiled their youngest offering from Burgman series of scooters at the Delhi Auto Expo earlier this year. The 125cc Burgman Street was able to generate the much needed traction for Suzuki Motorcycle & Scooter India from then onward. We managed to take the new Maxi scooter for a quick first ride impression just a day before it is scheduled for its official launch. So without wasting any time let's begin.

Suzuki Burgman Street 125

First Ride Review



Design and Style:



The design of new Suzuki Burgman Street 125 is inspired by the other Maxi scooters from Burgman series which are already available in the foreign markets. The front edgy apron of the scooter is the dominating element of the entire design of the scooter, it is so overwhelming that the otherwise elongated rear section looks small in front of it. The side scoops of the apron contain blinkers nicely, whereas the flowing curtains look like fairing of a motorcycle. If you look at the Burgman Street from the front the design actually resembles to the mighty Hayabusa. I know it sounds ridiculous but look at this picture your self?



Alongside the center located LED headlamp there are DRLs, Suzuki has introduced LED at both headlight and tail lamp. Coming to the rear section of the scooter, it is nicely designed, although as mentioned earlier as compared to the massive front it looks subdued. The rear blinkers come integrated with the LED taillight coupled with huge grab rail. From side profile also the Burgman looks immense, containing the signature Maxi scooter front paired with Jet-ski type handlebar and extra long seat.



The seat and the under-seat storage space deserves special mention, the long and contoured seat of the Burgman Street comes featured with non slippery and textured seat cover stitched in Red color. The seat is made up of hard foam which gives ample of support to your spine especially for long journeys, it is neither too hard nor too spongy but it is just right. The extra long seat has obvious large space under it, the massive under seat storage space is one of the largest in its segment. Apart from this there is additional space upfront as concealed Bottle holder, here one can either put a small water bottle or can put some knick knacks while traveling.

Engine and Performance:

The new Suzuki Burgman Street 125 comes equipped with same 125cc air cooled CVT engine which we have seen at Suzuki Access 125 but this time it seems to be differently tuned. You push the start button and the engine will start with extremely pleasant cranking sound. I must say it is one of the enjoyable things with which the Burgman will greet you as soon as you crank the engine. The 125cc motor is butter smooth and this thing differentiates the Burgman Street from the ongoing Access 125 (yes, it is smoother than Access) almost instantly.

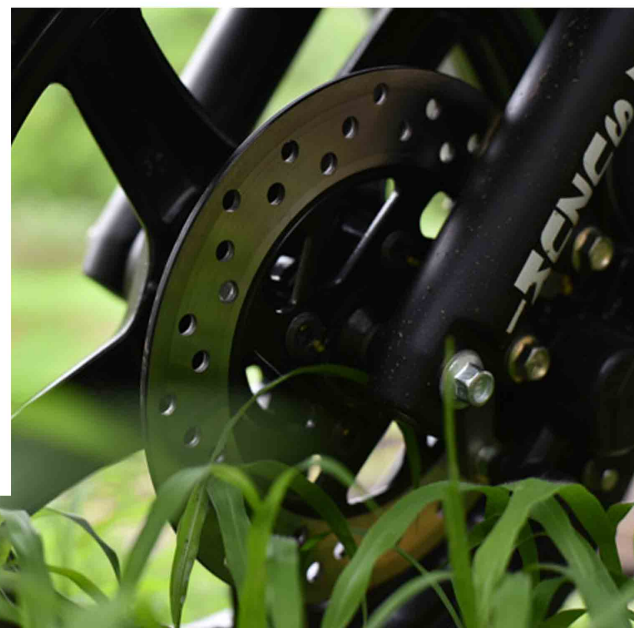
The motor is powerful enough to carry two adults with their baggage easily, if you ride the scooter alone it will please you to your core. The power delivery is topnotch and at no point you will feel it underpowered despite of its bulky body, twist the throttle and the motor will launch you. The Burgman Street 125 can not only clock 100 Km/h effortlessly but also can be ridden at higher Rpm which is a great trait for long journeys.



Brakes and Suspension:

Coming to one of the most important aspects of any vehicle- Brakes, the Burgman Street comes equipped with front disc brake coupled with “Combined Brake” and rear drum brake. As far as braking is concerned the Burgman is one of the best experiences I have ever had with scooters in its class or even a class ahead (Aprilia SR 150 and Vespa 150). The brakes of Burgman actually give you confidence to take it to its limits. The tubeless MRF Zapper tyres play their role perfectly and together with brakes make the riding experience class apart.

The scooter comes suspended with front telescopic suspension and hydraulic suspension at the rear. The front suspension doesn't dive too much and it provides the adequate damping all the time. However, the rear suspension seems a little stiffer but paired with front telescopic fork the overall feel and experience was good. As far as comfort is concerned the new Suzuki Burgman Street is definitely one of the comfortable scooters available in our country.



Ergonomics and Ride Quality:

The Burgman Street is definitely a scooter which you can ride on daily basis and would love to take on long hauls. Suzuki has intended to make the Burgman Street a comfortable cruiser like scooter. It has got very ergonomically designed massive footboard. The footboard is designed in such a way that while riding on long journey one can extend their legs to a comfortable cruising position. The elongated seat is also contoured in tandem with the comfortable ergonomics of the scooter. The Burgman is also featured with Jet-ski kind of handlebar which is tall and gives upright riding posture to the rider.

Suzuki however seems to miss out small things like brake holder or the metal stopper which they have prominently given on their other scooters. It is in fact a very vital feature especially in case of parking the scooter at the incline, and this has become even more important when the Burgman is a pretty heavy and big scooter. One more thing that I've noticed while using the center stand of the scooter is the kick shaft comes in the way of the paddle of the center stand. However, this could have been easily avoided by reversing the kick shaft as in case of TVS scooters.

Instrument Console and Switchgear :

The meter console has been taken from the Gixxer and it has all the information like Odometer, Speedometer, Clock, Double Trip Meters, Service indicator and many more. Of Course it has got no match with the arch rival TVS NTorq as far as the electronics and features are concerned but the all digital instrument cluster in itself stands tall when we compare the other competition in the segment except the NTorq.



All the switchgear are made up of good quality plastic material and have been taken from the ongoing models like Access. Since the scooter comes with AHO there is no headlight on/off switch given neither there is provision for pass switch or engine kill switch given on board. The retractable aluminum rear foot pegs are of good quality and give adequate grip, notably these set of rear foot pegs can easily be engaged by the pillion while onboard as opposite to the Honda Activa 125 or Grazia where it is a bit difficult to engage them while you are onboard the scooter.

Verdict:

The new Suzuki Burgman Street 125 has impressed us a lot, certainly it is going to be the favorite ride of those who were waiting for a manly scooter. Those who want to fulfill their dream to own a Maxi scooter can finally be come true, that too on budget as



the mini Burgman is priced at Rs. 68,000/- (Ex, Show-room). The Burgman Street is a comfortable scooter for both city as well as long rides. Although there will be a tough completion between TVS NTorq and Burgman but leaving this exception behind the new Burgman Street is simply delight to ride scooter and can be considered as best option so far in its segment.