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TVS Apache RR 310 launched in Nepal

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# BikesMedia

Everything About Two Wheelers

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## 2019 Triumph Scrambler 1200



The Only True  
**SCRAMBLER**

### Why KTM Duke 125 Will Sell

And Why It Won't In India



### MV Agusta And The Final Phase Of Its Life Cycle



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# 2019 Yamaha YZF-R3 Vs Kawasaki Ninja 400- Comparo



Recently Yamaha updated its world-famous 300cc sportbike the YZF-R3 by giving it a host of mechanical and cosmetic upgrades. A few months ago Kawasaki had already released its Ninja 400 in the market with an intent of dominating the sub 400cc segment. While the KTM dominates sales chart in India, the Ninja 400 has been gaining praise all around the world and is being regarded as the new most standard supersport to buy under 500 cc. In today's comparison, we are going to pit the Yamaha R3 against the new Ninja 400 to see which one of them deserves to be the new king of this segment.

## Engine:



The 2019 Yamaha R3 features the same 321cc Parallel Twin Liquid Cooled motor from the last generation. It still produces 41.4 BHP @10750 RPM and 29.6 Nm of torque @9000 RPM. The engine has a compression ratio of 11.2:1 and Bore and Stroke of 68 and 44.1 mm respectively. The 4-Valves are controlled by Dual Cams and the bike can achieve a top speed of around 178 Km/h.

The Ninja 400 features an all-new 399cc 4-Valve Parallel Twin Fuel Injected Engine which produces 49 HP @10,000 RPM and 38 Nm of torque @8000 RPM. With a compression ratio of 11.5:1, the bike can redline higher and also has a 200 km/h top speed. This engine too is in DOHC setup in which two cams control the Valve openings.

## Chassis:



Yamaha uses its Delta-Box frame in the 2019 version of R3. The frame has been reworked for increased Agility and Compactness. The wet weight of the bike is just 166 Kg, which is in the range of Pulsar RS 200, a much less powerful bike. The Suspension on the new Model includes Showa's 41mm Upside down forks at the front and a pre-load adjustable spring at the rear. Brakes at both ends comprise of a Steel Disc while the ABS is a Dual Channel Unit.

Ninja 400 uses the advance Trellis Frame whose worth has been proven by bikes ranging from KTM Duke 390 to Kawasaki H2. As a result, the weight of the bike with all the fluids is just 168 Kg, which is just 2 Kg more than the R3. The 41 mm Telescopic suspension up front is not as good as that of Yamaha's but they do work quite well in almost all scenarios. Ninja 400 has petal Disc brakes which offer better heat dissipation and both of them are controlled by a Dual Channel ABS.

## Dimensions



The 2019 Yamaha YZF-R3 has a seat height of 780 mm which is very accessible for riders of all sizes. The Wheelbase of the bike is 1390 mm while its ground clearance is 160 mm. The bike has a 14-litre fuel tank, which is good enough for more than 300 km on a full fuel tank.

The 2019 Ninja 400 is also quite accessible for riders of all sizes, with just a 5 mm taller seat than the R3. It also has a 14-litre fuel tank, which would give less mileage than the Yamaha R3 but is still good enough for a 300 km ride on a full tank. The Wheelbase of the bike is shorter at 1370 mm and so is its ground clearance at 140 mm.

The Shorter wheelbase on the Ninja 400 allows it to have a sharper rake at 24 degrees while the Yamaha R3's longer wheelbase gives rise to a 25-degree caster angle.



## Electrical:

There are no Rider Aids in either Motorcycle besides a Dual Channel ABS. Besides, none of them makes so much power that they'd need a traction control or wheelie control. The ABS is fine as it is.

Conclusion:

The updated Yamaha R3 looks sporty but doesn't improve much in the name of performance. The overall dimensions of the bike are same, with changes in only the seating position and handlebar placement. The updates on this bike are mostly cosmetic besides the inclusion of Upside Down Forks and Dunlop Sportmax Tyres.

Ninja 400 on the other hand, clearly boasts a victory in outright performance thanks to an all-new 399cc engine and the Ultra Light Trellis Frame. The bike is Quicker, Lighter and Powerful in every way than the Yamaha R3. Although the folks at Yamaha had a clear shot this time with the R3 they chose not to take it.

# 2019 Triumph Scrambler 1200- The Only True Scrambler

**F**or a while, Triumph had been teasing the coming of 2019 Scrambler 1200. The new version is finally revealed and it does not disappoint. The 2019 Triumph Scrambler 1200 comes in two variants the XE and XC. The XE variant is sort of like other Scramblers in this range, capable of light off-roading. While the XC is a true Scrambler, built to tread anywhere.



Here are five quick facts which explain everything about the 2019 Triumph Scrambler 1200-

## 1: The Engine is the same but more powerful



Triumph Scrambler uses the same liquid-cooled T120 engine but churns out 88.7 HP at 7,400 RPM and 119 Nm of torque. In comparison, the T120 in its stock state produces 79 HP at 6,550 RPM and 105 Nm of torque at 3,100 RPM.

## 2: Loaded with rider aids



Triumph Scrambler 1200 comes with six riding modes, dual channel cornering ABS, optimised cornering traction control, and a lot more. Five of the six modes are available on the XE version and all of them can be found on the XC variant. The additional mode is "off-road pro" which turns off the ABS and the traction control while simultaneously switching to a different dedicated throttle map.

The cornering ABS and the optimised cornering traction control is available only on the XE version and works with the help of IMU (Inertial measurement unit). The IMU reports a body's specific force and angular rate, which helps in optimising cornering ABS when the bike is leaning. The IMU works similarly for the optimised traction control as well.



### 3: Host of added features



The 2019 Triumph Scrambler 1200 comes with a lot of extra components which makes the life of the rider comfortable. The switches are back-lit, make night rides easy. Torque assist clutch reduces wrist pain on a long ride. Keyless ignition won't allow cops to steal your key and you can chill on a long empty road because of cruise control. The lights are LED, grips can be heated during the winter, and USB charging makes sure your phone doesn't run out of juice.

Most important of all is the TFT dash. It is now common across several Triumph motorcycles and the company takes it up a notch in Triumph Scrambler 1200. It features Bluetooth connectivity and access to all the electronic rider aids. It displays a lot of information and looks like a million bucks.



### 4: Supported by Google

Turn by Turn navigation from Google makes sure that you never get lost on you Triumph Scrambler 1200. The rider can access the navigation by downloading the official Triumph smartphone app and pairing the phone with a Bluetooth module. You can also control music a

### 5: Control your GoPro



The rider can control the functions of his GoPro camera. The action can be paired with the Bluetooth and its functions can be controlled using the left side switches.

Difference between Triumph Scrambler 1200 XE and XC

1: In terms of Front suspension

Both models feature a fully adjustable upside-down Showa forks. On the XE variant, the forks are 47 mm thick with almost 250 mm of travel while the XC version has 45 mm thick suspension with 200 mm of travel.

2: In terms of Rear suspension

Both the XE and XC variant come equipped with Ohlins fully adjustable twin shock absorbers with a piggy-back reservoir. On the XC model, the travel is 200 mm while the XE variant enjoys 250 mm of travel.

3: In terms of wheelbase

The wheelbase on the XE model is longer at 1569 mm as compared to 1529 mm on XC. This is due to a 32 mm longer swing arm from the XE.

4: In terms of seat height

The XE is naturally taller with an 871 mm seat height while the XC is also around the same level with an 840 mm tall seat.

Both models share the same frame, brakes, exhaust, wheels, tyres, fuel capacity, power and torque. The Triumph XE is available in two dual tone colours Fusion Whit / Brooklands Green and Cobalt Blue / Jet Black. While the XC also comes with two distinct colours of its own including Jet Black / Matt Black and Khaki Green / Brooklands Green. The price of both bikes is yet to be announced. For a detailed overview of both bikes, stay tuned to BikesMedia.

# Why India Is Skipping BS5 Emission Norms



Recently the Supreme Court of India announced its decision to make BS6 norms compulsory without any delay. The Court gave this judgement in response to the vehicle manufacturers who had asked for a Grace period.

The verdict also means that no business related to any BS4 vehicle will be conducted in the country after April 1st 2020. Manufacturers were not happy with this decision as they want the deadline to shift to June 30th 2020. The Supreme court disagreed and reiterated its strict position on the implementation of BS6 norms.

There is a very good reason behind the court's judgement. The main reason is the ever-increasing pollution which needs to be tackled with strict emission norms. The second reason is bureaucracy. Originally BS 4 norms were to be implemented in 13 major cities in India from April 1st 2010. Due to pressure from the corporate sector, irresponsible authorities and a weak law enforcement infrastructure, it took 7 years to fully implement BS 4 norms in India but the damage was already done.

Millions of tons of harmful gases were already released in the atmosphere which could have been prevented. The delay of BS 4 norms occurred in the same way as BS 6 norms would have had. Manufacturers would ask for a short interval of time. Every time it would get delayed due to some other national issue.

India is already a home to some of the worst polluted cities. Delaying of BS6 norms would have proven harmful both ecologically and economically. We are living at a time in human history when any damage to the environment is a damage to the economy.

Rising pollution levels lead to a health crisis, which drains excess money from the government reserve. Also, pollution causes a decrease in life expectancy which reduces the number of people paying taxes in the long run.

BS6 norms must not be delayed if anything they should be implemented even early. A few million loss in the Auto Industry can never compare to the health of billions of people. The Supreme Court has once again taken the right decision which benefits all the citizens of the country.

# How To Ride Motorcycle Off-Road

PS: Before we begin, know that I am still an amateur at off-road riding and the points that I am about to discuss are based on what I have learned as a Novice. So without wasting any time let's begin.

I discovered that I like riding off road very much when I test rode the Royal Enfield Himalayan. I had never ridden an adventure bike before that so initially, I was very surprised at the things I am able to do with it. Suddenly I was able to steer in any direction no matter the road surface and effortlessly move ahead. So during my several off-road sessions, I learned a few important things which I think, everyone starting on an adventure bike should learn. It is not compulsory to follow these tips, but I found that once I became aware of these points my experience with off-road improved for the better.

## 1: You Will Misjudge the height



If you can remember your early days of riding a motorcycle on-road then the way in which you calculated braking distance or the curve ahead was a lot crude. Over time you were able to calculate them almost instantly and now it's not a big task for you to lean into a corner. When riding off-road, the "Height" also gets added as sort of another "Dimension", as now you will not just be going straight, left or right, but also up and down. Thus, several times you will find yourself misjudging the height of a slope. It will happen a lot initially and you might even end up falling because of it, so it's always better to tread on familiar territory until you are not able to judge the ups and downs of road easily.

## 2: Use both brakes



Many of us prefer to use only one brake. Some people are always pressing the rear brake lever while totally avoiding the front, and other folks are hell-bent on destroying the front disc. When riding off-road, you will need to use both. I usually pulled in the clutch first, then the front disc lever and finally the rear disc. The dirt is more uneven than the worst of roads so it's better to brake efficiently every time.

## 3: Steer with the Rear Wheel/Rear Disc



The most fun part of riding off-road is steering with the rear wheel. It feels amazing when you pull off a 180-degree turn by spinning your rear wheel. I initially fell because I was unable to match the throttle with the clutch and brakes but over-time It became easy.

To do this maneuver, make sure that your shoulders are squared, then try moving your upper body in the direction you're turning. Pull in the clutch with two fingers, thus allowing some power to transfer to the rear wheel, twist in the throttle to get the rear tyre spinning and then use the rear brake. By the time the rear wheel starts spinning, you can pull in the clutch and focus on braking while simultaneously moving your body to assist. All of this happens in just a few seconds so you will take a good amount of time before you can perform all of this in a proper sequence.



## 4: Use different grips for different surfaces

Off-road not only includes dirt but also mud, swamp, water, pebbles and everything else that nature has to offer. While riding on different surfaces, keep the grip on handlebar accordingly. When steering with the rear wheel, keep the grip tight but while riding in a muddy or swampy area keep it loose. Use the rear wheel to steer often. I have ridden on these two surfaces only so I can only tell you about them.





## 5: Standing is fun

Standing was one of the way using which I learned how to properly assess the road ahead. The ups and downs of an off-road are better visible when you're standing on your bike. Also while traveling over pebbles or rocks, standing helps quite a bit in weight distribution.

Adventure riding is a really fun activity and the best thing about it is its accessible nature. One can easily find an off-road path or trail in India and discover the joy of off-roading. I hope you find this article useful.

# Motorcycles To Look Out For In 2019

The end of the year is approaching and it feels like just yesterday when the list of upcoming bikes was filled with motorcycles like TVS Apache RTR 160 4v and Apache RR 310. Well, 2019 is here and it's bringing a lot of motorcycles with it. Some new ones, some updated ones and some old ones. So let's take a look at some motorcycles which are definitely worth waiting for in 2019.

## 1: TVS Zeppelin



After the launch of Bajaj Avenger, India didn't see another made in India proper cruising machine. The Royal Enfield Thunderbird vibrates a lot and the Suzuki Intruder 150 feels somewhat out of place. The only remaining and sensible option is the Bajaj Avenger 220. However, in the 2018 Auto-Expo, TVS unveiled for the first time its full-fledged cruiser and for me, it was the most interesting thing at the Expo.

The bike features a Secondary Electric Motor working in tandem with the main IC Engine. It has a 220cc Engine whose power and torque figures aren't yet confirmed. The bike has a Sportster design with raised handlebar and front set foot pegs. TVS may launch this bike in 2019, however, it's still not confirmed because the bike is at a concept stage right now. Whatever may be the case, the TVS Zeppelin is the bike worth waiting for if you're a fan of Cruiser motorcycles.

## 2: Royal Enfield 650 Twins



I get irritated whenever someone refers to Royal Enfield Interceptor as a cruiser. Let me say it again, it's not a cruiser, It's a sports standard at best or even a street Standard. In order for it to be a cruiser, the bike would have to have a long wheelbase, weighted rear end, long rake and some other things. Anyways, back to the bike, the Royal Enfield Twins are going to be the new value for money motorcycles in the market.

It is being estimated (quite strongly) that the RE Twins will come with a price tag of less than Rs 3 Lakh (Ex-showroom). If that turns out to be true then these will be the cheapest 650 cc Twin Cylinder Motorcycles in the Indian market. Both models the Interceptor 650 and The Continental GT 650 features a Parallel Twin Oil cooled Engine with a 270-degree crank. The motor is Fuel Injected and produces 47 HP @7100 RPM and 52 Nm of Torque @5200 RPM. The bike has a weight of around 200 kg with a seat height of almost 800 mm. Both bikes will be launched between 13th and 15th of November, 2018 in India.

## 3: KTM Duke 790



If you're a fan of lightweight powerful Naked Roadsters, who am I kidding, of course, you are then you must check out the KTM Duke 790. It features a Liquid Cooled Parallel Twin engine which makes around 105 HP in a bike that

weighs 189 Kg. For comparison, the Kawasaki Z800 makes around 111.3 BHP but weighs a hefty 231 Kg. KTM is famous for making bikes with outstanding Power to Weight ratios and the Duke 790 is no exception either. It is expected to launch in Diwali and might carry a price tag of Rs 6 lakh ex-showroom.



## 4: 2019 Bajaj Dominar 400



Leaked photos of the updated Dominar has confirmed a lot of things about the bike. The 2019 Dominar 400 model will feature Upside Down Forks, a BS 6 compliant engine, Twin port Exhaust and a bigger Radiator. People are also suggesting that it might be the new Scrambler model which everyone was talking about. Whatever might be the case, the new Dominar 400 looks more feature packed and apparently fitted with a better engine. So if you're planning on buying a Dominar 400 or any other entry-level 300 cc bike, the upcoming flagship motorcycle from Bajaj is worth waiting for.

## 5: 2019 Kawasaki Ninja ZX-6R



Kawasaki recently launched the new Ninja ZX-6R Internationally, with a host of updates from the previous model. If you wish to read about that bike in detail, then check out our article over here. In short, all you have to know is that the new 636cc supersport now features 3-Level Traction Control, ABS, Kawasaki Quick Shifter and a new facelift. The new model despite all the updates is cheaper than the 2018 version, which makes it a perfect candidate for an Indian launch. The Ninja ZX-6R also known as the Ninja 636, if launched, will fill the spot of entry-level middle-weight Supersport bikes in India.

# Why KTM Duke 125 Will Sell And Why It Won't In India



The bookings for the Duke 125 are now open and its ex-showroom price will be around Rs 1.25 lakh, which puts it in a highly competitive zone. Still, we believe that India is the most unique market in the world where chances of anomalies are very high. That's why we have come up with a list of reasons explaining why the Duke 390 will be a success and why it won't be.

## Reasons for Success:

**Identical Styling-** The Ktm Duke 125 looks identical to the much larger Duke 390. Only the engine size and the disc brake size is different on both models. It is an important point because the part reason why Duke 390 is so popular is that of its design. The Alien looking headlight and the edgy body panels stand out from the crowd, easily distracting the attention away from the fact that it's just a 125 cc bike.

**A number of buyers-** The baby Duke will probably enjoy a number of buyers because of the way it looks. A good number of people buying the bike aren't hardcore petrol-heads who care about performance and power figures. There are also those people who want to own a KTM just for brand association and style. They will easily find the KTM 125 as their most suitable option.

**Concerned Parents-** Just by looking at a Duke, people get the idea that it might be a very fast motorcycle. Other times they might be right but with the Duke 125, they can rest easy knowing that the bike only makes 15 HP and comes with a Dual channel ABS.

## Reasons for Failure:

**Not for Petrol heads-** The small Duke is not fast by any means. It might reach a top speed of 110 km/h but probably not beyond it and not any faster either. So the Duke 125 will not please hard-core KTM fans or fans of performance motorcycle in General.

**Less Value for money-** With a price tag of Rs 1.25 lakh ex-showroom. It is not a value for money bike but if you decide to ignore its small engine the Duke 125 is a pretty neat bike. However, it does not change the fact that all of the equipment on board it will remain underutilized.

As far as I can think, these will be the deciding factors in the selling of Duke 125. So far the number of good points outweigh the bad ones so it is safe to say that the bike can sell pretty well, despite my analysis of its potential failure.

# MV Agusta And The Final Phase Of Its Life Cycle

First unveiled two decades ago, the MV Agusta F4 has remained one of the most exclusive Italian Motorcycle to own. Even today the only name that can assert its style and dominance over Ducati is the MV Agusta. There is a reason why it was chosen as the only bike worthy enough to be ridden by Batman in the movie "The Dark Knight". The bike is a performer but does not sacrifice its style quotient for it or vice-versa. It is a superbike, in all the aspects, be it in a drag race or in a photoshoot. Such an Iconic bike was designed by the Massimo Tamburini, under the leadership of Claudio Castiglioni.

## A Brief History about the Castiglioni:

Castiglioni began his career by working under his family brand "Cagiva". It was a metalworking company, which the Castiglioni transformed into the fifth largest Motorcycle manufacturer by the 1980's. Throughout his lifetime, he worked with several motorcycles brand including, Ducati, Husqvarna, and most notably MV Agusta. His most notable projects while working for Ducati were the Monster and the Ducati 916. It is not the first time when the company dedicated a model to him. The first model to be named after him was the MV Agusta F4 CC, where CC stood for Claudio Castiglioni. The legendary Motorbike executive took his last breath at the age of 64 in the month of August in 2011. Leaving the MV Agusta to be governed by his son Giovanni Castiglioni.



## The Tribute Bike:



MV Agusta recently announced that their F4 supersport model was in the final phase of its life cycle. As a result, the company decided to unveil a special edition of the famous sports bike, the F4 Claudio edition. The edition basically includes a premium weight reduction mod, which is applied to the current MV Agusta F4 RC model. For those of you who don't know, the F4 RC variant is the top spec model of the F4 range and it already weighs 16 Kg less and produces 17 HP more than the standard F4. The Claudio version further reduces the weight all the way down to 175 Kg by using Carbon Fibre body panels, Titanium nuts and screws and Carbon wheels. The bike sports a dual tone finish with Black and Gold colour while the seat is cross stitched with the Claudio logo imprinted on it.



# Still A Beast:

The Liquid Cooled 4-Cylinder Engine is still a beast, producing 212 HP @13600 RPM and 115 Nm of torque @9300 RPM. It is enough to obliterate almost anyone and anything which uses the road as it's medium of transportation. It looks great and can be used for a photo shoot with a bunch of Victoria's Secret models, provided you can find them. Overall it is a great bike, which got the best makeover, anyone could hope for and currently, it is the fastest MV Agusta F4 and one of the fastest bikes on the planet. That's what we call an achievement.



# Was KTM 1190 RC8R A Hype Beast?



There have been many motorcycles in the recent decades that have piqued the interests of motorcycle enthusiasts. The KTM RC8 was one such bike, in the regard that it piqued the interests of the people but still, it remains elusive and mysterious. Even in our country, RC 8 became famous after it's discontinuation in 2015. So today we are going to take a look at what the KTM RC8 was, why was it discontinued and most importantly, was it as fast as people thought it was.

## The tag of "Crazed KTM"

First look at the RC8's spec sheet and you will realise that it's a fairly standard supersport. With 173 BHP and 123 Nm of torque, the bike felt like a moderately powered 1200 cc Supersport. With a weight of 184 Kg, ABS, Liquid cooling, quick shifter, it was as good as the next litre-class sports bike, yet its owner choose to shut it down. In an Interview with Cyclenews, KTM CEO and President Stefan Pierer said,

"But let's be honest, if your Superbike is reaching 200 horsepower or more, it's impossible to argue that it belongs on the street. It really doesn't, anymore. As soon as the RC16 is available for customers we will stop with the RC8."

He strongly argued that the current 173 BHP which the KTM RC8 produced was way dangerous than anything on the road. He also added this to his statement, thus signalling the end of RC8.

The RC 16 being mentioned here is track the only bike which is not permitted to be ridden on public roads. You can ride it either on a track or on a private enclosed property.

# TVS Apache RR 310 launched in Nepal



Since 2005, the TVS motor company has sold 5 million Apache's in India, that's 50 lakh for those following the Indian system. The company began its motorcycle production while keeping it closely knit to its racing heritage. As a result, Apache motorcycles were always remained light-weight agile bikes, which compared to their counterpart, the Pulsars, focused more on acceleration and handling instead of outright power and Top-speed.

On 10th September 2018, the 5th million Apache was sold in India and it marks a huge achievement for the TVS motors as well as our country in general. Over the years, the brand grew from making commuters to

making affordable sports bikes and now it is a giant, with whom International makers like BMW collaborated to make world-class bikes like the BMW G310 R which also gave birth to TVS Apache RR 310. On this special occasion company's President and Chief Executive Officer, K N Radhakrishnan said We are truly humbled to reach this milestone. I want to express my gratitude to our valued customers in the country and abroad.

He praised the brand Apache by further saying that, Through the years, TVS Apache has stood for providing unrivaled experience backed by its rich racing pedigree, advanced technology and stylish design. The three million milestone is special...

The joyous celebration was made even more special on 11th September when the company launched the TVS Apache RR310 in Nepal. The bike has all the specs similar to its Indian variant.

On the launch event company's spokesperson said Nepal is an important market for us and we are delighted to launch TVS Apache RR 310 here today. It is the most advanced and exclusive offering in our motorcycle portfolio, as it is a manifestation of 36 years of learnings from the race track, coupled with cutting-edge technology and key learnings from our global partners

Everyone from BikesMedia congratulates TVS on this occasion. With a soft spot for Indian brands, we will always feel more proud of the achievement of our fellow Indians.



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