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Everything About Two Wheelers

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Why Upside Down Suspensions (USDs) Are Special?

TVS
APACHE RR 310
Launched

SUZUKI

INTRUDER 150
Road Test Review

OKINAWA LAUNCHES E-SCOOTER
PRAISE

BikesMedia

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SUZUKI INTRUDER 150

ROAD TEST REVIEW

Today, the era is of the modern day biking, everyone is upgrading and getting indulged into biking, rides, cruising and looking forward for new and upgraded motorcycles. Previously not many people used to look for the technologies and were less aware about the technical stuffs, all they used to have a vehicle for their use only. But nowadays the Western culture has actually captured the whole world and which has actually introduced many riders coming up with enthusiasm of riding.

Many motorcycle manufacturing brands have got globalized and showcased there outstanding products around the World. This actually gave birth to the enthusiasts and created the awareness among the riders about riding and modern day technologies. These technologies never come cheap and often come at premium.

This sentiment is being understood by Suzuki Motorcycles very well in India. Also, not just being a premium motorcycle manufacturer, but also dealing in regular lower segment motorcycles, made easy for them to have an innovative idea. And the idea was to add a brand new entry level cruiser into their present product lineup. Adding the mini Intruder into the existing product lineup Suzuki Motorcycles has come up with Intruder 150. Let us know what Suzuki has offered to the mileage seeking riders through this motorcycle.

We have done the Road Test Review to throw some light on what the all new Suzuki Intruder 150 has to offer cruiser seeking riders.

Styling

The all new Suzuki Intruder 150 is seriously an eye catcher. It is so adorable and it grabs the attention of most of the people when we ride on it. From top to bottom, from front to rear it has really got a big body just as its elder sibling Intruder M1800 Boss. Its wide fuel tank, meaty exhaust and huge tail section complete the cruiser look of it. Not a single part or side is left being not noticed. It offers the perfect cruising stance for the rider because of its wide and firm contoured seat with long handlebar.

Its wide fuel tank starts and gets narrower while coming towards the seat so that the knees of the rider should easily grab the tank while riding. The triangular headlamp of the Intruder 150 comes equipped with small LED Projector headlight. The indicators (front) are placed just beside the accelerator and clutch lever, whereas the (rear) ones are placed below the tail light.

Well, talking about the tail lamp, it has got really different though beautiful LED taillight. The whole motorcycle looks absolutely gorgeous to gain the attention, and make people think that it is a bike equipped with bigger engine, but wait, 150 cc engine might disappoint you or might not? we'll let you know in some.

Instrument Cluster and Switchgear

The all new Suzuki Intruder 150, is actually a derived product from the house of Suzuki, Intruder M1800 Boss as stated before, but some of its features have been derived from its regular on going product Suzuki Gixxer and Gixxer SF. Yes we are talking about the instrument cluster and switchgears.

The instrument console is a direct lift from the ongoing Gixxer with few updates. Also the Intruder 150 comes with ABS as the standard fitment, so a tiny LED for ABS is also present. While the instrument panel shows the beautiful Odometer, Speedometer, Tachometer, Fuel gauge, Clock and Trip meter, the fonts are bold enough to be read in all weather conditions.

While noticing the switchgear, they are more likely as, Gixxer's. Having the engine kill and self start switch on the right hand side and the upper/dipper, indicators and horn switches on the left, the choke lever is placed just beside the upper/dipper switch. The whole motorcycle looks fine and different but the turn indicators look regular ones, whereas the headlamp and the tail light look completely different and
absolutely gorgeous too.

Ergonomics

The mini Intruder has really got a big body and seems to be heavier comparatively other regular cruising motorcycles in its class, but weighting in just 148 kg it surprises the riders. The looks of the motorcycle can deceive many of us but getting on it would clear all the doubts about its weight. Being a cruiser bike, the all new Intruder 150 has to be more comfortable and I must say being a rider, I experienced the comfort pretty closely. Seriously Suzuki has enhanced the level of comfort through this product.

The front foot pegs are forward inclined and are placed at the front of the engine to give the bike a look of a perfect cruiser. The foot pegs come coated with soft rubber so the rider can place his legs and extend them with ease and confidence. The wide and upright positioned single piece handlebar completes the cruiser package.

While being a pillion I experienced a little trouble in sitting because of its short though wide seat. Actually the concept of cruising motorcycle is more focused on the comfort of the rider, not many people go on long rides being a pillion. But, also not everyone purchases the bike for themselves. Guys your girlfriends may face trouble while being on the bike with you, if they are bulky like me. (Pun intended). Overall the all new Intruder 150 is truly a comfortable motorcycle for long weekend rides also for city cruising because of its long wheelbase and comfortable ride it offers.

Engine and Performance

Instead of working on another engine, Suzuki has worked upon its regular 155cc air cooled engine which we have witnessed on the ongoing Gixxer. Having 155 cc single cylinder air cooled engine the intruder comes only in carburetor technology. Fuel injection engine might be introduced later in the upgrading and with more color options.

While the engine throws out 14.8 bhp at 8000 RPM and 14 nm of torque at 6000 RPM, not many people want to know the figures; they just want to know how it goes on the roads. How does it really perform, as it looks (big) on the roads? The answers of these kind of questions are, having 155 cc single cylinder engine and despite of being bulkier the fact is, it has got really butter smooth engine with soft and much responsive gearbox having no trouble in shifting gears and no throttle blipping is required. Increasing one more tooth in the rear sprocket, company has tried to offer its riders a little punch in acceleration, however, this results into limiting the maximum top speed at 110 km/hr.

Brakes and Suspension

Not just because of the law but also to increase the safety of the riders, it has offered the product only in one variant. Having 260 mm disc (front) and 240 mm disc (rear) the Intruder completes itself. And the ABS was noticeable at every attempt while the rear brake seemed to me less responsive; however, applying both brakes together does the job perfectly.

While moving ahead to suspensions, Suzuki Intruder 150 comes equipped with telescopic fork front suspensions and adjustable mono shock suspensions at the rear end. The suspensions too play a vital role in every motorcycle because of the suspensions are not good and worth it turns the beautiful fun rides into a harsh and stressful ones. Even while leaning any motorcycle it helps the rider to go smoothly and this product has given me the confidence while leaning on the turns as the suspensions were soft and much responsive.

Most of the features derived from Suzuki's ongoing product Gixxer, but not everything is like that. The all new Suzuki Intruder 150 comes in only one variant, having dual disc brakes (one in front and one in rear) and a Single Channel ABS. Suzuki has followed the suite and gets ready for 2018 where by law every 150cc and above motorcycles would be getting ABS system as standard fitment (according to Indian Government's laws). So instead of upgrading the product at that time it has left no option to be bothered in future.

Verdict

The product which apparently is a younger sibling of company's own premium product- Intruder 1800 and technically derived from the ongoing product- Gixxer. Having price tag of Rs. 98,340 (ex-showroom, Delhi) with comfortable ride, the feel of the big premium motorcycle and most importantly the fuel efficiency with all these mesmerizing offers the Intruder has a lot for the enthusiasts.

Well noticing not much cons throughout, but just a few, like the company might have increased the displacement of the engine to at least 250cc, it was just the riders opinion, lets cross the fingers and wait how exactly the market is going to respond to this newly born baby.

Specifications

GENERAL:

Price	Rs. 98,340 (ex-showroom, Delhi)
Launched	Nov, 2017

ENGINE:

Engine Displacement	154.9 CC
Engine Type	Air cooled, 4 stroke
Number Of Cylinders	1
Valves Per Cylinder	2
Max Power	14.8 PS @8000 rpm
Max Torque	14.0 Nm @6000 rpm
Bore x Stroke	56.0 x 62.9 mm
Fuel Type	Petrol
Starter	Electric

TRANSMISSION:

Transmission Type	Manual
Number Of Gears	5
Final Drive	Chain

WHEELS & TYRES:

Front Tyre (Full Spec)	100/80-17 Tubeless
Rear Tyre (Full Spec)	140/60R- 17 Radial Tubeless

BRAKES:

Front Brake Type	266 mm Disc
Rear Brake Type	240 mm Disc

SUSPENSION:

Suspension Front	Telescopic Fork
Suspension Rear	Adjustable Mono Shock

DIMENSIONS:

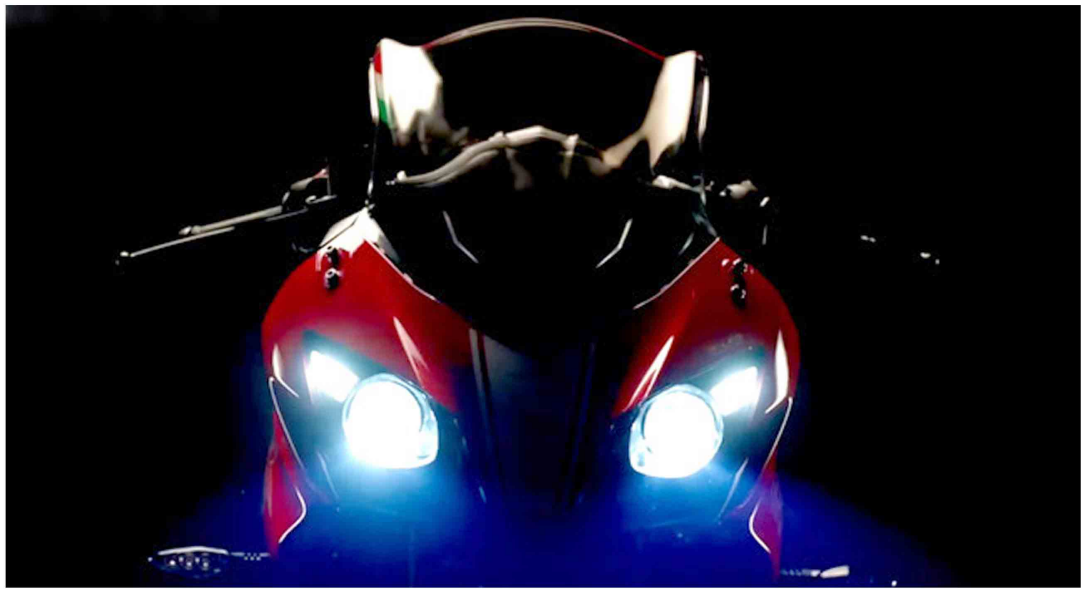
Overall Length	2130 mm
Overall Width	805 mm
Overall Height	1095 mm
Wheelbase	1405 mm
Ground Clearance	170 mm
Kerb Weight	148 kg
Fuel Capacity	11.0 Litres

TVS Apache RR 310 S - Preview

Not just because of the law but also to increase the safety of the riders, it has offered the product only in one variant. Having 260 mm disc (front) and 240 mm disc (rear) the Intruder completes itself. And the ABS was noticeable at every attempt while the rear brake seemed to me less responsive; however, applying both brakes together does the job perfectly.

Is this that day, when India finally gets a worthy homemade Sports bike? This Apache RR 310 S is out to conquer that which was originally the mission of Pulsar RS 400, but that bike got converted into a smaller avatar and left the position of an entry level Supersport from India, vacant.

The TVS is not only planning to increase the sales of their company with the Akula, but they can very probably be entering the Moto 3 Racing scene with their monster. As there is no better place to prove that a sports bike is worthy other than a race track. So keeping all our expectations on a stable plane let's take a look at the probable specs of this bike and what wonders this bike is expected to perform.



On the Engine front, you can expect a 313 cc Engine which would be returned to make more power and torque. This Engine is the same, which is used by BMW G310 R but in that bike, the problem of less low-end torque is an issue, thankfully with the Apache tag, you can easily expect a good, fat bottom and mid-range growl for which the bike is famous for. The Engine is water cooled, Single-Cylinder, 4- Valve unit.

Coming to its chassis, it is expected to be a lightweight one with the weight lingering around sub 155 kg. The front forks are of course USD and rear spring is very likely to be only adjustable for pre-load.

The swing arm is solid die-cast aluminum swing arm with the monoshock directly hinged to it.

The Apache is expected to make 35-39 BHP of power and 29-32 Nm of torque as the BMW G310 R makes 33.6 BHP of power @ 9500 RPM and 28 NM of torque @ 7500 RPM. This will ensure the proper conversion of the Naked Roadster into a Sports bike.

The seating on Apache will be aggressive but not as aggressive as KTM RC, it'd be a middle ground between the RC and the RS 200.
Fuel-injection and ABS are expected to be standard on the bike considering how fast it goes. The bike won't feature Riding modes as far as the information goes but it will feature Slipper clutch to prevent Engine braking.

Talking about the Top Speed, it will go faster than a Bajaj Dominar 400 that is for sure, so we can expect the Top speed between the range of 170-180 Km/hr. Last but not the Least, what will be its price? The top spec variant of TVS Apache RTR 200 4V costs around Rs. 1.22 Lakh, so keeping in mind that the company will make every attempt to keep this as Product as approachable as possible so we can expect the On-road price of the top spec Variant of Apache RR 310 S at around Rs 1.7 Lakh.

These were only the predicted Overview, but stay tuned for the actual Launch where we will bring you a proper in-depth analysis of the bike, how it performs, how it looks and everything in between.

WHY SPONSORED RIDE
MAY NOT BE THE BEST OPTION FOR YOU

Waking up every day, looking at the Facebook and Instagram posts that feed us the info about destinations and roads to travel. As a biker, it's natural that you and I look for different places to conquer. We see people traveling with the help of sponsors that fund their rides. We can't help but think that life would be amazing if somebody pay for our adventures too. There's nothing wrong in thinking about that, but doing nothing and while you wait for somebody else to pay for your travel is not always the best thing you can do. It's time for us to talk about the elephant in the room, are sponsored rides worth it?

Well, yes and no. There is nothing more amazing when you get a chance to travel on your motorcycle. The ride paid by someone else, even better. However, that is something that many of us have made their life's mission. To be honest, I went through that phase too. I also thought, if somebody pays for my ride it will be amazing. But along the way I was distracted from many facts about the sponsored rides.

There's nothing wrong in finding new ways to travel. However, entirely relying on somebody instead of working hard, saving and then spending it on travel, is something more of us often fall prey to. Of course, it's not my job to tell you about how you should live your life and the attitude you possess towards traveling.

When you look at the people that travel with somebody's sponsorship, you notice that these are not just any people. To reach where they are, they've worked hard, earned the respect in the community with their contribution and experience, and added a value in the biker community. When we look at them we only think of all the glamour and fun factor that is associated with it. But we don't see the years of hard work, time and money they have put in to get where they are.

In the end, self – assessment is the key. Before thinking about a sponsored ride, it's important to know if we deserve it. Have we worked hard enough to earn the right to travel? are we truly ready to make the necessary sacrifices? Remember that the reviewers and sponsored riders need to stay away from their family and friends for a long time. Of course, it's their passion and they'll do it anyway, but it comes at a cost, sacrifice of other things in life.

Some say that they have seen people easily getting sponsorship only because of their contacts and not because their hard work. I agree, there are exceptions and there always will be people who take shortcut to get what they want. It all depends on the attitude really. It's up to you to follow what you think is best for you. However, nothing in the world is free and there is no alternative to hard work. Hope it works out for you and you travel the world. All the best!

Why Upside Down Suspensions (USDs) Are Special?

The Upside Down Suspensions (USD) at the front wheel of supersports bikes used to be a novel scene once but now with the introduction of bikes like KTM Dukes and other budget performance bikes in India it is become common to locate an elegant looking inverted shock absorbers at the front wheel of a bike. KTM has in-cashed the premium ora of its World renowned WP Suspensions introduced in Duke 200 and Duke 390 bikes in India by prominently highlighting this feature of their products. To my wonder what is so special about these Inverted Shock absorbers? I always ask this question to my self. I am sure most of you would also wonder the same, Lets try to understand the difference between the regular "Telescopic Shock Absorbers" and the Upside Down Suspensions.

As we all know the regular Telescopic Shock ups are consisted with two prominent parts, the one which is directly attached with the "Yoke" or the "Triple Clamp" of the handle are called "Fork Tubes"- they are merely tubes of hardened steel inserted into the "Sliders" the one which is connected to the spindle of the wheel directly is actually THE Shock Absorber (containing spring and hydraulic fluid). Now the Inverted Shock Absorbers have the entire system in reverse order, the "Fork Tubes are connected with the spindle of the wheel and the "Sliders" or the "Damping Unit" is connected to the Yoke or the Triple Clamp of the Handle.

Now coming to the main point what makes a difference in fitting a Shock Absorber either inverted or the other way? Why the USDs are considered modern and what makes it special?

Reasons that made the Upside Down Suspensions better:

- By fixing the Slider which is comparatively heavier at the top to the body of the bike makes the Handling considerably better making the bike more balanced and planted.
- By putting the lighter weight component at the bottom it helps reducing the unsprung weight suspended to the bike.
- The heavier Slider with bigger diameter attached to the body adds strength to the over all front portion of the bike.

Drawbacks of the Upside Down Suspensions:

- The cost of the USDs are comparatively higher as serious modifications are required to fit the system, to name one of those is the Yoke, the entire Yoke assemble needs to be designed in such a way to fit Slider of extra large diameter.
- Putting up the Damping unit inverted has a serious hazard in case of leak of the Oil seal. If the Oil seal gets leaked, due to the gravity the oil will spill over quickly and more dangerously there is a chance of spilling it directly over the Disc brake assembly making it vulnerable to the undue catastrophe.

But regular maintenance of the bike can easily prevent any such chances and moreover the advantage of the technological advancement in the form of the Upside Down Suspensions are more then its drawbacks. So folks enjoy riding your bikes to their limits relishing the advantage of the modern age Technology of Upside Down Suspensions which is made available to the masses by the companies like KTMs is our country.

Difference Between High Gears And Low Gears

We pull away in first gear and we cruise in fifth, we climb the hills in second gear and we overtake in fourth and we all know that nobody cares about the third one anyway. It is pretty clear that if we need to pull our bike hard from a stop then lower gears are our friends and when we want to stretch our arms and back on the highway while cruising then high gears are pretty much the best thing out there.

But why does this division of labor exists? when will the second gear get a chance to boast itself on achieving a speed of 100 km/hr on a 300cc motorcycle or if there is any use for the third gear at all? To answer these most asked questioned in the observable universe, read on.

Why can't we live without gears?

In an internal combustion engine, only a small range of engine speed produces utilizable power. So in order to convert this short range of engine speed into a larger range of road speed, we need gears. The scenario of working of an engine transmission is in the following order-

- You press the clutch and disengage the power between the crankshaft and the transmission.
- You shift into the first gear and release the clutch
- Now, connection is established between the crankshaft and the transmission.

Lower gears have more torque, or rather a much accurate statement would be that lower gears generate more torque, though the engine produces same torque through all the gears it's the size of the gear being driven that matters, which is apparently bigger relative to higher gears, so the available force is multiplied by a larger radius resulting in a high torque. That's the reason for huge torque and less power in your first gear and as we move up the gears the torque becomes less and power becomes more.

What does Tall or Short gearing means?

Saying that a particular gear is tall is similar to telling how much you can travel within a particular gear without changing it. TVS Apache RTR 160 has a really short gearing which means you will be doing 70km/hr and you'll have to be in a higher gear like 4th or 5th because the amount of increased speed a particular gear can provide from the last one is pretty small. The opposite is with a bike like Honda CB Hornet 160 R, the gears are quite tall so you can achieve different kinds of speeds with one or two gear changes.

For a bike to pull itself with ease on both the city and the highway, the first, the second and the third gear should be short for stress free stop-and-go traffic riding while the fourth and the fifth or sixth (in some bikes), should be placed high as to help you cruise between the speed range of 100 to 140 km/hr pretty easily.

What other purpose gears serve?

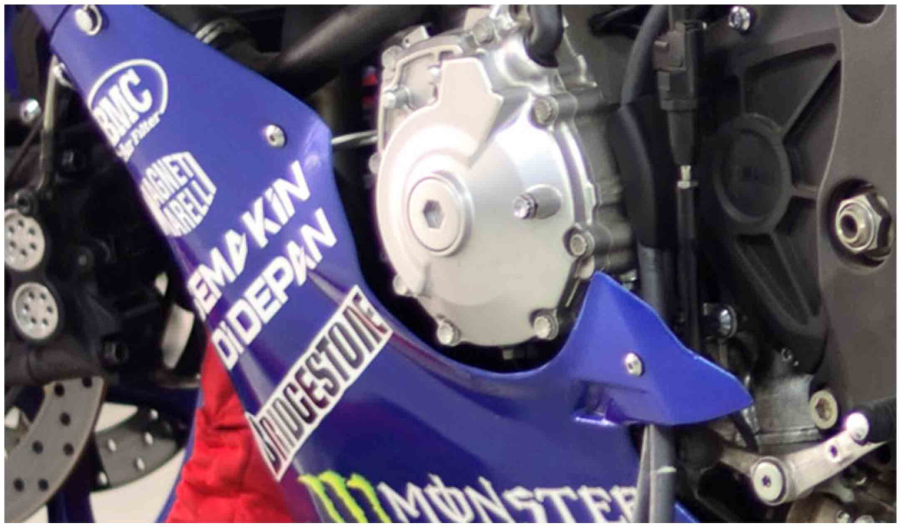
You can also utilize a process known as "Engine braking" using different gears. This means braking the motorcycle by shifting the gears. Engine braking makes use of the lower gears to bring down the speed of your motorcycle. If you are traveling at 100 km/hr and you shift a gear down, then the RPM needle will climb on your dash and your speed will come down a notch without using the actual brakes.

Lower you go on the gearbox; more will be the decrease in speed. But this is a trick best left to those who have a good hand in riding motorcycles because shifting quickly from 5th to 3rd gear can also cause the bike to become destabilize due to a very sudden decrease in speed. If done properly then Engine braking prevents the wear on the brakes and doesn't cause much stress on the engine either, in fact, there is "minimal" to "no" wear on the engine provided the downshift done from a particular gear is correct for the current speed.

Final thoughts:

There's a lot to a motorcycle than just pulling the throttle hard and braking in the same way. The more we get to know about different components and how they work, easier it becomes to modify them, repair them or improve them. Shifting gears have come a long way from using hand controlled levers on early Henderson "KJ" to Quick Shifters in Triumph Daytona 675 R.

Bikes in the entry-level range like KTM RC 390 and Bajaj Dominar feature "Slipper Clutch", which though prevents engine braking but fulfills the requirement of making these motorcycles well equipped for the curves. Each day, riding a motorcycle is becoming easier; for Indian bikes, riding past 100 km/hr seems to be an accomplishment just 15 years ago. Which is pretty much standard now on every bike in 150+ category. To put it simply, this is the best time to be alive and even better if you ride.



Okinawa Launches E-Scooter

PRAISE

The electric two wheeler company Okinawa has launched their latest E-scooter in the market- Praise. The new electric scooter looks gorgeous in its properly designed attire. Probably it is for the first time we have a proper looking e-scooter in the market. The Praise looks very close to Yamaha's Ray-ZR in style and it also comes equipped with lots of bells and whistles.

The new Okinawa Praise is featured with LED headlamps, all digital Meter Console, various riding Modes (Economy, Sporty and Turbo), front Telescopic suspension, rear gas charged mono suspension, dual disc brakes up front and a single disc brake at rear. Along with these features the new Praise also comes equipped with Anti-Theft sensor, Mobile charging unit and keyless starting.

The company claims that Praise is the fastest e-scooter in India and can achieve top speed of 75 Kmph, which is good for any e-scooter. The Okinawa Praise is also claimed to travel the longest distance in one charge and that is ranging between 170-200 km.

Commenting on the launch occasion, Jeetender Sharma - Founder & M. D. of Okinawa Scooters said,

With Praise, Okinawa's years of painstaking research have finally found a tangible shape. Across the industry, it has been considered as one of the most complete e-scooters ever built, with a combination of superlative design and technology that gives it immense power. Every feature in 'Praise' has been added after careful consideration of the needs and preferences of riders which came after the rigorous screening of each components & day long endurance testing of praise of around 25000 km different parts of the country that immensely facilitate their commuting experience. In an effort to further facilitate buyers interested in opting for 'Praise', HDFC Bank in partnership with Okinawa will provide easy financing options for the e-vehicle with loans up to 80% of the on-road price of the e-scooter. This offer will be available on a Pan-India basis, facilitating the growing market for the e-vehicle in tier-I, II and III cities. We firmly believe that 'Praise' will be gladly welcomed by Indian users and prove to be the harbinger for a new age of e-vehicle revolution on Indian roads.

The bookings for the Okinawa Praise have already begun and one can book the scooter by paying INR 2000/- at any of the exclusive Okinawa showrooms across the country. The Praise comes in three vibrant color options- Purple/Black Double Tone, Matte Blue/Black and Matte Golden/Black. The company has priced the new Praise at Rs. 59,889 (Ex- Showroom, Delhi).

Hero MotoSports Showcases **'Hero RR 450'** In India

Hero MotoSports, the motor sports division of Hero MotoCorp has showcased their rally bike- Hero RR 450 in India. Hero MotoSports also announced their rally team for the upcoming prestigious Dakar Rally 2018. The team for the upcoming rally will include CS Santosh, Joaquim Rodrigues and Oriol Mena Valdearcos. The Spanish debutant Mena has been included in the team as a part of Hero MotoSports' vision to identify new talent and nurture them into professional rally riders.

The new Hero RR 450 rally bike is an upgrade of the proven rally bike from last year. The bike has new design and styling of tank, body parts and front section to improve mass centralization, handling and riding ergonomics. The new 'Hero 450 RR' has already proven its capabilities at the OiLibya Rally in Morocco earlier this year. Last year's Dakar rally experience and key learning from the Team's debut year have been implemented in the bike. Company claims that there have been several improvements done to the bike, which have affected an increase in riders' confidence.

Speaking on the occasion, CS Santosh, Ace Rider, Hero MotoSports Team Rally said,

I am satisfied with this year's preparations, where I had the opportunity to work with industry professionals and experts, which brought in a better structure to the preparations. I am very happy with the new bike that we raced with at the OiLibiya Rally in October. The new bike is light, agile and makes going fast safe! This Dakar I will aim to make each and everyday count! Ultimately it's about enjoying the process and arriving at the finish line.

TVS Apache RR 310 Launched At Rs 2.05 Lakh

TVS Motor India has finally launched what they had first featured at the 2016 Auto Expo Delhi as a concept- TVS Akula. TVS Apache RR 310 is the name finally given to the bike. Today in Chennai TVS has launched the all new Apache RR310. Based on the strategic partnership with BMW Motorad this bike is built at the TVS Indian facility and will be sold across all international market by TVS Motor Company.

The bike looks absolutely stunning in its Racing Red silhouette and the built quality is actually oozing out from every angle of the new Apache RR310. The bike is equipped with 312.2cc liquid cooled DOHC reverse inclined engine; the 4 valve engine is capable of delivering 34 Ps of power out and 27.3 Nm of Torque. The new Apache is featured with front upside down (USD) suspension and an adjustable KYB rear monoshock absorber. The wind tunnel tested new Apache RR310 is capable of doing Top speed of 160 Kmph.

The new Apache is featured with racing trellis frame and superlight aluminum swingarm for cutting edge performance and handling on track. ABS comes as standard feature with the new Apache. The Apache RR310 comes in two color options- Red and Black and it is priced at Rs 2.05 Lakh (Ex-Showroom, Delhi).

Yamaha Launches New YZF-R1 In India

India Yamaha Motor Pvt. Ltd. (IYM) has launched the updated flagship super sportbike YZF-R1. The Japanese automaker has upgraded their Indian product lineup with the introduction of updated YFZ-R1. The bike will be imported to India as CBU (Completely Built Unit) and will be available in two color options.

The all new Yamaha YZF-R1 comes equipped with 998cc cross plane, four cylinder, 4-valve engine tuned to produce 200 Horses without RAM air assist. The motorcycle also comes featured with compact lightweight chassis along with rear frame made from Magnesium, better suspension, longer swingarm and Magnesium Alloy wheels.

The company has priced the new YZF-R1 at Rs 20,73074 (ex-showroom, Delhi) and the bike will be available in two color options- Black and Blue.

Commenting on the launch occasion, Roy Kurian, Senior Vice President, Sales and Marketing, Yamaha Motor India Sales Pvt. Ltd. said,

The new YZF-R1 model will strengthen Yamaha in its superbike segment in Indian market. It inherits its technology from Yamaha's racing machine YZR-M1. This model also highlights Yamaha's improved aerodynamics which posts it closer to the MotoGP attributes, and which is a rare potential available in today's market. Yamaha plans to increase its market share in supersports segment as the new YZF-R1 is expected to attract the younger racing enthusiasts.

BBG Full Gauntlet Riding Gloves

Product Review

Ever wanted to have the feeling of a racer? With all your safety gears on, you'd be needing something called a full gauntlet glove that will complete the whole attire. There are a wide range of gloves, but the full gauntlet is the best kind of gloves one can look for since it provides the maximum safety protecting the fingers, knuckles and also the wrist. So we decided to review the full gauntlet gloves produced by Biking Brotherhood, a brand that is known for riding gears.

Looks and design

The moment you look at the gloves, you will literally fall in love with it. The entire glove is made with leather, so it is not a glove that you can use during the rainy days. Leather is a material that is extremely durable and provides the highest grade of safety when it comes to gloves. On the top side, the gloves get carbon fiber bits on the knuckle and the wrist to reduce the impact.

The fingers also get bits of carbon to reduce the impact. The pinky finger slot is crossed since that is the major area that the impact can happen. The back side of the glove gets Carbolex protective pieces on the palms. There are bits of silicon reinforcements on the palm to provide a better grip. I feel that the silicon reinforcements could have been added to top tip of the index and middle fingers to get a better grip while using the brake and clutch.

The glove gets a double Velcro cuff to make the wrists fit inside properly. Good quality leather is used for these gloves and are pretty thick enough to resist impacts. The fit and finish is the game changer in these pair of gloves, it is stitched perfectly so that none of the extra bits are seen outside.

Overall it looks amazing compared to many other full gauntlet gloves out in the market. Biking Brotherhood have red, blue and black colors in option. My personal favorite was the black color. The gloves are available in S,M,L,XL and XXL sizes.

Comfort level and wearability

Once you buy a new pair of gloves, it will take a few days for the leather to tear and get set according to your hands. Once it is set, they feel very comfortable to ride, I did not find it to be very hard to use it for even city rides. Even though your hands sweat and does smell bad at times since it is leather. Small gaps for air to pass through are given at the knuckles.

The level of comfort that the gloves provide is top notch, the materials used inside are well perforated and soft. Since leather is used, it is extremely soft and flexible to use and also offer a good feel and feedback on the handlebars. The cuffs fit well over the riding jacket.

The slot for the pinky finger feels very comfortable even though it is crossed. It is suggested that these set of gloves are not to be worn in rainy days. Please do try your size before you purchase one, since the sizes can vary from person to person. The size of the fully gauntlet will be lesser than the ones you use for textile or semi gauntlet gloves. Wearing the gloves on a daily basis can be a little hard since you will have to double strap it and it will take too long. And for our people who love to use their mobile phones at the signals or to attend phone calls, it will be easy since it supports Capacitive touch for mobile phones.

For a price tag of Rupees 4000/- the pair of gloves are worth every penny that is paid.

Why Do We Get Kickback From Royal Enfield Motorcycles?

There is a lot of kickback in life; we get it on our semester results, in our relationships and so on. The major reason for getting a kickback in the latter scenario is because you didn't pay enough attention to your girlfriend or boyfriend (Girls read this stuff too) because you were too busy on improving your performance in semester papers which was disrupted by the entry of your crush in the first place and yes it is a vicious cycle. You can't stay in it and you can't leave it either.

Another love/frustration relationship many of us have is with our Royal Enfield. One hand is the killer looks of this motorcycle and on the opposite end are the problems which allow me to hate the very existence of it. Today we are going to talk about one of those problems, the nasty "Kickbacks" which everyone who has owned a Royal Enfield has had a delightful chance of experiencing. So let's jump in.

Before I go into the topic of how kickbacks occur on Royal Enfield, I would like to take a moment and resonate with all of you brothers and sisters who ride a Royal Enfield. Be it ES, Classic, Thunderbird or the Bullet just make sure it's that disgustingly awesome 350 CC version because every single bike of Royal Enfield looks the part, nothing can beat the Road presence of a Royal Enfield and nothing can make you feel like a seasoned rider even though you are just a nerd who spends 8 hours a day playing video games and doing homework without any social life, please let me know in the comments and make me feel less lonely XD.

And as I was saying, nothing can beat people's love for Royal Enfield except its own set of problems which range from nasty vibrations to lack of feel from the front end and all the way to kickbacks while using our legs to start the bike.

Usually in every motorcycle kickbacks occur due to the combination of 3 things, Fuel Vapor in the cylinder, Ignition Spark and Piston to be ignited a few degrees even before the BTDC. At the time of the kick start, the lever used by your leg serves the function of rotating the Crankshaft and at the same time, timing mark signals are used to ignite the spark.

When we kick the lever down the Crankshaft rotates and reaches the Top Dead Center of the cylinder and with the presence of small quantity of air-fuel mixture a spark is introduced at the right time to ignite the explosion pushing the piston down with enough force such that it reverts back due to inertia and thus starts the bike.

During a kickback, the thing which goes wrong is the position of the Piston from the Top Dead Center point. If the piston is 30 degrees with plus and minus 2 and a half degree from BTDC you will experience kickbacks.

Not setting the kick lever at proper position and not supplying enough power are the main reasons for a kickback because when less power is supplied to the lever which doesn't match timing with the ignition spark, as a result, the explosion takes place well before BDTC resulting in further continuation of the stroke backwards which is transmitted through the kick lever and ultimately to your legs.

Coming to the kickbacks in Royal Enfield, the main cause for the kickback is just the same as mentioned above and as to the question why is the kickback so deadly on this bike? The answer is "due to the large bore of the Engine and gas build up due to a manual Decompressor". Here we can see the gas vapors in play, though they also play the same role in other bikes but in this case they posed quite a big problem for Royal Enfield owners. These gases occupy the cylinder during the fail attempt of kick starting a bike, this build up eventually becomes big enough to cause a huge explosion which causes the kickback to be so intense.

RE bikes having a large bore tend to easily gather these gases inside them with every failed kick and eventually with a big explosion it gets translated into an even greater kickback. In earlier cast iron (CI) engine model of Royal Enfield there used to be a manual Decompressor which was used to clear out the gas build up in order to make the kick start easy but in the modern day Royal Enfield this component is placed inside the engine thus reducing the occurrence of deadly kickbacks quite a bit.

Final Thoughts

Now I won't start a monologue saying how great Royal Enfield is and how it can improve by correcting some of the faults in its model. I simply won't because the evolution of a product doesn't depend on the innovations but instead depends upon the hopes and dreams of its audience. People buy Royal Enfield for an experience and they will keep continuing to do so in the future because they love the loud thumping, high vibrating and kickback giving the piece of an engine which they will keep the same for many years to come as it is always very hard to leave your home.

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