

BikesMedia

Everything About Two Wheelers

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BMW G310 R

is coming,
but does it matter?



Motorcycles
Of The
Future

Honda Opens
Bookings For
2018 AFRICA TWIN



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Ducati

Ducati India has launched their Multistrada 1260 and 1260 S in India at an introductory price tag of Rupees 15,99,000 and INR 18,06,000 respectively. The premium Multistrada 1260 and 1260 S are the top of the line sport touring machines from the house of Ducati India. The new entrants retain the defining traits of the Ducati brand— clean looks, aggressive lines and cutting edge technology alongside quality fit and finish.

The new Multistrada 1260 now comes with brand new 1262cc Ducati Testastretta DVT (Desmodromic Variable Timing) engine. The Euro 4 approved engine offers the highest torque output in its class, maximum torque to 13.2 kgm at 7,500 rpm and maximum output to 158 hp at 9,750 rpm. The DVT system has been recalibrated to maximize low to mid range torque delivery. The power delivery is been made easy by the Ride by Wire technology paired with DQS (Ducati Quick Shift) Up & Down. The updated chassis, with a longer swinging arm and wheelbase and revised geometry up front, makes for sharper handling in curves, and ensures full stability even when riding two-up at full load with the side panniers.



Commenting on the launch event, Sergi Canovas, Managing Director of Ducati India, said

Eight years of Multistrada innovation has led to the production of this masterpiece, directed to expand every adventure enthusiast's comfort zone with its versatility. The new Multistrada 1260 range is a consummate sport-touring adventure bike, designed for those who hope to ride greater distances and enjoy a good rev around twisty roads. The Multistrada 1260 and 1260 S is a testament to our commitment to bring the best of Italian design, engineering and performance to Indian roads.

Ducati Multistrada 1260 and 1260 S Launched In India

Honda

Motorcycle & Scooter

India Pvt Ltd. (HMSI) has announced commencement of booking for their 2018 variant of adventure motorcycle Africa Twin in India. The bookings are limited to only first 50 customers where few lucky customers will get a chance to witness Live MotoGP event. For bookings interested customers can contact or visit Honda's exclusive sales & service Wing World outlets located across 22 cities in India. Customers can also log on to the official website Honda2WheelersIndia.com for more details.

Honda had first showcased the motorcycle at Auto Expo 2018, the motorcycle carries forward the three-decade old legacy of the iconic Africa Twin. The latest is no different, bringing together power, comfort and control like never before. The company had launched the Africa Twin in India last year and saw a great response from the market as 80 units had been sold in first 100 days. 2018 Africa Twin is priced at Rs. 13.23 lakhs (Ex-showroom, Delhi) and is available only in GP Red colour scheme.



Commenting on the occasion, Yadvinder Singh Guleria, Senior Vice President - Sales and Marketing, Honda Motorcycle and Scooter India Pvt. Ltd. said,

The eagerly awaited 2018 Africa Twin is now ready to delight adventure enthusiasts in India. Offering new additional value, it offers several comprehensive updates. There is nothing to hold back an enthusiast on the Africa Twin, as it's the most reliable, versatile and proven adventure touring motorcycle. Lucky few customers will get a chance to witness their favourite riders live at MotoGP.

Honda Opens Bookings For 2018 Africa Twin

India

Kawasaki launches new Ninja ZX-10R and Ninja ZX-10RR as a locally assembled models in the Indian market. The new Ninja ZX-10R and new ZX-10RR are popular supersport models and the former is the three times World Superbike Championship winner. Both the models are fully capable of dominating in their class with the help of championship-proven technology used by the company.



The local assembly of the new Kawasaki Ninja ZX-10R and ZX-10RR is a very important landmark for the company's Pune plant in India. The company has claimed that they have done lots of groundwork before finalizing the local assembly of these models at the Pune plant.

The first-ever locally assembled new Ninja ZX-10R and new Ninja ZX-10RR are being introduced with a special pre-order offer. Under the special pre-order offer the ex-showroom Delhi price of the new Ninja ZX-10R is INR 12.80 Lakh and the price of the new Ninja ZX-10RR is INR 16.10 Lakh. This offer is valid till the end of July 2018 and then there will be significant increase in the price as per the company statement.

While the new Ninja ZX-10R will be available in KRT edition along with few graphical changes, the new Ninja ZX-10RR will be available in black. As the Ninja ZX-10RR's global production is limited both the models will be produced in limited numbers, however the total units of the new Ninja ZX-10RR will be lesser than the total units of the new Ninja ZX-10R. The bookings for Model Year 2018 are now open and will be closed after the allocated production and bookings are completed.

Commenting on the launch occasion, Yutaka Yamashita, Managing Director of India Kawasaki Motors, said,

The new Ninja ZX-10R & new Ninja ZX-10RR have a unique engineering heritage with a very advance technology. Our newly established R&D played a vital role in making local assembly of the new Ninja ZX-10R and new Ninja ZX-10RR successful.

Locally Assembled **Kawasaki Ninja ZX-10R And ZX-10RR** Launched

When

I think about future, I always wonder how my action today will shape the tomorrow somehow. Every small step which we take today alters the timeline of the future in one way or the other. That's why whenever I think about the future of transportation, I am always reminded of big tech giants like Google, Amazon and Apple and how all of them are working every day to perfect the self-driving cars of the future.



Motorcycles Of The Future



Being specifically a motorcycle lover, I couldn't care less about "not having the ability to drive" for myself, therefore a self-driving car will be nothing but a boon for me. Still, the question remains, what will happen to our beloved motorcycles? As riding a motorcycle only makes sense if you do it manually, I do not fear the AI taking over us. Instead, all the technology will be used to make a motorcycle, whose base model will far outperform today's performance bikes. Let's take a look at what we can expect to see in future motorcycles, based on current trends.

Electrically driven

This is a no-brainer, with the impact fossil fuels, have on our environment, our survival will depend upon the elimination of petrol/diesel. What better than a clean source of energy like, Electricity to eliminate the current carbon generating fuels. Electric motorcycles will run better than IC engine motorcycles in almost every day. They won't vibrate, lose power over time, or pollute the environment. The torque of today's Naked electric motorcycles is comparable to the heavyweight giants like Honda Gold-wing and this number is only going to go up.



Impossible to crash

It will be impossible to have yourself killed on the bike of the future. Just like how modern day ABS and traction control system have revolutionized motorcycle safety. Self-balancing bikes with crash sensors and actuators will dominate the future roads. If a crash is imminent, then the bike's onboard computer will take care of the situation by calculating into account every physical factor around him and then responding accordingly. There will be no high-side crash, low side crash and definitely no tank slappers, in the future.



Self-charging

This seems a little far-fetched but the concept of regenerative braking and solar-panels may come together to design a bike which can utilize physical forces to charge itself. The body panels of such a bike will be lined with solar panels so they can feed the battery by using sun's radiation. Every hard break will utilize the force generated to charge the electric battery further. This whole concept of self-charging is based on "Kardashev scale". According to which, when we become a Type 1 civilization, we will utilize all the energy of our parent star as well as all the ambient energy around us.

Improved range

In a span of 20 years, there is a good chance that we would have evolved the batteries to their ultimate form. Which spells a good battery life for all electric products including our motorcycles. Today's E-bikes can offer a range of 150-250 km on a full charge. This range is expected to go up to 700-800 km in the future. Company's like Tesla are already showing us that an electric car can easily be used in place of a petrol or diesel vehicle. It's only a matter of time before we see something similar for Motorcycles.

Motorcycles of the future will largely remain manually driven and AI-assisted. Over time the electronic aids in our motorcycles will evolve as they learn to act behind the scenes while giving us the control. Judging by the current trends, the future of Motorcycles will be exactly what we want it to be.



Different riders

have different personalities, same is true for motorcycles which they ride. A stunt maniac won't like a cruiser and an adventure buff will show no interest in a Supersport. In the light of this "Amazing" discovery, let's discuss what kind of rider is suited for the Modern cruiser aka Suzuki Intruder 150.



What Kind of Rider should buy Suzuki Intruder 150?

By the Rules

The Guy riding an Intruder does not break rules, he always stops at a red light, before the Zebra crossing and switches the engine off to save fuel, because his bike can only carry 11-litre of it. Still, The Intruder rider takes proud in his small fuel tank and compensates for it with quick agility in traffic because of a bigger sprocket. He stops on the dime as well, thanks to dual discs. This rider never commits the crime of running from the cops after running a red light, because he is a 100% law abiding citizen and the ignition key goes on the headlamp, which can easily be removed.

Always well prepared

The Intruder rider is always prepared. When faced with emergency braking, he is prepared with single Channel ABS. When encountered with unknown dark roads, the guy uses dual projector headlamps. For a comfortable ride, his bike is armed with 41 mm front forks and a softly sprung monoshock at the rear. This rider never stalls thanks to the precise fuel injection and he never gets tired because of the comfortable riding position. He likes to know every detail about his bike, for which he has a well-designed instrument cluster.



A Gentleman's taste

The overall design of the Intruder speaks volume about its nature. There are no misplaced panels, no extra types of vinyl, and no flashy paint job. The bike is available in only two sophisticated colours silver and Black. The bike is also well equipped with Fuel injection, single Channel ABS and twin disc brakes. The rider of this bike is expected to wear a two-piece suit in the morning, along with a classy leather watch with matching shoes. The kind of Gentlemen we are talking about is not old fashioned, he will adorn the traditional Raymond clothing but is not afraid to pair it up with Converse Sneakers

The Suzuki Intruder Rider is a classy guy who prefers the term "Rider" instead of "Biker", as he has a professional relationship with his clientele, to maintain. He is not a hooligan who rips the throttle open in the middle of the traffic or while entering a tunnel, just to have an absolute blast. The Suzuki Intruder rider would invite his date to home instead of taking her to McDonald's. So if you're the kind of guy who plays by the rules and keeps yourself out of trouble, then Suzuki Intruder 150 is the right motorcycle for you

Kawasaki Versys X300

An Underrated Adventure Bike

The entry-level adventure gallery in India consists only of Royal Enfield Himalayan, a much-needed gap is soon to be filled by the BMW G 310 GS. While a patient man will wait for the little beemer, but I am not one, so I decided to do some research and stumbled upon the Kawasaki Versys X300. To my surprise, it turned out to be a very capable adventure bike. Let me tell you why.



The parallel twin

The 296 cc parallel twin makes an impressive 39.45 HP @11,500 RPM but a pitiful 25.70 Nm of torque. The best thing about the engine is the lack of vibrations, the Parallel twin is the same unit which is used on a Ninja 300 and is famous for redlining beyond 12,000 RPM. The overall design of the engine is vastly undersquare which includes 49 mm piston stroke and dual overhead cams which control 4 valves per cylinder.

All features translate to an Ultra smooth riding experience. The torque isn't enough to get the rear tyre spinning out of traction but that's the whole point. It is a beginner friendly bike so despite being a 300 cc tourer, it provides plenty of room to learn off-roading skills.

Design

The Versys X300 uses conventional right side up forks and pre-load adjustable monoshock. Both of them work best under the stock setting. The Diamond frame uses the engine as a stressed member but since it runs as smooth as butter, almost none of the vibes reaches the handlebar. The front fairing along with the immovable windscreen does a good job of deflecting air and even with a high seat height of 815 mm. The sunken seat is also to be credited for the same, the resulting rider triangle keeps your arms at a rest and your feet mid-set. The twin 17-inch wheels make a good balance of road and dirt handling on the Versys but the tube-tyres can prove to be a bane while tackling unknown territory.



Off-roading ability

The tank is sunken near the rider legs, allowing him to grab onto it while standing, the handlebars are kept high for additional stability. The only notable part which can get damaged seems to be the wide hollow fairing but an equally wide leg guard could prevent it just fine.

People say that the weight of the bike is a bit on the heavier side but it is identical to the much less powerful Royal Enfield Himalayan.

Electricals

Along with a part-digital part analogue console, we also have a charging outlet. The ABS is not switchable and the console displays speed, time, oil level, current gear and all the usual stuff.



The ex-showroom price of Kawasaki Versys X300 is Rs 4,60,000 (Ex-Showroom) Delhi. The high price of the Versys is justified by an additional cylinder and commendable off-roading capabilities. In short, Versys X 300 is a true mid-entry level adventure bike which can perform well on and off-road.

Why You Should Consider Electric Bike?



With the ever-rising pollution and Global warming, the shift to electric vehicles will become a necessity more early than we actually thought. But we need not worry, because, despite a few cons, there aren't any drawbacks of riding an electric motorcycle. So, today we are going to discuss, how our riding experience will change for the better in the future.

Inexpensive riding

The Initial cost of buying an electric motorcycle may go up but the running cost will always remain practically nothing. You can even install a separate solar panel at your home to charge your bike for way less money than you spend on petrol. Since the e-bike will have almost no moving part, besides the DC motor, all you have to do in the name of maintenance would be either tire and brake fluid change or tightening of the chain. The absence of the clutch will also invite more people to start riding a motorcycle, who were earlier afraid of the complications of gear shifts.

Environment-friendly

The biggest advantage would be to our environment. With millions of gas guzzlers replaced with smooth and quiet running electric machines, even New Delhi's sky will start looking blue in a few months. The air will become clear, the particulate matter will get reduced and there will be no smog during winters. If you're thinking that more electric vehicles will require coal power plants to produce more electricity and essentially increasing carbon footprint, then you're not fully right. Wind and Solar energy are on the rise, especially in our country and by the time e-vehicles become dominant a sustainable infrastructure of renewable energy source, will already be in place.

Electronically smart

Even a mid-range e-scooter like Ather 340, has features like onboard navigation and live location tracking, which even the Duke 390 doesn't have. So imagine what an electric supersport like the Emflux One would have up its sleeves. Advance features like Variable traction control and Riding modes will become more common as these bikes take over.

Better batteries

Either e-vehicles will act as a catalyst in making batteries better or they will just enjoy the process. Better and efficient batteries will become a reality in the future. We are talking about energy storage devices which will steer themselves away from the side-effects of having a higher C-rate and will churn out a great "cycle-life". Such batteries will not just be a boon for the transport industry but to the whole mankind as well.

Electric vehicles have been around even before the early 20th century, but due to lack of R&D in such a source of energy, it failed to compete with the conventional oil. In the modern world, the electric vehicles inherently can be regarded as a premium mode of transportation due to their simple mode of operation and ease of usability. Combine to them the increasing popularity of sports like Formula E and Moto GP electric, and we have a whole new generation of kids who would want to grow up and ride only an electric bike.



Still, there are several advantages like instant torque and blazing acceleration, but that's a talk of another topic.

For everything related to Bikes, stay tuned to BikesMedia.

The buzzword around town is “BMW” and it’s not just the rich and wealthy who are excited this time around. It’s because the company’s first entry-level “Made in India” bike, the G310 R is about to launch in India. The bike has been available in the international market since over a year now, so to imagine what the BMW G310 R performs like, is not very difficult. But the biggest question is whether we should be excited about the entry level beemer or not.



BMW G310 R

is coming, but does it matter?

Our market has changed a lot since the G310 R was first announced. At the top of the naked 300 cc spectrum, we have Duke 390, which is the most powerful bike in its segment. Period. Then we have Bajaj Dominar 400, which strikes the balance between power and economy. So how and most importantly where will the BMW manage to establish itself in the entry-level segment. Let’s take a look.

The Apache’s Shadow

According to several International reviews, BMW has kept the gearing on the G310 R really tall, as a result of it the bike stalls several times in traffic condition. The 310 motor also features a lot of vibrations in the upper end of the rev-range, but being a single cylinder thumper, it is almost impossible to reduce vibrations without adding another cylinder, unless you’re KTM.

The body of a Horse

The RR 310 and the G310 R share the same chassis, suspension, swingarm, wheels and fuel tank. Starting with the under-bone, the Trellis frame is fantastic and fits well almost universally on every bike in the market. The inverted cartridge suspension is tuned for the softer state, these were not so good on the Apache RR 310 but will prove useful on the naked BMW. The aluminum swing-arm will effectively help in reducing the weight and in providing support to the unsprung mass. The 11-litre fuel tank will prove a bane while cruising, which is the 70% of what this bike will be used for.

As expensive as dreams

The BMW G310 R, if launched with a price tag greater than the Duke 390, then it will only sell because of the brand name. But if by any luck it manages to retail under 2.5 lakhs, then almost every other brand entering the 300 cc segment will be given a run for their money.

The little beemer, despite being made on a budget carries a BMW badge and for most people that’s everything. Overall the bike is expected to deliver decent performance, decent fuel economy but a very exquisite sense of ownership. Just to say that I own a BMW, is a big factor in itself.

Despite its shortcomings, the launch of BMW G310 R should be a cause for celebration. Not only has it helped BMW to gain a foot in the entry-level segment but has also helped TVS Apache RR 310 become India’s international icon. Things are just starting to pick up in the Indian motorcycling scene and so far it’s looking pretty good.



Why Dominar is the most Value For Money motorcycle in its segment



While talking about the Bajaj Dominar 400, we like to mention the fact, mostly against it, that it's a "Bajaj bike" or it uses a copied engine from KTM. Among all those people, you can easily include me as I have spent hours, writing paragraphs about how the service offered by Bajaj's showroom makes the experience of owning a Dominar almost not worth it. But lately, I have come to realize this fact that, the Dominar, despite its faulty branding, is the most excellent product to have ever come out of Indian market. I will explain why.

Most advanced engine design

The Engine of the Dominar may have been ripped apart from KTM but it has been worked thoroughly by Bajaj to develop an entirely different character of its own. The Triple spark 4-valve engine compliments the cruiser nature of the bike by offering plenty of torque in a thick powerband and more than enough usable power. The triple spark technology allows for a cleaner burn for the fuel and produces far fewer hydrocarbons and CO (Carbon mono-oxide) compared to a single spark plug engine



The tuning of this engine is according to the last gen KTM 390 engine, as it produces almost the same torque (35 NM @6500 RPM). The power of the engine is reduced to 35 PS @8000 RPM to ensure that it remains stress-free under long riding conditions. Many people are also angry about the rev limiter being placed just at 9500 RPM, but slow engine speed increases the interval between two service period. Thus giving you a torquey engine with usable power and long life. Not to mention a fuel economy of 25-30 km/l.



Complimentary features

Here I would like to mention the Slipper Clutch which comes standard on the bike. As the weight of the Dominar is 182 kg (dry), it tips the scales towards the heavy cruiser territory. Also taking into account, its ability to easily cruise at 130 to 140 km/h, a sudden engine braking can very easily break traction in the bike. Bajaj knew this very well, so they decided to install the Slipper Clutch on both the Variants of Dominar as standard feature. Speaking of Variants, the ABS on this bike has a superb sampling rate. Even if the brakes are pulled on a dirt filled road, the front doesn't lock easily leaving the rear tyre to roll down and lock for short intervals.

The ABS version is not so expensive at Rs 1.58 lakh ex-showroom when you consider the pre-installed Slipper Clutch.

Complimentary accessories

The seat is firm and wide, the center of gravity is low and the seat height at 800 mm, is adequate for tall and short people. The front headlamp is bright enough that you won't ever need to install additional lights on your bike, the lights are LED too, meaning the AHO won't suck the life out of your battery.

The seating position is comfortable and your knee remains high enough to be dropped into light corners. The bike is not meant for ultra sharp cornering but considering the genre it finds itself in, an average rider like me can easily find himself, tipping in several shallow turns.

Bajaj Dominar is such a bike which can impress even a premium bike owner. It's not just the ABS and the triple spark engine, but how all of it comes together in just under Rs 2 lakh. With its versatile nature, super affordable price tag and consumer-friendly build, one can easily live with the Dominar 400. Sure, it uses cheap plastics here and there but it just means that they will be easy to replace if you break them.



Things That Make A Perfect Stunt Bike

All of us have seen Motorcycle stunt shows at least once in our lifetime. If you're among those people who haven't ever seen a guy rip a big fat wheelie, then you're missing out on one of the most exhilarating experiences of your life. Motorcycle stunting an action-packed sport which requires you to take decisions in the fraction of a second. We have had a number of manufacturers taking part and organizing these stunt shows.

From Bajaj to TVS, almost every performance motorcycle manufacturer has had his share of experience in the world of stunt riding. Regardless of the manufacturer competing in these events, they all seem to use specially designed stunt bikes which have different equipment from their everyday counterpart. In this article, we are going to dissect all those components and learn what makes a good stunt bike.



BIGGER REAR SPROCKET

Stunt bikes hardly ever see a highway in their lifetime. Their only function is to jump, slide and glide. So it makes sense that all of the power in their engine is used as early as possible. A bigger sprocket helps stunters to achieve just that, with more number of teeth added at the rear, the wheelie becomes much more easy to pull off. That's one of the reasons why these bikes have such an instantaneous torque.

STEEL BRAIDED LINES AND MULTIPLE PISTON CALIPERS



The brakes on a stunt bike need to give a lively feedback and an instantaneous bite from the steel discs. While the steel braided lines take care of the pressure feel and the feedback, a new calliper, preferably a multipiston one, gives you the required bite. The pressure by default is kept quite high in these lines to facilitate stoppies even at the lowest of speeds.

HEAVY DUTY FRAME SLIDERS



A stunt bike falls a million times more than any normal bike, it's a fact written in the bible. Without a heavy-duty crash guard, engine components are susceptible to fall damage. Even the rider's leg is prone to injury if the bike falls on it during a bad accident. Many stunt riders who use super-sport bikes like ZX6R and Street triple R for stunting prefer to use crash guard for a more well-rounded protection. These guards also keep the overall cost of stunting down by keeping equipment safe from physical damage.

ADDITIONAL REAR BRAKE CALIPERS



While performing rotating wheelies, quick-slides, or any other stunt which requires the rider to stand on the rear seats, a handbrake lever is used. Its job is to provide the option of braking from the rear wheel, without using the foot lever. In this setup, an additional caliper is installed beside the stock one on the rear disc and an adjustable handbrake lever is connected to it on the handlebar.

ADJUSTABLE REAR SETS AND RAISED HANDLEBARS



A lot of standing is required while stunting, to support it, adjustable rear sets are used. These replace pillion footpegs and stay rigid in their place. The plate connected to these rear sets include a lot of holes in which the footpeg can be installed. To supplement the standing position, a raised handlebar is also used. It gives the rider a support as well as a better control when the bike is on a single. Some people use straight clip-ons, which does the job just as well.

AN INSANE RIDER



Stunt riding, just like any other motor-sport, is dangerous to its core. Just because the stunts are performed at a slow speed, doesn't make them any less threatening. The rider performing these stunts has a job dancing with a 160 kg bike while maintaining focus and filtering out all the raging of the crowd. In short, it's one hell of a sport.



Harley is facing a tough time on their home turf. The millennial are more interested in buying Japanese sports bike like the ZX-10R and CBR600RR, instead of an air-cooled V-twin Harley Roadster. The company's main audience, the baby-boomers are nearing the old age and prefer to ride a car instead of a 500-pound cruiser. As a result company's sales are down along with its market share. Recently with the advent of a totally unexpected trade war between the United States and the rest of the world has left the company with very few options.

Why Harley-Davidson will be moving its production out of US

Recently US President Trump started a trade war with the EU, Canada, Mexico and China by taxing the goods coming out of their countries like Steel, Aluminum etc. As a result, the affected countries have also started to retaliate by taxing the main products coming out of the USA including Bourbon, Blue jeans and unfortunately Harley-Davidson motorcycles. On an average the taxes will increase almost \$2200 on the overall price of the bike, making Harleys harder to compete against the much cheaper Japanese motorcycles.

To avoid the taxes imposed by the EU, the company is planning to shift its production from the US to Thailand. It does not mean that the company will shut down its American facilities. Instead, it will shift the production of Europe bound Harleys to Thailand, thus avoiding heavy taxes and cutting production cost in a single shot. This move has made a lot of people upset including Union workers and the Donald Trump himself. The Union workers are angry with the company as well as the President because not only are their jobs at risk but the upcoming tariff from China will raise the price of everyday household items.

Trump has threatened Harley-Davidson with a potential additional tariff if they plan to shift the production away from the US. He also claimed that the Harleys will lose their soul if they step out of America and will be "Punished" accordingly. What the President fails to realize is that the company will not import bikes for the US from its out-of-country plants, so technically there is no way in which Harley-Davidson can be charged with such a tax.

Venom Urban Wanderer Riding Gloves

Product Review



One

fine day I was using Facebook, and then I found a brand with a logo that looked marvelous, designed for the youngsters. It is called Venom, with the logo of an apex predator. I then went into their website and had a look their collections. Man each one of them looked amazing with logo. They have gloves, jackets, boots, riding pants and traveling baggage as well. I decided to get a pair of gloves called Wanderer from them. I have used them intensively for a period of 2 and a half months and here are my observations.

Looks and design



The pair of gloves look neat and simple, when you have a deep look you can see a lot of minute complex looking designs. The Venom Wanderer riding gloves are made from genuine leather. I must admit that your hands don't smell bad after you wear it in the hot summer days which is really good. As soon as you see the pair of gloves you notice tiny and cute cone shaped structures on each finger, they are the air vents are very well designed to pull in air into the gloves.

Fit and comfort



You also get small button shaped cushions just a little below the nails where the joints are located, they give an extra protection when you crash, the button cushion comes on the lower joint for the thumb. The knuckles get a neatly designed armor to prevent heavy damages during a crash event. Something that I was keenly observing is the quality of the stitches, boy! They last really well not even a small bit of the stitches came out from their places.

It took about 5 days for the leather to break in, until then it was comfortable but was too tight. After they break-in they were perfect. It's just that my thumb finger is a little small, so it was a little big for the thumb finger alone.

The pair of gloves get soft woolen type material with a good cushioning which is comfortable. Initially when I saw the design I thought it would be very hard wear them in city traffic during the summer days, I have tested them at the peak summer days in Chennai at a maximum temperature of 41 degree Celsius and I must admit I was completely wrong and I was blown away.

There are a lot of brands where the stitches pop out really soon. The locking system is a Velcro type, with their branding on it, but it misses out on the logo. The wrist gets a zig-zag stitch design pattern on it. The cuffs extend 4.5cms from the wrist and do their job pretty well. The pair of gloves get silicon reinforcements on the palms, side of the pinky finger and most importantly along the path of the thumb and the index finger that give the best grip when you throttle.

My hands did sweat but very very little. Most importantly I did not feel the pungent leather smell. It kept me very happy. The ventilation is very good when vehicle is under moving conditions. The grip as well is excellent. I tried using my phone with the gloves on, unfortunately they did not work. I used it for long rides as well, they did not lead to any sort of uncomfortable feeling or pains. I would suggest that the silicon reinforcements be provided on the middle finger as well, as they will provide a better grip during hard braking. They are easy to wear and stretch as well. It is a quick wearable pair of gloves. The gloves come with various size options starting from M upto XL. I would suggest that some ventilation is provided for the palms as well.

For a price tag of Rupees 2500/-, it is completely a worth package no denying in the fact that they come with top notch quality and premium fit and finish. You don't need to think for a second option when you want to get a good pair of daily use gloves. I would strongly suggest this pair of gloves, because at the end of the day I am DAMN :- (they are called Damn design) sure you aren't gonna regret buying them.

Indian Scout FTR 1200

A Game Changer!

Flat track bikes are “less popular” to say the least, here in India. The sport, Flat track racing, around which the bikes are based is not even known by many people in our country, so it’s not a surprise that we barely have any knowledge about the upcoming FTR 1200. Despite all that the Indian Motorcycle Company, are going to change the game. I’ll explain why.



The FTR 1200 is a prototype flat-track bike which is based on FTR 750, which is famous for winning flat-track races across America. Flat-track races take place on a small dirt covered track with several turns and straights. The specialty of this motorsport is "Rear wheel drifting", as a result, you can compare flat-tracking to Drifting, the only difference is that it's limited for motorcycles and takes place on a dirt flat track. Riders use the rear disc brake to slide the motorcycles in the turn and steer with their rear wheel. I am not going to go into much detail because "Flat-tracking 101" needs a whole article dedicated to itself that you can read from the below mentioned link-



Now let's talk about the bike, Indian Motorcycle company is performing really good in Flat-track racing because of their capable riders and amazingly engineered racing bike, the FTR 750. It features a 750 cc engine with a 53 degree V-twin. It is in a DOHC setup and the crank is made out of a single piece to minimize vibrations. The overall design of the engine is "Oversquare" meaning the Stroke (61.5 mm) is shorter than the Bore (88 mm). It makes sense to design the engine that way as the bike is expected to rev quickly and higher while coming out of a turn, so the presence of low down torque shouldn't hinder a good mid-range. It is also counterbalanced to further curb the vibrations produced on higher revs.

The engine is just the tip, the rest of the Chassis is where the delicious cream is. The frame is a Trellis frame paired with fully adjustable Ohlins at the back and only conventional suspension at the front. The seat, suspension, and handle height are adjustable and the rear section of the bike is designed for two reasons, to steer from the rear wheel and to remain stable while doing so. The FTR 750 is a race bike so it lacks a proper heat shield, seat, headlight and many catalytic converters. Thus it isn't possible to ride the bike on the road, yet still, people wanted to experience it's madness first hand, Enter the FTR 1200.



First a prototype, the FTR 1200 adorns all the street legalities on the FTR 750 chassis along with a 1200 cc engine from the Indian Scout Sixty. The 1200 version still uses Ohlins suspension and a race Chassis along with all the necessary parts to make it road legal. Not much is known about the production Variant of the bike but Indian has promised to keep it true to pure American nature of the sport.

On to the part, "why it is a big deal". The FTR 1200 to American flat track racing is what Yamaha R1M is to the Moto GP, a bike born and bred on the track and handed over to the masses. Except for this time the sport involves drifting along with going fast. The bike will also be company's first attempt at making a road legal flat tracking machine. Indian Motorcycles have decided to break out of the safe bubble of making Cruisers and enter into an entirely different territory. Although they have a racing experience to help them in their endeavors, the requirement of the public and the rider often do not match. FTR 1200 also proves the company's passion for motorcycles, because the bike is solely the result of massive fans which were busy filling Indian's Facebook wall to make FTR 750 into a road legal reality. In an era of cold statistical analysis, a bike which is being made just for the fans because their demand shows the commitment of Indian motorcycles towards their riders.

I have never ridden an any flat track bike, but because an established company like Indian chooses to make a bike as a passion project, gives a motorsport fanboy like me, a lot of hope in this cold and calculated world.

We have heard the cries of thousands of riders who plead night and day for Honda CBR 250RR to come to India. We don't know if they launch it or not but the bike would retail at close to Rs 3 lakh ex-showroom. It makes around 38 HP and a pitiful 23 NM of torque. Compare it to the competition and you realize where the bike actually stands. The RC 390 comes in first with its massive 43 HP and 36 NM of torque and then we have the TVS Apache RR 310 with 34 PS of power and 27 NM of torque, both of them retail just over Rs 2 lakh. Even if we were to go beyond Rs 3 lakh range, we already have the much larger Yamaha R3 with a 321 cc parallel twin making more than 40 HP and the Benelli Tornado 302 churning out 38.26 Horses.

Among such a competition bringing a small 250 cc, twin cylinder bike would make no sense as the market is already filled with much better and affordable motorcycles. If Honda were to launch the same bike 5 years ago, then it might have stood a chance but with the current scenario in the entry level sportbike department, the company doesn't stand a chance.

Where Honda loses is in its pricing. No one would want to pay more for a small bike and the 250 cc is really not a size to tamper with a twin cylinder configuration. Twin cylinder engines have some downsides which in the upper middle-weight category get blurred out due to the large engine size but remain very apparent in a small cylinder. Twin cylinder engines have a very predictable and boring power delivery, they also have a very low bottom end torque. You can always predict how the bike will perform when you twist the throttle open. Twin cylinder bikes have a forgettable exhaust note as compared to single cylinder thumpers and it might be a serious deal breaker for some.

Honda **CBR** 250RR

A DREAM HARD TO COME TRUE FOR INDIA



While moving up the engine size, these cons are blurred because we effectively pass the recommended single cylinder size range and start making a lot of vibrations along with high horsepower and torque. The increase in engine size effectively solves the problem of low-end torque as it hovers around 50-55 NM which solves the problem. The boring exhaust note and power delivery are managed by rotating the crank to a certain degree. To put simply, Torque is the measure of the turning force on an object. In case of an engine, if the piston is bigger it will produce more torque but will take more time to rev higher. On the other hand in a twin cylinder engine, we have 2 small pistons instead of a big one, so they have to rev higher in order to produce the same amount of force.

With the coming of KTM RC 390, the possibilities of what people can do with a single cylinder have drastically changed. We are continuously pushing the entry-level middleweight segment successfully by packing more and more power into our single cylinders. We have learned to appreciate the bottom end and mid-range rush and to minimize the top end vibrations.

All the above points give us the following conclusions:

- Single cylinder have a better low-end grunt but more vibrations
- In their small size, twin cylinder engines have very little torque but a smooth top end.

So unless Honda doesn't decide to make a 400 cc single cylinder powered CBR, there's hardly a chance that they'd survive the harsh competition in the market.



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