

BikesMedia

Everything About Two Wheelers

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Harley Davidson Street 750 Review



Since the day of the launch of Harley Davidson Street ROD 750, we have been trying so hard to get our hands on the old Street 750, because unlike the Street ROD, this Harley has a place. It is a cruiser, it has a low slung seat, front set footpegs and raised handlebar. This bike doesn't seem like a half-done job, it rather feels like the perfect piece of the puzzle, which got overshadowed by a bike out of place and meaning.

The bike doesn't feel very eager to turn because it isn't supposed to. The straight line stability is just perfect. Low seating poster coupled with an even lower center of gravity gives this bike a massive grip while cruising. There is no problem in keeping your foot down either. The position is so that you will automatically drop knee further away from the engine, which you really should because it gets very hot very quickly. An added heat deflector, above the engine, does work quite well.

Raised handlebars keep your shoulders relaxed and the back straight. Legs are adequately covered by a leg guard. Front set foot pegs prevent the legs from being in an attack position, exposed to the high wind blasts. This further inspires you to go fast.

The bike doesn't lean much, courtesy of its low stance and ground clearance. But even riding so low, 2 heavy riders can easily pass over almost all the potholes. The suspensions at the Street 750 are on the stiffer side, surprisingly on both the ends. Although it does inspire confidence you will feel sore on a bumpy road very quickly. The saddle is wide enough for a heavy rider and pillion seat is smaller even for an average one, so if you don't have a size zero model as your girlfriend, then she'll not fit.



As far as technical figures of the bike is concerned they are as follows- 47 Bhp of power, 59 Nm of torque produced by a liquid-cooled 749cc twin cylinder engine which is fuel injected and coupled with a belt drive system.

The Engine vibrates after 4500 RPM in first and second gear but it manages to go up to 7500 Rpm in 5th and 6th gear. 0-60 kmph time will feel quick for first 5000 kilometer, after that you'll start searching for weight reduction and performance enhancement mods. The weight of the bike is less if you'll consider it through Harley's standards, but it too only becomes apparent when you're backing up the bike. Clutch is hard and the travel is a bit long, fueling isn't precise at first but it does get better once you pile up kilometers on it.

The low fuel light serves its purpose well, the reading is most of the time accurate but there cannot be a good enough excuse from Harley for not giving a fuel gauge in the first place. Same goes for you too Royal Enfield.

ABS works just well and so does the massive rear brake, I often found myself using only the rear brakes even when I was doing 70 km/h. The front also has enough bite for your every use. For a 750 cc, it's not as fast as expected but it does give a decent enough fuel economy, it averages out between 20-22 km/l, under various riding conditions.

Unlike many neo/retro café racers and scramblers, Street 750 doesn't suffer from an existential crisis. It knows its place along with the things it can and cannot do. It was one of Harley's son which didn't become a movie star either a low life, it rather just worked, worked itself, climbed up and reached home.



BBG Semi Gauntlet Riding Gloves

Product Review

Ever been at a Yamaha showroom where you want to buy a motorcycle and you are confused between the FZ and R15, wherein both have different abilities and uses, FZ is a total street fighter so I compare that to a regular set of gloves and R15 an amateur track bike to a full gauntlet gloves. You don't want the FZ since it is a naked bike and is hard to ride for long distances since it doesn't have a wind shield and will have too much wind blast and buffeting, at the same time you don't want the R15 because it is too hard for long rides and city traffic, but does a great job in canceling the wind. That is where the Fazer comes into aid, it is a semi faired motorcycle, and solves your purpose from both ends, so I compare that to the semi gauntlet gloves.



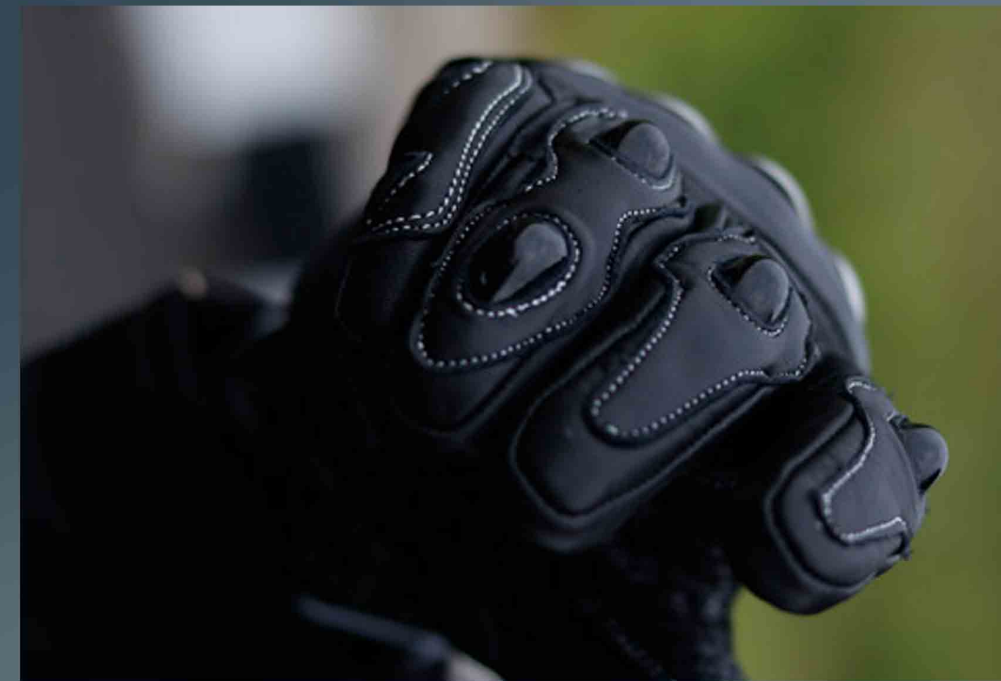
So this time we are taking the semi gauntlet riding gloves from Biking Brotherhood Gears for review. After using it for a couple of days to state the following observations. It took a fair bit of time and riding for the leather gloves to break in to get its original feel and comfort. Since then, the observations were made and are stated below.

Looks and design



The set of gloves look pretty good, considering the fact that it partially soles the purpose of full gauntlet gloves too. The glove is fully made up of leather and also gets touch capacitive feature for the thumb and index fingers. The top portion of the gloves get a metal finished knuckle protector over a carbon protection. It gets silicon reinforcements on the palm for more grip and protection.

The cuffs extend and provide a feel that you are wearing a comfortable and easy to use full gauntlet set of gloves. The cuff gets a nice biking brotherhood symbol printed in white color. The strap is made out of good quality rubber material. The slot for the pinky finger is crossed to reduce the impact. The palms also get a Carbolex protector.



All the fingers get bits of protectors to reduce the impact in the major areas. The overall quality of leather is good to provide the rider a fair amount of protection from heavy impacts during a crash. The glove comes only in black color and offers various size options like S,M,L,XL,XXL.

Wearability and comfort



It is very easy to wear these set of gloves, just wear it and strap it on the go. It is not hard to wear as the full gauntlet version, but is very easy and simple. The rider can easily remove it even at frequent stops. I was testing these gloves under the hot sun, yes my fingers did sweat a bit during heavy traffic, but it was cleared off as the vehicles moved. The air flow is pretty good.



The leather provides good grip and as I always emphasize it would be nice if the silicon bits are provided for the index and middle fingers to help the rider get more grip on the brake and clutch levers. There is very negligible smell that generally comes from leather.

The only drawback I felt was that the stitch linings were too visible at some portions, if that was improved it is a phenomenal pair of gloves. I also hope they launch more colors, since colorful is the new attraction in the modern era.



For a price tag of Rupees 3000, it is a good deal, considering the fact that you are not going to ride on the track. But if you are ready to shell out 1000 more rupees and some time to strap the gloves every time you wear it, I would highly recommend the full gauntlet gloves.

It doesn't matter if you ride a Dominar or an RC, we can all agree that ripping down the streets in a peppy scooter is just another form of fun we crave for. It doesn't matter how serious of a rider all of us become, there is an inner squid in all of us just waiting to be unleashed, and what better way to release that hooligan than on a scooter. So without wasting any time here's a list of all the scooters that we expect to see in the upcoming months.



TOP
5

upcoming

SCOOTERS



Top 5 Upcoming Scooters In India 2018

Hero Dare

This is the first 125 cc scooter by the Hero which is waiting to see the light of the day. It was first showcased at 2014 Auto expo and it seems to be powered by 125 cc 4 stroke engine which boasts of being both economical and fun. The scooter will feature a dual tone paint scheme and it will compete against Honda active 125.

Expected price: Rs 56000
Power and Torque: 9.38 BHP, 9.8 NM.



Honda PCX 150

This scooter will be company's first 150 cc entry in India. This scooter was showcased back in Auto Expo 2014. The company labelled this as "Motor Scooter". Being a 150 cc, this scooter will directly compete with Arpilla SR 150 but going by its design it is more likely to hit the upper spectrum of scooter market near the Vespa range. It will be a blend of design, looks and comfort. Features like a Front disc and Honda's own CBS technology will be standard on this.

Expected price: Rs 65,000
Power and Torque: 13.4 BHP, 14 NM



TVS Jupiter 125 Fi

Recently seen bearing a camouflaged look, this scooter could be the dark horse from TVS stable to finally outsell it's Arch-nemesis Honda Activa. The scooter was seen bearing a front Disc brake and a Fuel injected setup missed choke lever confirmed it. The console was also a digital cum analogue unit. This will be the first fuel injected automatic engine on a scooter, so it'd be interesting to see how TVS manage to pull this off.

Expected price: RS 57,000
Power and Torque: 11 BHP, 10 NM.



Aprilia SR 125

The elder sibling of this soon to be launched mini powerhouse is already showing people what a performance oriented scooter is capable of. The Aprilia SR 125 is expected to launch in early 2018 probably at the Auto Expo 2018. The scooter is also likely to be built on a tubular steel frame housing a 125 cc engine. In terms of design, it is expected to borrow a large chunk of its exterior from SR 150.



Expected price: Rs 55,000
Power and Torque: 9.46 BHP, 8.2 NM.



Vespa GTS 300

In the Ultra-premium category of scooters, Vespa is expected to launch the GTS 300. A 278 cc scooter, with the performance of an entry level sports bike. It will be powered by a Single cylinder 4-Stroke 4 valves Quasar engine with electronic injection. Being a Vespa one can expect good ride quality and performance out of this scooter.

Expected price: Rs 4,00,000
Power and Torque: 21.2 BHP, 22.3 NM

Final thoughts

Considering India's initiative to fill its roads with only electric vehicles by 2030, the trend in upcoming automotive tech can be seen tilting towards the eco-friendly side of the spectrum. With scooters like Hero Duet E, offering amazing performance on electric motors and saving the environment while doing so. It's only a matter of time when a few years from now we also get to see an electric RC, NS or RTR. For everything related to two wheelers, stay tuned to BikesMedia.

Ducati India announced the opening of bookings for the new Panigale V4. The brand new Panigale V4 is the closest Ducati possible to its MotoGP counterpart. Ducati India opens pre-booking for the first 20 Panigale V4 in 2018. The Panigale V4 will be limited to 20 units in India for year 2018 and each of these bookings made before 31st May. Each bike will include an exclusive numbered memorabilia on delivery. As icing on the cake, the first two customers to buy the Panigale V4 will be sponsored for Ducati Riding Experience racetrack course, which is going to be held in June 2018 in Malaysia at the Sepang MotoGP circuit. Both the participants will be trained under the supervision of professional instructors. The two participants will also learn how to get Maximum from their Panigale V4 under different riding conditions.

The new Ducati Panigale V4 is the first production Ducati motorcycle to be equipped a 4-cylinder engine, which is derived directly from the MotoGP Desmosedici. The road legal bike is been developed in close collaboration with Ducati Corse and it is a gist of Ducati technology, style and performance. Powering the Ducati Panigale V4, the brand new Desmosedici Stradale engine is a 1,103cc 90° V4 with Desmodromic timing. The mammoth V4 engine is capable of delivering a maximum power output of 214 hp at 13,000 rpm, making the Panigale V4 the most powerful bike in the segment. The electronics package of the bike includes ABS Cornering Bosch EVO, Ducati Traction Control EVO, Ducati Slide Control, Ducati Wheelie Control, Ducati Power Launch, Ducati Quick shift up & down, Engine Brake Control EVO and Ducati Electronic Suspension EVO.

The new Ducati Panigale V4 will be available in two variants; the Panigale V4 and the Panigale V4 S. The Panigale V4 S features Öhlins suspension featuring the Smart EC 2.0 system with a new adjustment interface and top-drawer components such as forged aluminum wheels and the lithium ion battery. The Panigale V4 and V4 S have been launched at an introductory price of INR 20,53,000 & INR 25,29,000 (Ex-showroom India) with deliveries starting in July 2018.

Ducati Panigale V4 Pre-Bookings Open



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

Our first announcement in India this year, the Panigale V4 is one of the most eagerly awaited motorcycles in India in 2018. This is the closest enthusiasts can get to owning a MotoGP prototype that is built for both excellent on-track performance and outstanding on-road rideability. We have been overwhelmed with enquiries since the announcement at EICMA and as a result have opened bookings six months before the motorcycle even arrives in India.

Suzuki Launches 2018 *Hayabusa* In India



Suzuki Motorcycle India Pvt Ltd. (SMIPL), which is a subsidiary of Suzuki Motor Corporation, Japan has launched the 2018 edition of their flagship product in India- Hayabusa GSX1300R. The iconic Hayabusa is also known as 'Ultimate Sportbike' around the world. In order to bring the cost of the mighty Busa in India the Japanese motor company has recently started assembling the bike in its Manesar plant at Grugram. The Hayabusa has become the first ever 'Made in India' big-bike from the house of Suzuki motorcycle.

Suzuki Motorcycles is going to display the 2018 edition Hayabusa at the upcoming Delhi Auto Expo. One can find the motorcycle at the Suzuki Pavilion during the Auto Expo. The 2018 Suzuki Hayabusa is equipped with 1340cc in-line 4-cylinder fuel injected liquid cooled DOHC engine that is known for its linear torque delivery which starts at the early rev band.

Company has launched the 2018 edition Hayabusa in two new color options- Pearl Mira Red/Pearl Glacier White and Glass Sparkle Black. The bike will be available across all Suzuki Big-Bike dealerships and the company has priced the bike at Rs 13, 87,623 (Ex-showroom Delhi).

Hero Xtreme 200R Unveiled

Hero MotoCorp has unveiled the 200cc motorcycle Xtreme 200R, the bike was first showcased as a concept at the last Auto Expo 2016. It was then projected as Xtreme 200S and was based on the ongoing Xtreme series of motorbikes. Today at an event organized by the company in the capital city of the country the brand new Xtreme 200R has been officially unveiled.

The Hero Xtreme 200R is powered by all new 199.6cc air cooled engine, the mill is capable of delivering 18.4 Ps of power at 8000 Rpm and 17.1 Nm of torque at 6500 Rpm. The fueling has been done through conventional CV type carburetor and company has incorporated inbuilt balancers to reduce undue vibrations. Company claims that the bike is capable of doing 0-60 kmph in 4.6 Sec and the top speed of the bike is 112 kmph. The new Xtreme 200R also returns claimed 39.9 kmpl of fuel economy.

The new Xtreme 200R is suspended on front regular telescopic suspension and rear monoshock absorber. The bike comes shod with 100/80- 17 Tubeless tyre at front and 130/70- R17 Tubeless tyre at the rear. Braking duty has been given to front 276mm disc brake whereas 220mm disc at the rear, ABS comes as optional feature at the bike.

The bike comes in five vibrant color options and we got to know the price of the bike when it will be launched later this year. The Hero Xtreme 200R will lock horns with the likes of TVS Apache RTR 200 4V and Bajaj Pulsar 200 NS. It is expected to be priced in the same bracket between Rs 85-95K when launched.



Emflux Model 1

Electric Superbike

A dream come true

Following are the 0-100 km/hr time of popular middleweight (600-800cc) motorcycles:

Yamaha R6: 3.02 seconds
Triumph Daytona 675 R: 3.20 seconds
Suzuki GSX-R 750: 2.9 seconds
Ninja 650: 4.47 seconds

This is unusual way to start an article but it is befitting to the bike about which we are talking today. The name of the bike is Emflux model ONE, it is an electric bike, and it does 0-100 km/hr sprint in 3 seconds. What makes it even more special is that it's made by an Indian company named Emflux Motors, situated in Bengaluru. There is a lot of buzz surrounding The Emflux Model 1 and for the good reasons, so we sat down with Ankit Khatri for a Q&A session to learn more about their revolutionary project. Here's what we know so far:

The Bike "Emflux Model 1" will be unveiled at Delhi Auto Expo 2018 and the deliveries will begin in the 1st quarter of 2019. The sales target for the bike is limited to 199. The bike will be sold online through company's website but customers can visit any of the company's "Experience Center" which will be located in Bengaluru, New Delhi and Mumbai to test ride the bike. Some of them can also spend a track day with the Bike with a special invitation, which will start in July 2018.



Even though the bike is sold through a website but the company claims that the after sales service will always be at your doorsteps, no matter where you are. Emflux motors will deploy several service vans, which will reach to repair your bike, even if you're stuck in The Himalayas or The Thar Desert.

The Emflux Model 1 will have a "Standard" and a "Top end" variant. Brembo brakes and Continental ABS will be present on both the models and you can enjoy Ohlin's Suspension on the top end variant. The Range of Emflux ONE will be around 200 kilometer in city conditions, with a full charge, though the Range will differ with your riding style.

The specially available WARP Charger will take about 36 minutes to charge 80% of the battery, while it will take 3 hours with the standard charger. The bike's top speed will be 200 km/h, which will be electronically limited. It will accelerate from 0 to 100 km/h in just 3 seconds.

"Emflux Motors" is the passion project of its three Co-founders Varun Mittal, Ankit Khatri and Vinay Raj Somashekar. Their equally shared passion for fast motorcycles, made them pursue their life-long dream of building a sports bike. After a long time, a new motorcycle company has landed in the Indian market, so naturally, expectations associated with it, are high. The product's success will not only decide the future of the company but also of those small startups who are in the queue to bring their revolutionary idea in the Indian motorcycling market.

If Emflux Model ONE performs as good as the company claims, then it can very well change the direction in which companies like Bajaj and TVS head next. At the 2018 Auto Expo, there will be no shortage of medium capacity Sports bike and the title of "The Fastest Indian" will be up for grabs. For all the upcoming action at the 2018 Auto Expo, Stay tuned to BikesMedia.



Evolution Of Motorcycle Frame And Handling



Flex and movement cause instability; or rather it pushes the body towards a more imbalance state, a state in which you need to apply an external force in order to keep the body in its proper original position. This is true in case of everybody out there which has to handle any given amount of weight on itself. As a result, a motorcycle frame is no exception to it either.

When life was first breathed into 2 wheelers, they were just a cycle with an engine attached to it. As the engines became more powerful, there arose a need to go fast but still not kill ourselves in the process. So the simple frame which earlier accommodated just an engine had to transform drastically over the years in order to incorporate all the modern equipment's we see on motorcycles today.

A good frame can keep the motorcycle steady. It keeps the front and the rear tyre in a proper alignment and doesn't allow hard braking to affect the rigidity of it. A stiff, lightweight frame coupled with a proper suspension setup, essentially is the main characteristics which determine a bike's handling.

A good handling bike doesn't mean it can handle at low speeds, it means that the bike can take a corner at 80 or 90 km/h. For that, the frame of the bike needs to be stiff so that the Alignment of the front and the rear wheel remains straight. This stiffness keeps the bike stable and allows it to change its position by keeping both the front and the rear wheel in a single line. The wheel alignment needs to be perfect because at the speed of 160 km/h everything is magnified, so even a 1% deviation may result in a life-threatening wobble or an even dangerous Tank Slapper.

For years, steel has been used to manufacture these frames. Steel is cheap, sturdy and easy to work on but they are prone to corrosion and not to mention weigh a lot. Then companies started mixing cast aluminum in some places of the steel frame for weight reduction and better corrosion resistance.

After that came the concept of "Engine mounting". Many motorcycles like Kawasaki Versys X 300 and Everyone's favorite Royal Enfield Classic 350 uses this process. The difference between the two is that one uses rubber mounts and a Counter Balancer (Kawasaki) and the other one (Royal Enfield) doesn't. Engine mounting became a process because of the engine itself a hard mass of metal which can support the beam. In modern times we have more sophisticated all aluminum frames and carbon fiber frames, which weight less and are stiffer. Despite that Carbon has yet to make an impact in the mainstream motorcycling community because of its high cost.

Bajaj Pulsar 200 NS: Easily one of the best handling bikes out there, the bike is featured with "Perimeter Frame". The whole frame is not welded but pressed together thus acting as a single piece and which aids in its rigidity and thus it's handling. The distance of the handle from the swingarm is also less, which results in a shorter wheelbase thus making the bike easier to turn.

TVS Apache RR 310 S: It was one of the most awaited bikes from TVS and they have delivered it by supplying the bike with a "Trellis Frame". This frame was easily the most popular one this year as it was used in cruisers like Honda Rebel and sportbikes like KTM RC 390 alike. The frame is made from Aluminum tubes joined together in a triangular section by cantilever method which ensures no single bar in the frame experiences all the weight. It is evenly distributed throughout the frame. This eliminates the need for the addition of any extra structure that may increase the weight. Above process combined with a light-weight material ensures that the bike remains light and fast.

Royal Enfield Continental GT: Though Royal Enfield discontinued this bike recently still it deserves a mention for its Double cradle frame which was developed in collaboration with Harris Performance chassis is a pretty neat invention. The frame is flex free and uses engine mounting method for additional stability. This translates to a pretty good handling even though the bike isn't fast enough to make proper use of it.

A rule of thumb to judge a motorcycle handling is if the frame is long like it is in case of cruisers, then the bike will provide excellent straight line ability but if it'd be less nimble and difficult to flick quickly. For example, the triangular frame in Indian Scout. If the frame is small like a Perimeter or Trellis then the bike will have decent straight-line stability but superb flickability. This is the reason why Honda Rebel, a cruiser which uses Trellis frame has razor sharp handling.

Again as I always say, no single component decides one complete characteristic of a bike. Besides the frame, it is the Rake Angle, Suspension setup and the type of tyres which ultimately determines how your bike will handle.

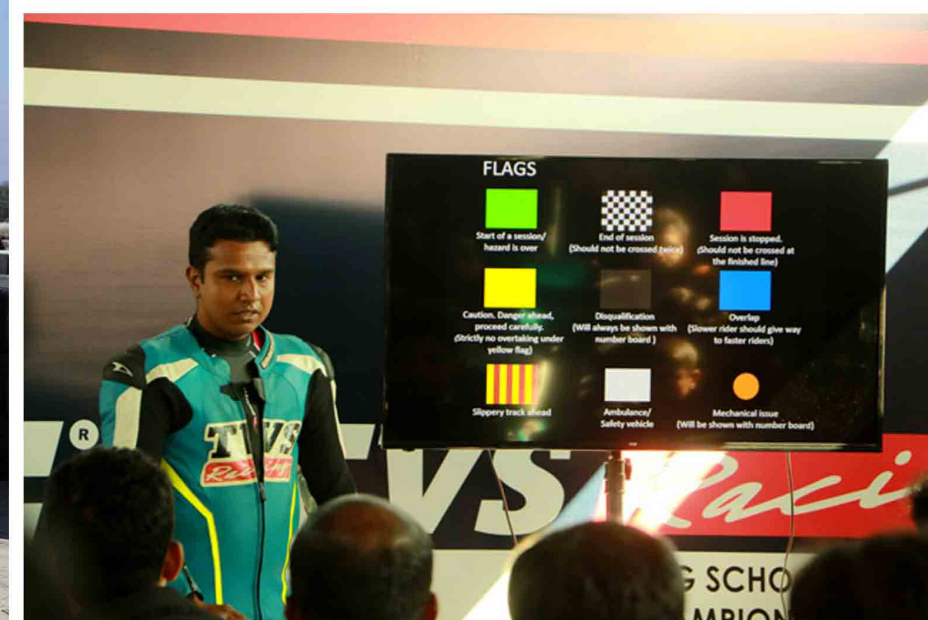
Apache Racing Experience (ARE) 2018 Begins

TVS Motor Company has recently kickstarted the Apache Racing Experience (ARE) 2018, exclusively for the owners of the TVS Apache series motorcycles. The TVS Apache series is a leading premium motorcycle brand from the house of TVS Motor Company India. The first round of the ARE saw Apache racing enthusiasts experience the full range of TVS Apache motorcycles on the Meco Kartopia race track of Bangalore.

The event began with a detailed theory session on motorcycle track riding by country's National Road Racing Champions like -Jagan Kumar, Harry Sylvester, KY Ahmed, Kannan Subramaniam and Aishwarya Pissay. After the theory session the experts guided the Apache riders to add finesse to their technique and improve their riding skills on the race track. The intense training included detailed sessions on track riding techniques, braking and cornering, which was then followed by time laps for each category.

Apache Racing Experience (ARE) is an exclusive platform for TVS Apache owners to harness their riding skills both on and off the race track. The noble program is conducted under the guidance of professional National Champions from TVS Racing. It holds a dual focus of helping the racing enthusiasts acquaint themselves with the racing DNA of TVS Apache and also acts as an avenue for them to inculcate safe riding techniques by practicing under professional guidance.

The Apache Racing Experience program will be held across 24 cities in 2018-19, the extensive racing program will be concluded at MMRT in Chennai. The final round will see winners across the cities compete in their respective categories i.e. Apache RTR 160, 180 and 200 to become the category wise ARE Winner. TVS Racing will support the activity with necessary gear and ensure that the riders undergo professional training at the race track astride TVS Racing motorcycles, prior to the final race.



TVS Apache RTR 180 Ownership Review By *Tharun*

SETBACKS

I'm Tharun currently working as a web designer and I'm a hardcore motorcyclist assuming the fact that not as hardcore as real bikers but at least to an extent. I watch a lot of motorcycle related stuff on the internet follow a lot of Motovloggers and reviewers. I love anything that is fast enough to classify it as perilous. Now cutting to the chase.

Here's the story

I started riding motorcycles right up at the age of 15 or so and the first motorcycle I ever rode was none other than the sinister performer the legendary RX-100 of Yamaha damn that was too good at that time. Like every other kid at that age I was too much obsessed with motorcycles and cars and I had to pester my parents for 5 long tearful years damn that's long and after I completed my college like I don't know what got into my mom and bam she comes to me and says Tharun its time you get a motorbike and I just lost a breath there and I filled with ecstasy I still remember that feeling till day.

There goes on the quest for the best bike which would fall under my budget as my prerequisites were only one decent performance and decent looks initially I had the Suzuki Gixxer fixed up in mind and my dad what a vacillating soul always hesitant to take my opinions and there goes my Gixxer dream.

My dad comes up at my face with price quote for the Apache RTR 180 and at first site I kind of liked it though kind of aggressive as I was a bit skeptical since me and my buddy crashed in previous gen Apache but I learnt that chassis was slightly tweaked to avoid slipping off the front wheel. There it goes one gloomy evening I make it to the showroom paying it one Cheque but still I had to wait for a week to get it. I couldn't handle that rush or excitement whatever you call it finally I get a call from the showroom to get it collected and funny thing is they did formalities some great mechanic forgot to inspect the wiring of my headlight it flunked when I turned when being powered god!!!! Embarrassing.

In the initial days I felt the bike vibrating a lot I was so pissed with showroom staff for giving me faulty bike I got it fixed with local mechanic secretly without voiding the warranty, I did a cool periodic run since every new owner would be hesitant to more than 40kmph I took it to the highway everyday making not more than 60kmph after reading an expert's advice.

Now coming to the personal encounters part, I've done a lot of touring with this bike and I must add 100 to 110 kmph of cruising you could even by far do it the whole day furthermore even on that speed the machine offered me decent fuel efficiency when compared to its rivals. The best part is it was able to smoke a classic 350 Royal Enfield well what do you know.

My first trip was to Yelagiri a small pleasant hill station comprising of just 240 km from Chennai and after that I made many trips to Kolli hills (Kollimalai) and I learnt that this bike can handle whatever the circumstances it had to come across.

The advantages of this bike is it wasn't as cumbersome as other bikes in the market in the case of a breakdown looking for spares as it was available in almost every nook and corner, Long story short anybody out there looking for a decent performing bike without denting their pockets could actually consider this bike and I would stick my head out vouching that it wouldn't let you down.



1. The major problem I faced was with the battery as it flunked just within a month of usage I had big fallout with the showroom staff they were making me wait close to 3 months driving me crazy then took the last resort of making a complaint with the customer care guys of TVS. They actually rolled with a warning for the dealership they called me immediately and replaced the battery with a new one took them hardly an hour or so to get it done; fools should've done that 3 months ago.
2. The next one was a common issue faced by Apache owners those sweet vibes I don't want to waste about it much I had to do some tweaks with the sprocket and get an high end engine oil to sort it out to an extent.
3. Since 6 foot tall I found the bike being a bit small for me also I had to lean to grab those handle bars which gave serious pain in my tail bone (tall riders kindly don't consider this bike).
4. TVS tires are awful yeah just awful I found scary while tilting it around corners be very alert during rains.
5. The chain used to loosen up often so had to adjust the tension now and then.
6. Lacks 6th gear and top end.
7. Suspension is too stiff maybe equipped for better cornering



PROS:

1. This bike has a petrifying amount of acceleration.
2. The bike is easily maneuverable in traffic no issues in handling.
3. Power displacement linear just at the twist of the throttle it would just pull away.
4. Braking is just awesome it has good bite to the brakes.
5. Good fuel efficiency.
6. Cost of maintenance is less.

CONCLUSION: If you are looking for an overall consistent performer with a tight budget this is the bike for you. I guarantee you that it will certainly not disappoint you. My only request get in a reputed dealership to avoid being cheated with your bike giving you problems. Hope this will be helpful for those looking for a reliable and fun to ride motorcycle.