

BikesMedia

Everything About Two Wheelers

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HOW TO TELL

if a bike is fast
just by looking at it?

ROYAL ENFIELD Interceptor 1960

All you need to know

AXOR STEALTH HELMET

Stealth Helmet



Suzuki GSX-S750

Officially Launched In India

MOTO CRAFT FEST 2018

TO BE HELD IN INDIA

BikesMedia

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Every one of my friends owns a Naked motorcycle, they all look the same. I can't tell the difference between 2 Yamaha FZ of the same colour. Tired of this laceration of seeing identical motorcycles everywhere, I went out on a journey to free mankind from the clutches of boring standard equipment and common styling.

How To Modify Naked Motorcycles **Tastefully**



So, here is a list of top 5 mods for your Naked Motorcycle.

1: Fender Eliminator Kits

Riding your bike with a stock fender is a torture on the Naked characteristic of your motorcycle. Be it Pulsar 200 NS or Yamaha FZ 2.0, the stock fender robs their look and natural beauty. To prevent this crime from happening, get a fender eliminator kit. They cost around Rs 1200-2000 but make a world of difference to your motorcycle. Not only they make the rear section of your bike look clean and minimalist, they also offer a better view of the rear Tyre when you perform a burnout. Especially in bikes like Duke 200, Yamaha FZ2.0 & 25 you need to show off your fat tyre to justify their awesomeness.



2: Tyres

Skinny tyres are a problem for RTR 160, NS 160 and Pulsar 150 owners. The fender eliminator kit will look like incomplete if you have a skinny tyre. It's better to upgrade to a bigger tyre if you want that awesome rear section look on your naked motorcycle. If you're wondering how to choose the best tyre for your bike then we have a whole article dedicated to it which you can check out here. Also, make sure that the tyre upgrade from your current tyre should be within 2% of the current tyre's circumference.



3: Frame Sliders

I don't recommend this for the beginner riders but if you have enough experience in the saddle then go for it. A leg guard is a very useful safety feature on your motorcycle but it stains the sleek design of the bike. You can replace them with a frame slider for a sleeker look, these will not offer as much protection as a leg guard but it will certainly protect the body panels and paint from any scratches. Frame Sliders are a good option if you are a regular track rider and don't like constantly removing and installing your leg guard.

4: Grip protection

It is a tough job riding a Naked bike on the highway because of the wind blasts. Since your entire body is already exposed to oncoming high-speed winds, you can at least protect your hands and fingers from them. A grip protection guard protects you and your levers from sand, rock and pebbles. These protectors are especially useful if you're going off-road and don't want to damage your levers in the middle of the trail. Grip protection guard comes in all shape, colour and sizes as per your requirement.



5: Steel braided lines

This mod doubles up as a mechanical upgrade as well. Steel braided lines perform three functions, they look good, offer better protection and provide better brake feel. An accidental cut or leak in your rubber brake lines can leave you stranded or worse. A steel braided line is very effective against any rock or debris that you might encounter on your route. It even provides better bite feel from your brake levers for efficient braking.



All of these mods are cheap and effective so you can make your ride look "Special" without breaking your bank. Do you agree with our list? What's your favourite mod? Let us know in the comments below and for everything related to

MOTO CRAFT FEST 2018 To BE HELD IN INDIA

Detailing Devils is going to host first ever “Moto Craft Fest 2018” at Noida Studio, Sector 1. It is an initiative by LumiLor India which is powered by Detailing Devils Pvt Ltd. The company is a globally recognized auto detailing brand going to bring you first ever auto art extravaganza. The festival is scheduled on the 12th and 13th of May, 2018 and shall start from 10.00 A.M onwards at Noida Studio.

There will be over 100 artists from pan-India showcasing their masterpieces. Shawn Mastrian, CEO – Lumilor (Darkside Scientific LLC) will grace up the festival and judge the “Paint and Create” competition for young enthusiasts and artists, who wish to showcase their creativity and innovative designs. The winner of the competition will be entitled to a cash prize of Rs 1 Lakh and will be entitled to avail the complementary LumiLor training. The Moto Craft Fest will witness performances from popular live bands, followed by India’s first ever Motorcycle Knight Ride. To top up the fun and excitement, food and drinks will also be served to make it a memorable evening.

Commenting on the event, Saurabh Ahuja, Director, Detailing Devils said,

Moto Craft Fest 2018 is an initiative by LumiLor India to encourage custom artwork for the automotive Industry experts in India. With the changing trend and culture in India, Moto Craft would like to bring a revolution, by empowering the artists and giving an exposure to the hidden talent. This event will provide a platform to all the enthusiasts, painters, designers and creators to showcase their ability in front of the packed audience, in the most unprecedented manner.





Are you 18 years or above? Are you a Social Media enthusiast? Then Harley Davidson Motorcycles has the most dreamy opportunity for you. The Company has unveiled the Ultimate "Summer Social Media Internship" program for students and recent college graduates across the globe.

HARLEY DAVIDSON

Offers Summer Internship To Students
Across The World

PRESS RELEASE BEGINS-

HARLEY DAVIDSON:

Instead of a key card, eight social media savvy collegians will get the opportunity to learn to ride via Harley-Davidson's Riding Academy. Upon successful completion, they'll receive the keys to their very own Harley-Davidson motorcycle with the mission of sharing their experiences, exploring motorcycle culture, and enjoying the freedom of riding all summer long.

Reporting to Harley-Davidson's marketing and social media team, the interns will take to the road and document their journey throughout summer, including: learning to ride at H-D Riding Academy, attending and covering events and of course, experiencing the freedom of motorcycle riding. Some will even take part in the Motor Company's 115th Anniversary celebrations in Milwaukee and Prague.

"We're continuously working to grow the sport of motorcycling," said Harley-Davidson CEO, Matt Levatich. "What better way to engage future riders than to have a whole team of newly trained enthusiasts share personal stories as they immerse themselves in motorcycle culture and community – all while gaining marketable career skills. I'm looking forward to following their journeys, learning about their experiences, and seeing them out on the road."

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The internship program is open to junior and senior level college students (or equivalent) or recent college graduates across the globe, 18 years old and above, looking to pursue a career in social media, communications, public relations or marketing. In total, eight interns will be selected for the program and applications are due Friday, May 11.

To qualify, candidates must have a taste for adventure and be socially savvy storytellers. Interested candidates must describe what FREEDOM means to them by creating a video,

writing an essay, developing a photo collage, or creating whatever piece of content they want to make their application unique and then submitting it to

For more information on the #FindYourFreedom internship program, visit the hiring page at www.h-d.com, and follow the interns throughout the summer on the brand's Facebook, Instagram, Twitter and SnapChat channels.

If riding is your passion, then this is your calling. For everything related to Motorcycles, stay tuned to BikesMedia.



FreedomInternship@Harley-Davidson.com.

How to tell if a bike is fast just by looking at it?



Motorcycles are an interesting breed of machines. The kind of different motorcycles we have on offer today can blow your mind. We have sportsters, cruisers, tourer's, ADV's, supermoto, dirt and many more. All these bikes look and perform just as they are meant to. Among such a crowd there are bound to be imposters which can fake being fast. I am talking about those motorcycles which are made to just look fast but not run fast. From a distance, these motorcycles may seem like your everyday performance machines but a closer look reveals the truth. So if you want to be that guy who can judge a bike's performance based on the first look, then this article is for you.

We are going to talk about different components of a bike which can be inquired to ensure if it's a performance bike or not. We will take a look at the components which can be deceiving and which can't be. Let's Begin:

1 Front forks

This is one of the parts of a motorcycle which is hard to use for "show off" if the performance is weak. The manufacturer or the custom builder cannot install a big fork without compromising the rideability of the bike. The size of the fork depends upon a lot of factors, including bike's weight, type of usage, top speed etc. The size of the forks goes up as the performance demand increases. So if a bike has skinny suspension it's not a fast one. Earlier the orientation of forks was also a judging factor of bike's performance. Upside down forks (USD) offered better handling than the right side up forks and they still do, but with modern day precision tuning, the conventional setup is being used in a bike like Kawasaki Ninja 400. Any fork size upward of 41 mm is an indication that the bike is fast.



2 Riding position

This prediction is true in most cases but not for every motorcycle. An aggressive riding position ensures that the bike you're riding is bloody fast. Numerous examples like KTM RC 390, Ninja 400, Yamaha R6, all have the same position and a performance to prove why. A forwardly biased seating allows the rider to become more aerodynamic by tucking on the fuel tank. This position also provides a lively feedback from the front end, enabling you to prepare for every step ahead as you lean into the corner. In case of naked bikes, this becomes an exception because almost all middleweight naked motorcycles have an upright riding position. Still, even in the case of big naked bikes like the FZ-09 or FZ-10, the aggressive riding position sees a return.

3 Handlebar



This point is true in the case of sportbikes, the low placed clip-on handlebar is a good indicator of a motorcycle's performance. Take R15 V3 for example, it has the same clip-on handlebar, and it delivers the most power in the 150 cc class. Although the bike is limited by the engine size, it can still punch its way up to the 200 cc segment easily. Another example is KTM RC 390, which can do 0-100 in 5.39 seconds. A variation of this handlebar is "Raised clip-ons", which can be found on sports tourers like Pulsar and Apache. The handle, in this case, is raised from the centerpiece to make the ride a little less aggressive.

Now, let's talk about the unreliable way to judge a bike's performance

1 Engine Size



In modern times, using Engine size to compare a bike's performance, is an unreliable method. There are numerous examples of bigger engines making pitiful power and torque. Royal Enfield's 350 cc power plant, is the most famous specimen in this case. It produces only 19 BHP of power and 28 Nm of torque, compare it to other engines in its class and you can easily see the difference. Even in the case of sportbikes, engine size is more or less a random factor, because the Kawasaki Ninja 636 makes more power and torque than the Ninja 650.

2 Tyre Size



Never judge a bike with the type of tyres it's using. Anybody can replace a 120 mm tyre with a 140 or a 150 mm one. His bike's performance will die a slow death but in the process, he will manage to fool everyone. For example, Honda CB Hornet has a rear tyre size of 140/70 while the Bajaj Pulsar 220 has a 120/80 sized one. But the Pulsar 220 can easily run circles around the CB HORNET.

There you have it, with these predictions you can make the judgement of a bike's performance, much more accurately. It is a little bit unconventional but it's way better than screaming "No replacement for displacement".

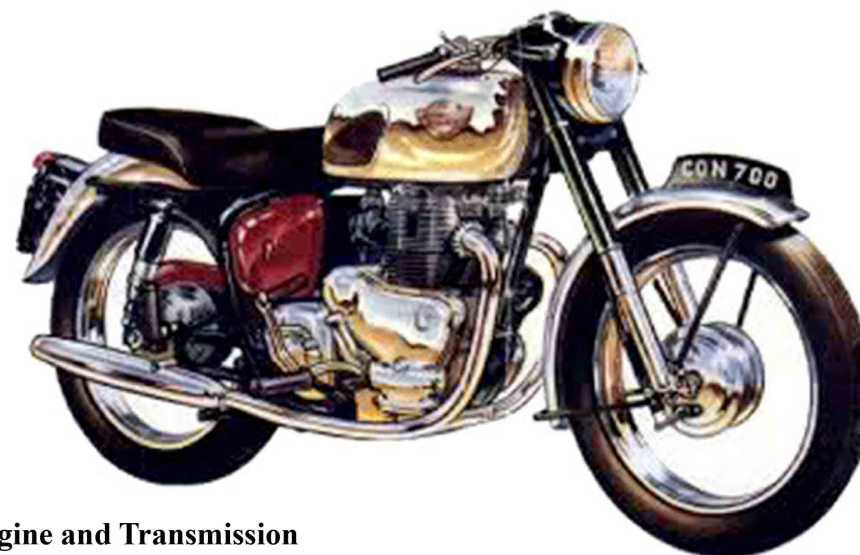
Royal Enfield Interceptor 1960

All you need to know



In today's world of Motorcycling, Royal Enfield is mainly known for making low powered single cylinder bikes, who are good enough to ride around town at the speed of 80 km/h. This wasn't the case back in the day. In 1960's, Royal Enfield used to make twin cylinder roadsters which could do a 100 Miles per hour easily. One such bike was Royal Enfield Interceptor (1960), which was the fastest motorcycle the company has ever made. It did a top speed run of 120 Miles per hour, which roughly equals 193 km/h.

Unlike the modern day Royal Enfield, this engine had way fewer vibrations and was probably considered the smoothest 750 cc twin of that era. The idea of the Interceptor came from another superfast Royal Enfield motorcycle, the Constellation. It was an 800 cc twin cylinder motorcycle which produced a massive 52 HP but due to some quality issues its production was eventually stopped. It inspired the development of Interceptor 750 in terms of engine and design.



Engine and Transmission

The Engine on the Interceptor 750 was a 4 stroke overhead valve vertical twin engine. It was a long stroke engine with a stroke length of 93 mm and bore of 71 mm. It propelled the bike up to 120 miles per hour all the way up to 8000 RPM in 4th gear. Despite having tall gears the torque was available throughout the rev range. The engine had twin carburetors, a balanced one-piece crankshaft and the ignition was controlled by Magneto with Automatic advance. There is no clear information on the power and torque figures of the motorcycle but is safe to say that they both were north of 45 HP and 53 NM, respectively.

Chassis and suspension

The bike had oil damped front forks and swing arm with girdlers at the front and the back, respectively. The rear brake was a 177 mm drum brake, the front too was the same but with 1.5-inch thickness. The ground clearance was 140 mm and the saddle height was 810 mm.

The weight of the bike was around 414 pounds which translates to 187 kg, it was surprisingly low for a 750 cc cruiser. Even the modern day 350 cc classic has a weight of 182 kgs. The weight advantage helped the bike further in its power to weight ratio.

Instrument console and accessories

You can't expect much from a 1960's cruiser, but still, it had a tachometer and a speedometer. The bike had an "Exclusive neutral finder", exclusive because it would have been one of a kind back in the day and neutral finder because it functioned as a single button neutral gear. You just have to pull in the clutch and press the button located over the engine, the bike would automatically shift to neutral. Pretty cool! I must say.



Royal Enfield also released several prototypes of the Interceptor up to 1970 but it was eventually discontinued. The new 650 Interceptor is the direct descendant of the original interceptor, which is being launched after 48 years of absence. It features state of the art features and technology like ABS, engine mounted oil-cooling, 270-degree crank and much more.

Every one of those people who say that cruising at the speed of 80 km/h is what defines the charm of Royal Enfield, obviously knows nothing about the rich history of the company. It's a company which has experimented and successfully established a number of brands throughout the history. It has seen depression, several wars, hippy movement and almost everything that happened throughout the 20th century. Royal Enfield has made all kinds of bikes. Now As the company is trying to establish itself in North America, it won't be long before we would be seeing the company restored to its original glory.

For everything related to Motorcycles, stay tuned to BikesMedia.

Axor Stealth Helmet

Product Review

I was in the Auto Expo in Chennai, and I was looking around for helmets, I was looking around if I could find something cool, and then I saw a monkey staring at me, it was the Axor Stealth helmet, man it looked gorgeous. And today here we are bringing you the review of the same Axor Stealth after using it extensively for good three months.



Looks and design

The helmet looks gorgeous in all possible ways, especially the decals and its design. The one that I got is a mixture of blue, black, and yellow colors. It also gets the decal of a crazy monkey? behind. The design is very sporty and can easily pull eyeballs to itself.

The helmet comes with five color options. It gets an injection molded polycarbonate shell with DOT and ECE certifications. The helmet gets a D-ring locking mechanism which provides a better safety compared to the normal locking mechanisms. The D-ring gets an Axor Stealth name printed on it as well. It gets a push button for the coolers or internal sun visors that are attached inside. The quality of materials used are top notch and is worth the price paid. Ever since I started wearing this helmet, a lot of people inquired where I got it and also wanted to buy the same. I loved the overall quality of the helmet and I've also made it my daily commute helmet



Visibility

The helmet gets a crystal clear visor is anti-fog treated that prevents fogging inside the helmet. The helmet also gets an internal sun visor. Sometimes the sun visor itself is enough to stop the wind blast. This actually works up to 80km/hr where the wind blast inside the helmet is less when the sun visor is down. The sun visor is pretty large and does not give you a black and color vision. The vision is completely black when the sun visor is down. The tint is not very heavy nor it is too less, it is just perfect for the blazing sun. The mechanism of the visor is pretty smooth, it comes down easily when the button is pushed. The visor itself is very clear, small scratches do not affect the vision at all. Fogging does happen a little bit it gets cleared off soon.

Comfort and ventilation

The helmet gets snug fitting cheek pads, they feel very soft and comfortable. The best thing about them is that the sweat is properly absorbed, in some helmets you end up sweating too much, it's far better in this. The head fit is also perfect. The helmet gets a chin guard as well. It gets 3 inlet and 2 exit vents. The air circulation in the helmet is really good, but the problem is that it is super stuffy when the bike/scooter is stuck in traffic. The stability is amazing, no movements up to 135kmph, post which there is a little wind noise. I've used it for long rides and trust me, it does a great job of offering supreme comfort, great visibility and top-notch build quality.

I know there's a lot of competition for the helmet and the competition is very popular and people want the competition more, but you have a better winner for a lesser price - Axor Stealth priced at INR 4994/-.

Steelbird Launches

SBH-10 Bunker Rack Helmet

Steelbird Helmets launches

SBH-10 Bunker Rack helmet for Royal Enfield riders and cruiser riders on the whole. Designed in Italy the Bunker helmets are targeted towards the riders of all age groups riding the cruiser bikes especially Royal Enfield motorcycles. The Bunker Rack helmets are featured with innovative and unique style anti scratch visor, removable zipper neck pad for extra neck protection and anti theft locking device.

The new Steelbird Bunker Rack helmets are made up of high impact ABS material to resist high impact collision while any sort of mishap. This makes the helmet lightweight yet sturdy enough to handle the hardships of the ride. Multi layered EPS with both high and low density is used in the Bunker Helmets providing safety and added comfort both.

The Steelbird Bunker Rack half face helmet comes in 10 color options with various designs, including bottle green, black, desert storm, maroon, matt desert storm, matt sports red, moon yellow, silver, white and Yamaha blue. Priced at Rs 1799/- the Bunker Rack helmets are available at all Steelbird outlets and online at the official website of Steelbird Helmets.



Commenting on the launch, Rajeev Kapur, MD, Steelbird Helmets said

Designed in Italy by the most proficient designers the highlight of the Bunker helmet is that it is specially crafted for Royal Enfield Riders and Cruiser Bikers. Bunker Rack also offers imaginative features combined with international safety standards. The helmet is crafted in such a way that it meets the ECE 22.05 standard too. It is a perfect amalgamation of superior-quality, sophisticated technology and an added safety twist, this model keeps up with the brand image and status symbol!

Suzuki GSX-S750

Officially Launched In India

Suzuki

Motorcycle

India Pvt Ltd. has officially launched GSX-S750, the mighty Predator was unveiled at the Auto Expo earlier this year. The new Suzuki GSX-S750 is the first sub-1000cc big bike from the house of Suzuki in India. The bike has the DNA of GSX-R series motorcycles from Suzuki and it is the second 'Make In India' big bike after mighty Hayabusa.

The all new Suzuki GSX-S750 is powered by 749cc 4-cylinder fuel injected engine that produces 84 Kw of power and 81 Nm of raw torque. The roadster is specially designed and tuned to suite Indian road conditions. The chiseled fuel tank coupled with vented front fender and angular tail section makes the GSX-S750 stand apart.

The Suzuki GSX-S750 which is also touted as 'Apex Predator' by the company comes in two color options- Metallic Triton Blue/Glass Sparkle Black and Glass Sparkle Black/Candy Daring Red. The GSX-S750 is priced at Rs 7.45 Lakh (Ex- showroom, Delhi).



Commenting on the launch occasion, Satoshi Uchida, Managing Director, Suzuki Motorcycle India Pvt Ltd. said,

We had made a commitment to launch several new and premium products every year for the Indian-market. GSX-S750 is not just the first new offering from Suzuki for the new financial year, but is also our first-product in the sub-1000cc big-bike segment. As our second CKD model in India, we are confident that the GSX-S750 will further strengthen the 'GSX' brand, which is Suzuki's DNA in motorcycles.

New 2018 Triumph Tiger 1200 Launched

Triumph Motorcycles

India has launched the updated 2018 Tiger 1200 motorcycle at New Delhi. The all new Triumph Tiger 1200 took 4 years to get all the desirable updates according to the British iconic motorcycle manufacturer. The new Triumph Tiger 1200 is also tagged as most advanced Triumph Tiger motorcycle ever manufactured by the company in their 80 years. The new Tiger is 10 kilogram lighter than the previous model thanks to the lightweight chassis, engine and the exhaust.

The new Tiger 1200 comes in one model only- Xcx and as per company there have been over 100 updates taken place in the new Tiger 1200 over its predecessor. The new Tiger 1200 now has a Inertial Measurement Unit (IMU) along with updated electronics. The advanced electronics include Optimized Cornering ABS, Traction Control System, Hill-hold assist, Ride-by-wire technology and up to six riding modes. The bike is also has an electrically adjustable windscreen, optional heated grips and seats.

The 2018 Tiger 1200 continues with the same engine as earlier, which is a 1,215 cc in-line three engine that produces good 139 bhp at 9,350 rpm and 122 Nm of peak torque at 7,600 rpm. The motor comes mated to a six-speed manual transmission driven by Shaft as final drive. The new Triumph Tiger 1200 is priced at Rs 17 Lakh (On-Road).



India Kawasaki

has launched much awaited Ninja 400 in India, the bike was introduced at the Tokyo Motor Show last year. The all new Kawasaki Ninja 400 is featured with sharp looks, lightweight chassis and a high performance 400cc motor. Not only does the Ninja 400 offer stunning, high-quality looks, its stronger engine performance, light, predictable handling and relaxed, sporty riding position make it both fun and easy to ride motorcycle.

The all new Kawasaki Ninja 400 comes equipped with 399 DOHC parallel twin cylinder engine fueled by EFI. The engine is capable of producing 45 Bhp of power output at 10,000 Rpm and 38 Nm of Torque at 8000 Rpm. The mill is mated to a 6-speed gear transmission and braking duty of the bike is given to dual channel ABS.

The new Kawasaki Ninja 400 will be available in green colour which is a KRT edition and it will be assembled in Kawasaki's factory in Chakan, Pune. Ninja 400 comes in the market with an exclusive launch offer for limited customers if bookings are done in April 2018. Customers can visit nearest dealership for more information. Kawasaki has priced the new Ninja 400 at Rs 4,69,000/- (Ex-Showroom, Delhi).

Kawasaki Ninja 400

Launched In India



On the launch occasion of Ninja 400, Yutaka Yamashita, Managing Director of India Kawasaki Motors said, Ninja 300 is mainly made for beginners and Ninja 650 is popular among experienced riders. However, Ninja 400 fits the bill for those who are willing to buy a sports bike between 300 and 650cc.

Ducati Monster 821

Launched In India

Ducati India

today has launched their latest Monster 821 naked sport bike. The launch was scheduled on Twitter while post launch the Managing Director of Ducati India, Sergi Canovas Garriga answered Q&A session on Twitter itself. The all new Monster 821 has been designed to pay homage to the legendary Ducati Monster 900. The style cues of the motorcycle has been taken from the bigger sibling- Monster 1200.

The Euro 4 compliant liquid-cooled Testastretta 11° engine of new Ducati Monster 821 is capable of delivering maximum power of 109 hp (80 kW) at 9250 rpm and 8.8 kgm (86 Nm) of torque at 7750 rpm. The new Monster 821 also features the Ducati Safety Pack, which comprises of Bosch 9.1MP ABS system and Ducati Traction Control. Maximum power and throttle response of the bike can also be adjusted via the Power Modes. Riding

Modes allow easy adjustment of ABS, Ducati Traction Control and Power Modes, letting riders transform the new Monster 821 into three different motorcycles, each with a distinct personality.

The new Ducati Monster 821 priced at Rs 9.51 Lakh (Ex-Showroom) and the bike comes in three classy color options- Yellow, Red and Black. The bookings for the new Monster 821 are now open and deliveries will start by the first week of June across all Ducati dealerships in Delhi – NCR, Mumbai, Pune, Ahmedabad, Bengaluru, Kochi & Kolkata.

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

For the last 25 years, the Monster has consistently delighted biking enthusiasts across the world. This year is the 25th anniversary of the Monster and we're very proud to introduce the new Monster 821 in India, in this special year. The new Monster 821 has been designed with the aim of creating a slim and a sporty motorcycle which highlights the original concept of "Sport Naked" and gives maximum riding pleasure.



How toxic fanbase are ruining Motorcycle Communities

I have been witnessing this phenomenon quite a lot in recent times. It is not only limited to the fans of a particular motorcycle group but these toxic fans are scattered everywhere. The definition of a Toxic Fan according to urban dictionary is:

A group of fan that acts like a jerk and the one who bring negativity thus destroying the fan community. This includes all geek community (Cartoon, games, art, book, anime/manga, film etc) and also outside the geek (Politic, sports). These fans are actually the one destroying fandom from within.

The childish act from a small group of toxic fan really gives a bad image for the public.



The Most F***ed up Z800 at Indian Bike Week

Now that we know what it means to be toxic let's see how these guys manage to throw up on the happiness of other people. A few months back, during the time to Indian Bike Week, an incident occurs, when a rider posted a story about another man's display bike. He mentioned the owner's Z800 as the most f***ed up Z800 in India. This angered the primitive brained owner to a point that he succumbed to his natural state and started acting like a cave-man along with his friends. He thrashed the guy who posted the story and made him beg for forgiveness in front of everyone.

Nobody came to the rescue of the guy initially but later people talked about this on the Internet and condemned this act of Ego-display. Such an event is obviously a mood-spoiler for everyone. Conflicts are part of any such event by using physical force like an animal is no solution.

Tug of war Videos

The good ol' tug of war. It should be a fun experience to test the torque of your motorcycle while doing some burnouts, but sadly it isn't. The comments on these type of videos show the ugly, unfiltered face of the motorcycling community. They range from personal attack to racist comments. There are many instances in which if a guy from North-east region comments something, then he will be called out with an insulting name and same goes for people from south India. People even seem to call other commenters out based on different religions, thus proving once and for all that a simple tug of war video is enough for us to forget the communal thread of our community and go full retard.

More stupidity and no action

Like I said above, conflicts are a part of any motorcycling event. When people are surrounded by so many motorcycles, it is natural to have the adrenaline up all the time. So, instead of acting like a lunatic, people should put their money where their mouth is. If you think, someone is insulting your bike, challenge him to a drag race and let the dirt you leave behind, shut his mouth up. If you think you can perform a better tug of war, then straight up call out the guy for the same. The smoke from his slipping tyres will choke his ego. You all are riders, not wrestlers or politicians. Solve issues using motorcycles way, not with hate speech and coward tactics.

It is important for us to talk about this stuff because already a lot of riders don't like to ride in Motorcycle groups, as the fear of "being treated badly" predominates the bonding with each other on a ride. The whole purpose of riding with other people is to understand them as a person. A motorcycle ride reveals not just how fast a bike can go from 0-60 but your character as well. If you're riding a Kawasaki Ninja 1000 then maintaining pace with your friend on Pulsar 200 RS is not considered a charity but a show of respect for Motorcycles. So, if you're feeling too elite for your brothers on 2-wheels and if you can't handle simple jokes and criticism, then do all of us a favor and stop calling yourself a rider.

DUCATI OPENS EXCLUSIVE DEALERSHIP IN CHENNAI

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

Following our partnership with VST Group in Bangalore, Ducati India is excited to extend this partnership to Chennai now. Chennai and its neighboring cities are amongst some of the fastest growing markets for superbikes here in India. We aim to provide the unique experience of authentic Italian performance with premium quality service across the southern part of the country through this all new dealership. The brand is proud to have the largest range of categories and models that an enthusiast can buy across brands here in India and all of these bikes under both the Ducati and Scrambler range will be available in Chennai.

Ducati India today announced the launch of its new dealership and service facility in Chennai, Tamil Nadu. With this dealership, Ducati has expanded its network to eight different cities there by further strengthening its sales and service network in Southern India. The 2500 square feet showroom has been established by VST Group in the heart of city T Nagar, Chennai. The 6000 square feet service facility which is equipped with ultra-modern equipment along with a team of highly qualified and trained service personnel to ensure excellent levels of service is in the Guindy Industrial Estate, Guindy.

At the new dealership, VST will sell the entire range of Ducati motorcycles available in India. The diverse product portfolio of Ducati comprises of twenty seven models across seven different categories namely the Italian manufacturer's iconic Monster range, the mighty XDiavel, the versatile Multistrada and Hypermotard family, the high performance Panigale superbike and the Sport-road bike, SuperSport. The six Scrambler variants also include the recently launched Mach 2.0 and Café Racer. Ducati fans can also select from the complete range of apparel and accessories of both Ducati and Scrambler brand.

Chennai is a major addition in Ducati's growing network in the country with already operational dealerships established in Delhi-NCR, Mumbai, Pune, Ahmedabad, Bangalore, Kochi and Kolkata. Ducati's current motorcycle range starts with the Scrambler Ducati Icon at INR 7,23,000 (Ex-showroom India).



Brakes are something, which we talk less about compared to the engine, tyres, and other components. The only time they are mentioned is while talking about ABS or when they are absolutely useless. Well lucky for us, folks at Brembo realize how important brakes are for our survival. So they are working day and night on a master cylinder which can change the way we interact with our brakes, literally. Just like the variation in ABS modes and Traction Control, braking performance is also ready to experience the gradient.



What is the new Brembo “Master Cylinder”?

The new cylinder is known as 19RCS Corsa Corta, it's quite a mouthful so I have come up with a new name, “The Chameleon”. I'll explain why I have chosen this name but first, let's see what it's actually made of.

The Chameleon starts its life as an aluminum block, which is then machined to form the master cylinder housing using 5 axis cam technology. A little note, in 5 axis cam, besides the usual X, Y and Z plane, the developer also gets A and B rotary axis. Where “A” rotates around the X-axis, “B” rotates around the Y-axis and “C” does so around the Z axis. This means that a whole set of physical shapes are possible to manufacture, using laser-sharp precision, anyways back to the Chameleon. After the machining process, the metal is oxidized to form a thin and tight oxidized skin, to increase wear resistance and reduce friction between moving parts. Other components like the floating piston, gaskets, and brake fluid carrying wires are made from “Moto GP” materials.

New master cylinder from Brembo is the evolution we all need



What does it do?

Enough “How it's made” and more “Engineering Explained” now. The main feature of the Chameleon is that it allows the rider to choose the intensity and pressure of the bite from the brakes. The Chameleon consists of a racing lever, connected to a master cylinder housing which has 3 brake mods over it namely, Race, Sport and Normal. Each of them has their own bite force and braking characteristics.

The Race mode, represented by the letter “R” on the dial, produces an almost immediate bite force which is identical to Moto GP brakes.

The Sports mode, marked by “S”, produces the bite force a little late than Race mode, for keeping the riding dynamic more approachable yet fun.

The Normal mode, indicated by “N” is for everyday riding. It is for those conditions where you have to brake constantly or the grip on the road is not good enough. This mode delays the bite force even further than sports mode, thus giving you a progressive braking feel which is easy to control and use.

These three modes are further combined with the ability to shift the fulcrum to point distance to either 18 mm or 20 mm, The master cylinder is in touch with contact point which is shifted either 20 mm from the fulcrum, to increase brake pressure or to 18 mm, to decrease it.

These three modes with 2 additional settings, grants a total of 6 ways in which a particular type of brakes can perform. The Chameleon can figuratively breathe a new life into your brakes, six to be exact. That's why I have named the 19RCS Corsa Corta, the “Chameleon” because according to the road, it can change the way it functions. These brakes are available in the American and European market. In India, you can import it using Amazon by placing an order of Rs 72, 699. only :)