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Everything About Two Wheelers

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## SMALL CAPACITY MOTORCYCLES AND THEIR FUN FACTOR

**THE ARCTIC  
TO THE  
ANTARCTIC:**

Bajaj takes step in  
the right direction

**MOTORCYCLE  
CORNERING  
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That No One Talks About

**HARLEY TO MAKE  
A 250-500 CC MODEL  
FOR INDIA, WHAT COULD IT BE?**



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# Small Capacity Motorcycles **AND THEIR FUN FACTOR**



One of my favorite pastimes is to check how much horsepower a bike makes and then compare it to its weight to see how it will perform in the real world. But many times I am surprised by the numbers thrown at me and the kind of performance I actually experience. I recently test rode my friend's Yamaha FZ 2.0 and I was surprised by how effortlessly it moves. I knew that it only made around 13 HP and 12 NM of torque but somehow that seemed surprisingly livable. That pitiful power made the bike easy to push around in any way I wanted. Same happened to me when I rode a Pulsar 200 NS, I was utterly delighted at the fact that I was able to rip the throttle open and still find myself on safe ground. All this reminded me of an old saying, "It's better to ride a slow bike fast, than a fast bike slow" that's not to say that 200 NS is a slow bike by any means, let me explain why.

Most of the small capacity bikes make around 20-40 HP which are churned out by engines ranging from 200-400 cc. These powers are milked to their endpoint because in just a single trip to the expressway the rider finds himself redlining the bike in the 6th gear. The exact opposite is the case with a bike like Ninja 1000 or Hayabusa, sure you'll clock 270 km/h for a maximum of 10 seconds on the highway but the rest of the time you will have to stay completely in check of your riding style. You can not play around with 110 horsepower in the same way you can with 40 HP, the former leaves no room for error and is not even fully usable.

Sure there are track-days when you can take your bike to a circuit and make it scream, but that too is dependent on the temperature, the wind and lot of other factors.



A premium liter supersport cannot double up as an errand bike. This point might seem a little ridiculous but it isn't. If you're buying an expensive machine and expect to get the most out of it, then you're going to use it every day to run your errands. Let me tell you, there is nothing more frustrating than riding a big bike in Delhi's traffic. With every passing explosion in your engine, your wrist feels an unimaginable amount of itch to just rip the throttle open, but you can't because "with great power comes great responsibility". On the contrary, a bike like Duke 390 offers just the amount of power to help you cross the signal well before it turns red, you can easily play with your wrist throughout the ride and have a stress free experience.

Some of you must be thinking about why I am complaining that a bike being fast, isn't that the whole point of things? Well not exactly, the point of owning a motorcycle is to have as much fun as possible, while saving money on petrol and on time by taking shortcuts. If you don't get to do any of those things then you have a wrong machine with you.

Not many people like to talk about the aspect of owning a superbike in our country with full honesty. I guess that they don't like to mention that a large number of roads are not equipped with proper construction to support the running of such a powerful machine. I am not just talking about the potholes, many long patches of road are irregularly overlapped with uneven layers of tarmac, making them extremely dangerous. Anyways that is another article in itself. To summarize the article in a single sentence, "Owning a bike is all about having a balance between how fast you want to ride and how fast you can ride".



# Harley

## to make a 250-500 cc model for India, what could it be?



On 30th July 2018, Harley Davidson confirmed a major overhaul which is going to take place in their company. They are setting up their agenda up to 2022 and beyond. The company wants to bring 2 million new riders under its banner in a span of 10 years. They are planning to do it by covering different segments of the domestic and international market. They have already announced a street fighter, an adventure tourer, an electric bike and a custom model which can very well replace the Harley Sportster. Also, the company has confirmed that they are going to develop a brand new product for the Asian markets and particularly for India. The model will be in the range of 250-500 cc and suited to the demands of the emerging economy. What could this 250-500cc model be? let's take a look.



### 500 only:

Although the information on the website says "250-500 cc" but in reality, it seems it is not going to be a 250 cc product. Even Indian brands are shifting their focus to the 300 cc segment. With players like Bajaj, already increasing the roof of entry-level mid-size bikes to 373 cc engine, with their Dominar 400. HD is very likely to release a 500 cc motorcycle, which would deliver a good fuel economy and can be ridden every day.

### What type?

Harley already makes a Street 500, which it sells in the USA. Unfortunately, the bike only makes 35 to 40 Horsepower, which is embarrassingly low for a 500 cc V-twin bike. Harley says that they will develop a new product for the country but they won't just let the 500 cc liquid cooled engine go to waste. So the end product could be a Street Rod 500 kind of product, which would incorporate the same engine in a high power output mode. The bike may not necessarily be a Street Rod as it can be a Naked/street fighter. They will try to avoid making it a full-fledged cruiser as it'd upset the Harley Veteran riders who think so highly of the company.



There is a good chance that the new product will be priced by keeping the target audience and the competition in mind. The company would try to keep the new product within the Rs 4 to 5 lakh range as many middle-weights like the Ninja Z650, Vulcan S and Benelli TNT 600i are priced within that area.

The middleweight section is heating up with the competition. The Bajaj-Triumph tie up along with the news from Royal Enfield is still to come but Harley's announcement to enter in the ring has surely made several people nervous. The brand has a good following in India and the company will surely monetize on it to gain new riders.

I don't know about you, but a 500 cc Harley sportbike sounds pretty damn cool to me. They have proved their mettle in making sports bikes by collaborating with Buell and by making V-Rod, so the ability of the brand is not at question here. The only thing which remains to prove in this economy is Value for money and for once I'd like to see Harley-Davidson totally achieve that.



# Motorcycle Cornering

## Techniques That No One Talks About



I have watched “The twist of the Wrist” for the 3rd time and finally understand what Keith Kode talks about in the first 30 minutes. According to the legendary instructor, a proper handling is the result of proper use of suspension stroke, counter steering, lean angle and throttle angle. In any modern day sports bike, all the tools to execute these steps are already present and the only thing we need is a proper muscle memory to react accordingly while entering a corner. Let’s take a look at these steps and learn how to corner like a pro.

## Counter steering:



It means pressing left to go right. For example, if you wish to turn your bike to the right, then gently press the left side handle in-wards and the bike automatically tip into the right side corner, as the steering moves from left to right. Even the leaning works on the basis of counter steering, because as we lean right into the corner, we pressure the right handlebar, essentially pushing it left and then into right. You can see counter-steering action by going at 30 km/h and taking the hands off the handle. The only way the bike will move left or right is due to the change in the steering which counters steers as your body moves left and right. Counter steering works even if you’re mid-corner, press the grip inside the turn to make the turn tight and press it against the turn to make it wide.

## Suspension stroke and Throttle control:



front one. On a standstill, the weight of the bike is 50-50 distributed, but as we roll on the throttle, the torque

There are 3 strokes in any suspension setup, an initial stroke, a mid-stroke, and a high/end-stroke. While dipping into a corner the state of the suspension in any of these strokes, determines how well the grip is generated by the tyres. Speaking of tyres, the reason why the rear tyre is bigger comes into play, as the rear tyre needs to handle more weight when we pull in the throttle, it is kept bigger than the

beginning to accelerate the rear tyre thus transferring weight over it. The rule to remember here is that once the throttle is open, it needs to be rolled on evenly and smoothly throughout the rest of the turn. If you let go of the throttle mid-turn, then the weight gets transferred to the front of the bike, causing the front tyre contact patch to widen thus putting you wide into the corner. Another part of the cornering efficiently is the throttle control. The RPM should be kept at around 4000 RPM at the beginning of any turn. Although the cornering calculations were done for a 600cc or above motorcycle which is dipping in the corner at around 1.2 to 1.3 G since every bike has a suspension setup according to its own engine, you can vary this range between 4000-5000 RPM. It is the range when the suspension is in mid-stroke. Keeping it there is important because, in this state, it is pressed enough to increase the rear tyre’s contact patch for a good grip but still has enough travel in it for any uneven surface

that you might encounter within the corner. People often get confused about what happens to the suspension when we increase the speed of the bike suddenly. If you are opening the throttle too hard, then the rear end of the motorcycle rises and increases the stiffness of the suspension. An unnaturally stiff suspension is not able to follow the unevenness of the road which results in loss of traction and bad handling.

Even in the rain when the traction is low, a good and smooth throttle control will help you achieve the maximum grip out of your tyres.

# WHY ALL OF US ARE WRONG ABOUT THE BMW G310R



**B**MW G310 R is available in India at a price of Rs 2.99 lakh ex-showroom, besides this fact, most of us already knew exactly how the BMW G310 R is like. Almost every other publication in Britain, USA and Canada already gave us their analysis of the bike, almost a year ago. We were only not aware of the price at which the bike will actually go on sale. I am talking about this because the anticipated celebration of the launch of the bike is not as expected. It is rather being greeted with skepticism and biased critical evaluation.

I am not saying that judging a bike critically isn't the right thing, in fact, it is the most important thing and precisely the point of the displeasure. The bike isn't being judged critically because the scale is tipping mostly on towards the side that dictates the motorcycle's flaws and not towards its strengths. Even if it is not doing so, the proper amount of emphasis, which can make either of those points, well represented, is missing.

## Only one side of the coin-



In all honesty, all of the motorcycling industry had a very good idea of how the BMW G310R is going to be. Reviews by Cycle World, Motorcycle.com and several other reputable publications were available even in early 2017. The launch of the Apache

RR310 also made it very clear about the capabilities of the BMW engine, because both of them are practically the same, with a little difference in power output. BMW wasn't going to be an outright performance bike, even by the standard of a 300 cc class. It was ob-

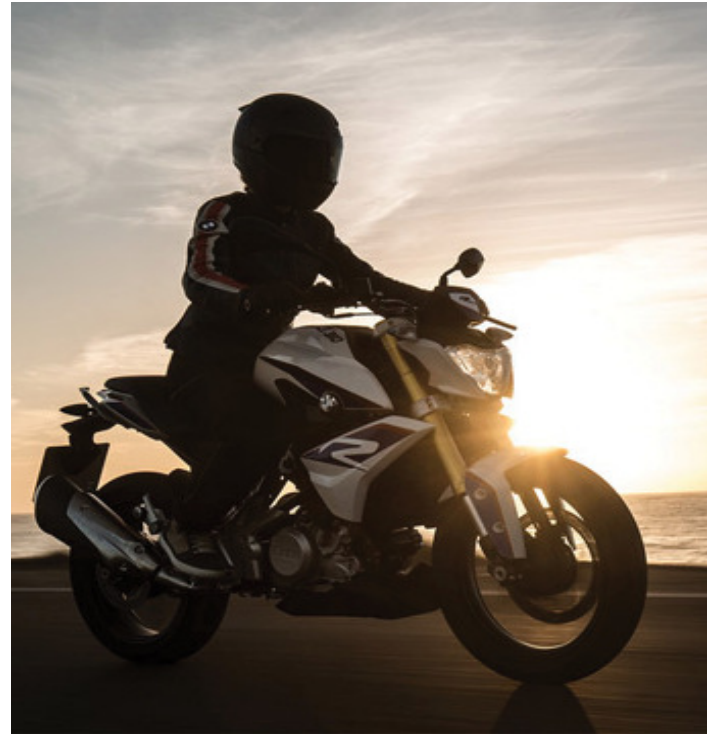
vious by reading the spreadsheet because 33 HP isn't groundbreaking by any standard. Now, after its launch, the "lack of power" and "Value for money" are falling into the complaint box of the company. Which only dictates the one side of the product.

## Forgetting the brand-



I remember the time when the G310 R was first announced in 2016. It was the fact that a small capacity BMW, specifically made in India will launch in the same country, made us all awe in wonder. Many of the people I know, were dreaming of the day when they will finally be able to say that they own a BMW. Today is the exact opposite scene, no one is talking about this fact anymore, instead, they are just making up their mind on the basis of 10-minute ride videos which people are posting on Youtube labelled as "reviews". People are ready to reflect back on the charm of Royal Enfield without acknowledging the fact that their motorcycles are the epitome of bad build quality, but they are not ready to do the same with BMW, a brand which has been synonymous with quality engineering. A fact, which is clearly visible in their newly launched bik

## What it actually is-



BMW G310 R is exactly what its supposed to be, a good performing road bike with a top-notch build quality, a term which is always stressed upon lightly until the situation favours its omission. If the build quality is nice then it isn't emphasized much and isn't particularly calculated as one of the points which define the term "Value for money". Showroom experience, quality service, access to special events, these are the points which also come with a bike and for a BMW motorcycle, they are obviously kind of special in themselves. A brand which has always been associated with quality products is sure to treat its customers with the utmost care and loyalty.



# It's a BMW-



While talking about a Beemer, it isn't the top speed or acceleration, its luxury and quality. Getting the same with an affordable price tag is nothing short of amazing. The bike has superb fit and finish, which can rival bikes, in segments above its own. The BMW badge is a status symbol, making you feel really special and giving you proper attention when you stroll down a busy road. The overall build quality is high enough to make it wallpaper worthy. It might be a G310 R to you but to the common folk, it is still the BMW.

The G310 R is a good performer. The vibrations, which people say it has, will always remain there because it is a single cylinder bike. Such a motorcycle will vibrate because that's how a single cylinder motor functions. It is also one of the cost cutting which company had to do in order to keep the price affordable. So my advice to you is, "if you want the BMW G310 R then go buy the BMW G310 R". It isn't a bike which is designed to do drag races or pop wheelies or break acceleration and top speed records. It is however designed to do one thing perfectly and that is to make you feel really special.



# TVS NTorq Vs Jupiter ZX Disc

## Which TVS Scooter is right for you?

**T**VS is the motorcycle company which has made India proud on many fronts. They participate in rally races, track races and even dangerous endurance events like the Dakar. Over the years they have built quite a good resume' and are continuing down the same path by continuously innovating and bringing prototypes like the TVS Zeppelin and Apache Ethanol.

However, today we are not here to talk about the motorcycles but instead, we are going to focus on the scooters. It is often the case that the "scooter-crowd" gets ignored by the media because they are not as fast and fun to ride as the motorcycles. That's why today we are going to compare 2 capable TVS scooters, The Ntorq and The Jupiter ZX-Disc, in order to determine which one is best for you.



### Power and Torque:

The Ntorq makes an impressive 10.5 NM of torque @5500 RPM and 9.4 PS of power @7500 RPM. Just like every other TVS engine, the torque on Ntorq too hits very early, making it easy to ride in bumper to bumper traffic.

TVS Jupiter makes around 7.88 BHP of power @7500 RPM and 8 NM of torque @ 5500 RPM. The torque difference between both of the scooters is noticeable immediately while the power difference is apparent in the middle range.

### Engine:



The Tvs Ntorq features an unconventional 3 Valve intake system, with 2-intake valves and a single exhaust valve. Now in any engine without a turbo the intake air is fed into the cylinder by atmospheric pressure, so having another hole for the engine to receive combustible air, improves its performance. It is also required because Ntorq has a bigger 125 cc engine and it'd need more amount of air to deliver proper fuel efficiency.

TVS Jupiter on the other hand features a simple 2-Valve 110 cc. It is enough for the scooter because the size of the cylinder is less than the Ntorq. Both Scooters feature a CVT Automatic transmission and Overhead Cam layout in which a single camshaft controls the intake and exhaust valves.





## Chassis, Design and Suspension:

The Ntorq has a seat height of 770 mm and a ground clearance of 155 mm. The weight of the scooter is 116 kg and its wheelbase is 1285 mm. The scooter also features telescopic forks with a 220 mm disc brake up front and a gas-filled hydraulic shock absorber with 130 mm drum brake at the rear. The

scooter's frame is a high rigidity underbone type and the fuel tank is of 5 liters capacity.

TVS Jupiter has a seat height of 765 mm and a ground clearance of 150 mm. Its weight is relatively less at 108 kg and so is its wheelbase of 1275 mm. Jupiter also features telescopic

suspension paired with a 220 mm disc and a gas charged mono shock along with a 130 mm drum brake, at the front and the rear respectively. It also has high rigidity underbone type chassis and features a similar 5-litre fuel tank.

## Electrical:



TVS Ntorq has an interactive user interface which features TVS' Smartconnect technology that allows the rider to pair up their phone with the scooter's computer and customize various features on it. The process gives access to the user of location tracking, navigation, hud customisability and of various information related to scooters performance. The user can also insert their pre-

ferred name which the scooter would greet them with when they switch on the ignition. The whole instrument cluster is digital and very interactive to play with.

TVS Jupiter features a purely analogue console which displays conventional information like speed, fuel and distance traveled.

## Verdict:



TVS Ntorq is a great scooter in terms of overall performance and features but TVS Jupiter isn't far behind either. Ntorq's abilities also restrict it, in terms of the audience which would actually use them. Scooter crowd doesn't actually use such high tech features while riding, because most of their commutes take places within the city where the streets are known and navigation isn't an issue.

In terms of a performance, Ntorq is the better choice between the two. Still, the thing is many people buy a scooter for a comfort and ease of usage, the added performance is appreciated but not compulsory. TVS Jupiter as it is represents a perfectly fine everyday machine, it already has telescopic forks and a disc brake for comfort. The extra Rs 4000 are justified if you plan to use all the navigation and features of the Ntorq on a regular basis. That's why TVS Ntorq is the winner of the two but in accordance with the objective of having a scooter, TVS Jupiter still remains a sensible choice.



# The Arctic to the Antarctic:

## Bajaj takes step in the right direction

Bajaj has found the perfect category to place its Dominar in. After attempting 2 successful odysseys, the Trans-Siberian odyssey and an all-woman expedition to south-east Asia, the company is going to attempt its longest and probably the most difficult expedition. The Bajaj Dominar, this time around, is going to ride from the Arctic to the Antarctic, well not exactly because that's physically not possible on a motorcycle as there is a lot of water between the two continents. It is,

however, possible, to touch both poles as one extends towards north from Canada and the other extends towards south from Argentina. So the Dominar is going to ride across the North and South American continents in a 5 Leg journey. Let us learn more about it in detail and understand its significance on Dominar 400 and Bajaj as well.



# RIDING FROM POLE TO POLE



# World's first?



The pole to pole ride has been done before by Kevin Chow, a globetrotter from British Columbia, Canada; he rode from Alaska to Argentina on his 2010 BMW 1200 GS. The same journey, on a small capacity 373 cc bike, however, is being done for the very first time. The journey is going to be 50,000 kilometers long. If the Bajaj Dominar manages to complete this without any part change then it will be one of the most impressive feats ever achieved in the history of motorcycling.

## The Riders-



Riding such a long distance is one of the most difficult tasks, to say the least. For that, you need riders who have years of riding experience under their belt. Fortunately, Bajaj found such 3 riders, who are more than ready to take on the huge challenge.

The first Rider is Deepak Kamath, he was a part of Domi-

nar 400 Trans Siberian Odyssey. He has ridden to Khardung-La and earned a record to his name in 1992, for the same in Limca book of World Records. In 1994, he rode around the Globe in a span of 47 days, covering a distance of 47,000 kilometers. Choosing him for the pole to pole odyssey, was a no-brainer for Ba-

jaj.

The second adventurer is Avinash PS, who is a relatively new but not amateur rider. He has ridden across India and Bhutan, many times; his most notable expedition was to conquer the dunes of the Sanai desert in Egypt. Avinash also has track riding experience at Montegi track in Japan.

The third thrill seeker is Deepak Gupta, who is an active member of G.O.D.S (Group of Delhi Superbikers). He has been riding for 30 years now and has clocked close to 12,00,000 km, during his lifespan. He is known by the name of "Mountain man" in his friends' circle because of his expertise in trekking through the Himalayas.

## The Dominars-



The 373 cc Dominars are customized especially for the worlds toughest journey. These bikes have the necessary protection on the

handlebars and above the headlamp, to make riding easier. The bikes are also equipped with off-road tyres, panniers and toolkits.

Besides the cosmetic touch-ups, internally they are the same stock Dominar which is available in the showroom near you.

## The significance-

Bajaj's launch of Dominar 400 is comparable to the launch of a popular gaming console, the Xbox One. When Microsoft launched their console against the PS4, they marketed it as a mix of entertainment devices. It was 80% gaming console and 20% TV box, while the Sony's PS4 was exclusively meant for Gaming. This made Microsoft, lose some of their fan-bases to Sony, who was offering a more potent and simple gaming solution. While Dominar's and Xbox one's launch disaster may have been similar, Bajaj is

improving its marketing strategy with each day. The Hyper-Tours are up and running, their Trans-Siberian odyssey was a success and hopefully, the pole to pole odyssey will put them as a dominant motorcycling company, not just in India, but throughout the world.

All of us from BikesMedia, wish Bajaj and all of their teams, including the riders, best of luck for their journey to conquer the Americas.



# Best Naked Motorcycle In Respective Categories- 150, 200 and 300 CC



Every bike in a particular segment has distinct qualities which are given the top priority. For example, a bike in the 150 cc category needs to have a better mileage than a higher top speed and one in the 300 cc category needs more torque and power than a higher fuel efficiency. I am not saying that a high mileage 350 cc bike is undesirable but the main character of the bike shifts spectrum as we move up the engine capacity range. So without wasting any time let's take a look at the best bike in each category.



## 150 CC Class:



The main competitors in this segment include TVS Apache RTR 160, Honda X-Blade, Pulsar 150, 160 NS and Suzuki Gixxer. Pulsar 150 is old and outdated in spite of receiving a recent update. Honda X-Blade has a radical new design but the bike is rather new and untested for long-term usage. Which leaves us with TVS Apache RTR 160 4v, Pulsar NS 160 and Suzuki Gixxer.

One advantage that both Pulsar and the Apache have over Gixxer is “of having a better engine design”. They have a 4-Valve air + oil cooled engine which outperforms Gixxer’s 2-Valve air cooled one. Although while riding, all you can observe is the specific character of the bike instead of their 1 or 2 horsepower difference.

Apache feels full of downright acceleration, while

the Gixxer has a more controlled yet peppy torque down low. Pulsar comes alive in its top end due to its superb refinement. All of these motorcycles can hold 100 km/h mark and can climb up and down to 110 km/h on the highway.

The Gixxer gains an advantage over its rivals by delivering higher fuel economy and engine build quality, which ensures that engine loses little to no power, even after years of usage.

In ride quality too, Gixxer gains an upper hand by offering class-leading 41 mm front forks which are bigger than that of Apache and the Pulsar. The newly launched ABS model of Gixxer seals the deal as the best naked 150 cc bike in our country.

## 200 CC Class:

I want to approach this list differently. The best bike in 200 cc segment is KTM Duke 200. There is no other 200 cc bike which can defeat the Duke in telingrms of hand, acceleration and overall agility. There are however which can come close to the Pulsar 200 NS and the TVS Apache RTR 200 4V. Both of these bikes offer great power

to weight ratio for 200 cc class. Apache is closer to Duke in terms of low down acceleration while Pulsar 200 NS can even defeat Duke in a top speed run. Both of them have good handling and proper naked bike characteristics. You can choose between any of them and it will be a win because in the 200 cc segment, its a tie for the second position.



## 300 CC Class:



Again the KTM Duke 390 takes the crown for the best 300 cc segment bike. In the second position, we have Bajaj Dominar 400 and Apache RR 310 but It's not a fair comparison so we will leave the full fairing bikes to be compared later.

Another worthy opponent against the Dominar 400 is the Mahindra Mojo XT 300. Both of them are called as power cruisers due to their low center of gravity and longer wheelbase. Bajaj Dominar 400 produces more power and torque and has twin channel ABS. On the other hand, Mahindra re-

lies on refining whatever their bike has, for example, the engine uses Dual cams instead of a single overhead cam, forks are USD, the fuel tank is of 21 liters and even the stock tyres are of Pirelli Diablo Rosso II.

While Dominar 400 offers a variety of good quality equipment and skips out none of the essential, except a bigger fuel tank. The Mahindra Mojo offers the highest quality for their limited equipment on offer. The winner, in this case, is Dominar 400 but an ABS option from Mahindra can really change the whole game.

Like I said, I haven't included full faired bikes due to performance mismatching in the particular 150 cc class. A Gixxer SF produces around 14 HP while the same 150 cc Yamaha R15 V3 produces 19 Horses. Don't worry because their comparison too will happen, it's only a matter of time. Until then stay tuned to BikesMedia.

# REASONS BEHIND FAILURE OF HERO KARIZMA ZMR



I just saw a guy taking the delivery of last 2017 Karizma ZMR from the nearby Hero dealership. Although the company had discontinued its production, there was one left in the showroom. I felt bad for him, not because he bought a dejected bike but he bought a soulless machine. Karizma ZMR has no reason behind its existence, Hero turned one of their beloved brands into a generic motorcycle. To me, Hero Karizma is just a powerful Splendor, because it serves no other purpose than taking you from point A to Point B. Let's talk about why once a beloved motorcycle is just a shadow of its former self.

## Bad design:

If you park your motorcycle and don't look at it before moving on, then you've bought the wrong bike. If I ever bought a Hero Karizma then I'd be left devoid of this wonderful experience. Every time I look at the Karizma ZMR, I feel that it's telling me to end it's miserable existence. The most recent design of the bike was a real eyesore. The front headlamp setup, not even in the slightest way resembled its ZMR gene. The headlamps on previous models were clear-cut in a diamond shape, but this one looked more like the unlovable face of Fazer 25. The cheap fit and finish are so hilariously bad that it's even visible while looking the bike on company's website. The paint scheme and the Vinyl are uninspired and look tacky, the empty space visible through the cowl just makes the whole thing worse.



## Distorted numbers:



## The Diamond frame:

The Diamond frame is particularly popular in commuter bikes and is no surprise that Hero decided to use it in their



flagship motorcycle. It is a good enough frame for low powered bikes but as the size and the weight of the engine increases, you need to provide additional tubular brackets to stiffen up the engine, which Hero didn't do with Karizma ZMR. The result is a bike which feels heavy in all the wrong places. Despite being a sports bike, it feels very rigid and there is no feedback from any part of the bike. It dips into corners easily but doesn't like to come out of them.

The bike has a ground clearance of just 145 mm but an unusually high seat height of 810 mm. The non-conventional numbers make you feel that you're sitting high up but a lot of time, you end up scraping engine belly. Karizma feels very bulky to ride because of its abnormally high length (2100), breath (805) and height (1190). With these numbers' it feels like the bike was originally intended to be a cruiser but mid-way along its development the plan was changed.

Karizma ZMR is not a totally bad bike, it's got a good engine which churns out usable power and torque. Where it fails is in the Aesthetics department as there is more to a bike than just frame, suspension and engine. The Hero motocorp, in the process of making huge piles of money by selling commuters, seems to have forgotten about it.



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