



Gianna Velarde

Chasing our dreams is not just fulfilling them, it is getting up every time we fall, without giving up.





LINE OF ACCESSORIES AND LIGHTING FOR MOTORCYCLES



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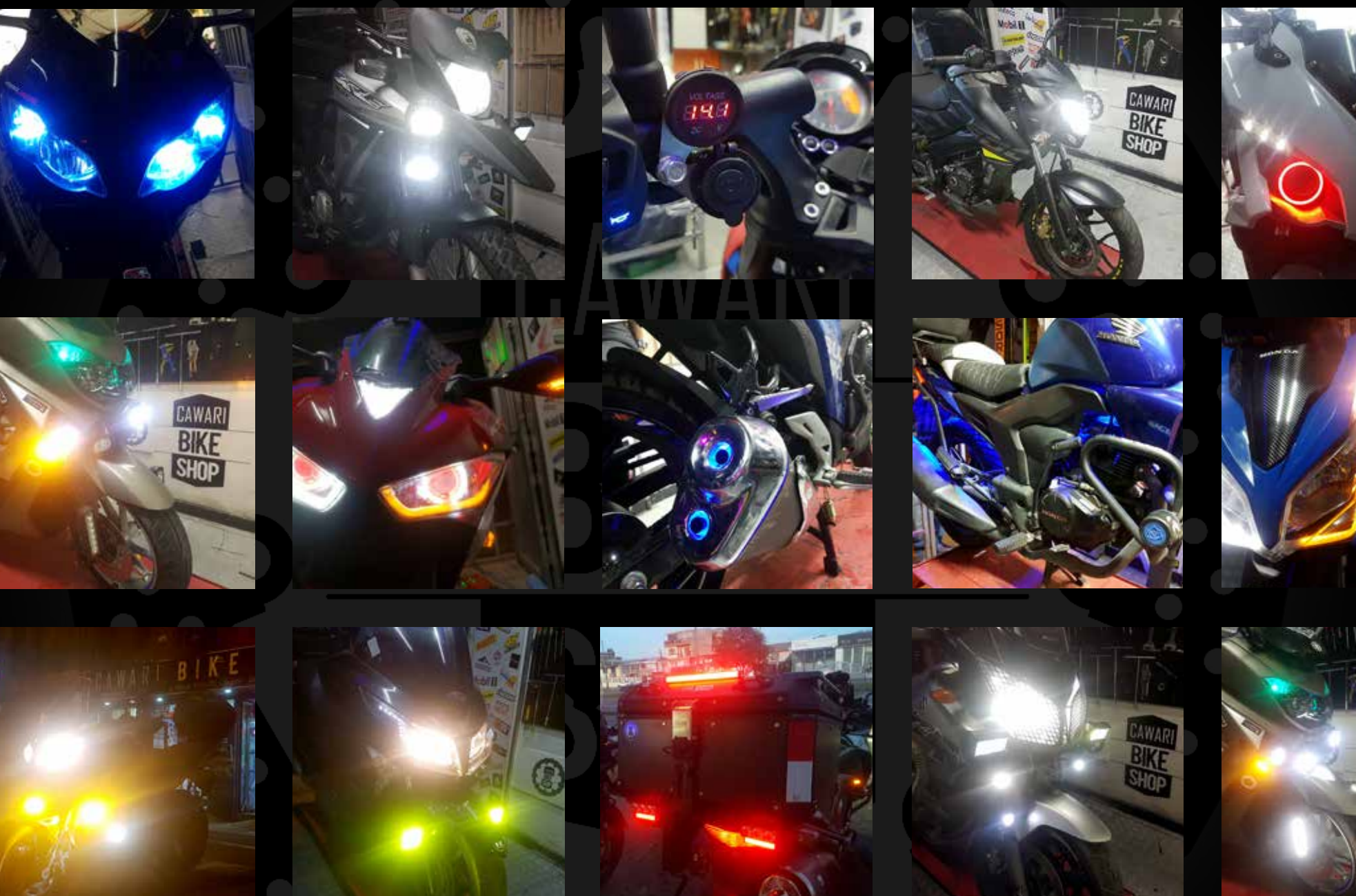
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Hello biker brothers. It has been a very difficult year for everyone. The companies, the personal ones, the studies... the filmed ones.

The truth is that I have written this editorial several times, but there is always a reason to change it... until we receive the letter that you can read below.

To be honest, I find it sad to see how there are groups or pages that claim to be bikers to bully novice motorcyclists... and the administrators do nothing.

We as bikers have a moral obligation to help if you want to do it and not disturb if we don't want to. Our main motto is "Respect and you will be respected", this includes with our fellow bikers and bikers on social media.


I don't know about you, but I spend at least a couple of hours a day helping any biker and motorcyclist on social media. I only comment

with information that I know, with my real knowledge that they do work.

The reward I receive is the happiness of a brother when he learns and he thanks me for my comment. When they thank me on the networks or by WhatsApp and finally manage to solve their problem, that is all I need to continue with what I do.

No matter how absurd the question is to one, to the one asking it it is not so absurd and can be important... something as simple as maintaining a chain.

I hope that this message and the letter will make a difference to change your behavior in the networks with motorcyclists and bikers who want to learn from us.

Enjoy this edition. And, as always, Live to Ride. 



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- 6 Noti-Flash
- 8 Biker Security
- 12 Motorcycle Safety
- 16 Garage
- 20 My motorcycle
- 26 Technology
- 28 Normative
- 32 Biker Association
- 36 Health
- 40 Gourmet
- 42 The Route
- 44 The Movie



Biker Letters



Biker brothers. I have wanted to write to you for a long time to tell the world how frustrated I am with social media. I am involved in various groups and pages to gain more knowledge about the world of motorcycles and few have been useful.

I have been riding my motorcycle for a year and my experience is not as great as many of you. Concepts such as lubricants, maintenance, tire pressure, type of gasoline ... are so many things that one has to take into account, but that they do not teach us in a course.

I had faith in the biker groups of social networks to solve my doubts, but I realize that sometimes it is very difficult to arrive at the correct answer to my doubts.

We come across bullying, contradictory responses, people who think they know, but don't

know... I have even come across the same mechanics who recommend me to do something to my motorcycle, just for me to visit them and enter the vicious circle deceptive maintenance.

I thank the few true bikers who dedicate their time and knowledge for us to really learn everything about our bikes. I've even learned some driving techniques, thanks to your recommendations... valuable learning for people like me.

I hope the administrators of these pages get to read this letter so that they realize the responsibility they have with the groups and pages that they open for motorcyclists like me, who want to be good bikers and learn from those who really know.

Everyone has to know that at some point in their lives they have gone through the same thing as us, not knowing what happens to the

motorcycle or not knowing how to control them.

For my part, I am grateful for a magazine like this that share all their knowledge, with which I have learned a lot. I know it is not easy to do what they do to have this free publication, but if I hope they continue for many more years and, for motorcyclists like me, we can learn to be good bikers.

Thank you very much to all who support us with their knowledge and, for those who do not, I hope they see that their comments in the form of bullying do not help us.

We all want to learn without fear of asking online. Please everyone, help us learn with your honest opinions.

Thank you.



BMW MOTORRAD M ENDURANCE LUBRICATING YOUR CHAIN WAS YESTERDAY

The M Endurance chain has a resident permanent lubricant filling between the rollers and pins, enclosed by X-rings. Is that the previously necessary additional lubricant addition for the rollers and thus the familiar “chain lubrication” is no longer necessary, nor is any re-tensioning required from time to time due to the usual wear.

This enormous gain in comfort was made possible by using a new coating material for the rollers: tetrahedrally amorphous carbon (ta-C), also known as industrial diamond. This coating is characterized by extreme hardness and resistance. In contrast to the metal surfaces used so far, the coating

with the ta-C does not wear off.

Thanks to excellent dry lubrication properties and the elimination of wear, the ta-C coated rollers of the M Endurance chain offer maintenance comfort equivalent to that of a shaft drive motorcycle. This includes all the cleaning work that is unavoidable with a conventional chain due to splashed lubricant.

The M Endurance chain in 525 pitch is now available initially for the two 4-cylinder models BMW S 1000 RR and S 1000 XR. The M Endurance chain is available as accessory or directly from the factory as an option. Further BMW Motorrad models are being prepared for this feature.

SHELL ADVANCE DUCATI OIL: SHELL AND DUCATI DEEPEN TECHNICAL PARTNERSHIP

Shell and Ducati announced the three-year renewal of their engine oil first fill agreement for all Ducati motorcycles produced at its factories in Bologna (Italy) and Rayong (Thailand). In addition, Ducati is extending to Germany, France and UK its aftermarket agreement with Shell for the exclusive Shell Advance Ducati engine oil, which already covered the Italian and North American markets.

Ducati owners benefit from innovations developed through Shell and Ducati's technical partnership in MotoGP and World Superbike, where Shell's products have been tested in the most challenging and competitive

environments for the last 21 years. The co-branded oil Shell Advance Ducati, specially developed for Ducati road bikes, is available for aftermarket engine oil changes. This bespoke blend of Shell Advance uses Shell's proprietary PurePlus technology and is designed to offer complete protection by keeping pistons clean, protecting against engine wear, and protecting bike engines at high temperatures.

Shell Advance Ducati 15W-50 engine oil is available exclusively from the official Ducati Dealer and Service network in Italy, Germany, France, UK, USA and Canada.





NEW SCREAMIN' EAGLE 131 CRATE ENGINE OFFERS BIG POWER

Harley-Davidson offers a new performance option with the introduction of the Screamin' Eagle® Milwaukee-Eight® 131 Crate Engine for select Softail® model motorcycles. The new 131 cubic inch (2151cc) V-Twin engine delivers the biggest, most powerful street-compliant engine Harley-Davidson has ever created.

It's a combination that produces 135 ft-lb (183 Nm) of torque and 124 HP when paired with Screamin' Eagle® Street Cannon mufflers.

Each engine is detailed with 131 Stage IV badging on the cylinder

heads. The engine is available in a choice of two finish treatments: Black and Chrome or Black and Gloss Black.

The Screamin' Eagle 131 engine is eligible for Custom Coverage™ Extended Limited Warranty to run concurrent with the remainder of the motorcycle's factory 24-month manufacturer's warranty. The engine must be purchased and installed by an authorized H-D Dealer within 60 days of vehicle purchase to qualify for the Custom Coverage and is otherwise backed by a 12-month factory limited warranty when installed by an authorized H-D Dealer.

Noti-Flash

Noti-Flash

Noti-Flash

INDIAN MOTORCYCLE RETURNS TO THE HILL WITH FTR750

Indian Motorcycle, America's First Motorcycle Company, announced its participation in the upcoming AMA Pro Hillclimb Racing series, marking a return to a sport it once dominated more than 80 years ago.

Indian Motorcycle enters the 2020 series' new Twins class armed with a modified Indian FTR750, piloted by the company's newest factory rider and 10-time AMA Pro Hillclimb Champion John "Flying" Koester.

Koester, along with his father and crew chief Gordy Koester, spearheaded the dramatic transformation of the FTR750 from a flat track race bike to a full-fledged hill shredder. Modifications include

an extended swingarm, knobby tires, redesigned rear tail, and an upgraded Rekluse clutch to account for the increased clutch use demanded by hillclimb racing. The team also worked with S&S to design an exhaust system specific to Koester and his riding position.

Since 1901, racing has been a part of the Indian Motorcycle DNA. Founders George Hendee and Oscar Hedstrom met at a bicycle race and maintained their passion for speed and competition when developing the brand in its infancy. Today, Indian Motorcycle has honoured its forefathers by continuing the brand's racing prowess through various forms of racing.





Pants:

Variety and safety

Pants are often overlooked riding gear because jeans are thought to be acceptable riding gear. Real motorcycle pants offer protection against the environment, as well as ventilation and shielding.



Like motorcycle jackets that come in different materials and styles, motorcycle pants are complementary in that regard. Textile, leather, denim, and kevlar are the different materials used in pants and can be worn alone or in combination, depending on the riding style for which they are made.

Most textile pants are designed as a second layer over a set of regular shorts or pants. They can be an addition to a jacket that can form a complete suit, or simply to be worn over your pretty dress pants on the way to and from the office. Removable liners to add a layer of warmth are an option for a cooler ride and can always be removed during the warmer riding months.

There are also styles in denim and leather that are used directly to your skin. Denim is generally interwoven with another fabric to increase its resistance to abrasion in the event of a fall. Kevlar is typical in that regard and there are some labeled “Denim Kevlar” pants. Other denim styles can add extra protection sections in high impact areas.

Leather can be found in a sporty style that involves abrasive knee discs intended to touch the ground. For those who want to drive to the limit, these pants offer maximum protection on the butt, knees and hips. There are less aggressive styles in leather that look more like regular pants, but still provide protection for riding.

Finding the perfect set of pants will involve considering your riding style, including the weather, the length of the ride, and the type of motorcycle you ride. Leather is great for protection, but on a long trip, it can become less and less comfortable. Textiles offer excellent protection, visibility and ventilation, they are the perfect pants for almost any occasion. You should also consider whether you prefer to wear clothing under your pants, as above all, they should fit comfortably in your normal riding position.

They should not be too tight, nor should they rise high exposing the tops of the boots, nor be too bulky ... which makes being on the bike, changing or stopping cumbersome.



Photo by Moteo Bikers Jeans

Pants Recommendations


• Textile: Alpinestars Andes V2 Drystar

Waterproof Pants: Alpinestars has been a long-standing brand in the sport and technology of motorcycle clothing. The Andes V2 Drystar is a 4 season pant that offers ventilation, warmth and waterproof protection for any riding condition. These are made from reinforced polyester textile with breathable construction. Includes hip and knee protectors that can also be removed and upgraded to CE certified Nucleon inserts. The pants are adjustable at the waist and offer enough storage space to carry your wallet, cell phone, and some other small items.

• Leather: AGV Sport Willow Perforated

Leather Pants: The AGV Sport pants are on the more aggressive riding side. They are designed for track sports. They can be used on the street, even if you never plan to touch a knee and scrape the knee disc. They offer a leather construction for abrasion protection and armor in high impact areas, with a combination of Kevlar and stretch panels to aid comfort during long days of riding.

• **Denim Hybrid: Moteo Jogger Denim:** When looking for jeans, Kevlar seems to be the standard addition. Moteo is a Colombian company that works creating conventional garments with protections. This is how they have created, to this day and after years of

testing, one of the most resistant jeans on the market with respect to friction, thanks to the combination of textiles such as Aramid (Kevlar), leathers and others resistant to impacts and blows; the variety of protections with which they work, approved Colombian National Protectors and one of the best German brands recognized worldwide (Sastech). Leather is another of the materials that all bikers like to use the most, thanks to its resistance to friction and it allows us to create a personalized outfit since each jacket that they make exclusively for its owner and that, in addition, goes from Wonder with the super kevlar jeans from Moteo Biker Jeans. 

MOTEO

BIKERSOJEANS



The importance of protection on the routes is an essential point to be able to enjoy everything that our adventures want to offer us.
MOTEO is a company that takes care of you, where we design and make textiles for your clothes.



Sprocket:

How do you know when to replace them?

The time to replace sprockets is not after the teeth are severely bent or worn or when the chain begins to skip the teeth.



To maintain the superior and reliable performance of your motorcycle and minimize damage to other components, replacement of the sprocket should occur much earlier. But how do we know when those sprockets have reached their useful life? Here are some simple ways to tell if you should switch to new components.

Look for the first warning signs

Just as it's better to see a doctor every now and then for a checkup rather than waiting until you have a serious problem, it's a good idea to do regular checkups on your machine before things get bad (and expensive!). Taking just a few minutes each week to look at these things will help you determine if you have an unhealthy ending drive.

Examine how well the chain fits with the sprocket teeth. With a healthy chain and sprocket, the chain rollers line up perfectly with the gaps between the sprocket teeth and fit evenly into those U-shaped grooves.

Grasp the chain at the rear end of the rear sprocket and try to pull it away from the

teeth. If there is a significant gap (assuming the chain is adjusted correctly), the chain is worn and the sprocket is probably worn as well.

Look closely at the sprocket teeth to see if they are sharp at the tips and / or slightly bent. The teeth of a new sprocket are straight and have a flat or domed shape at the tip. If the teeth are sharp, the sprocket is worn.

Look for indented wear around the circumference of the sprocket at and under the teeth that resembles the shape of the chain. This "shadow" wear indicates a badly worn sprocket that needs to be replaced.

If you see enough wear, don't cut corners; Replace the front and rear sprocket at the same time. Oh, and be sure to replace the chain as well to avoid rapid wear on your new components.


Exchange the old for the new? This is a good time to consider upgrading to premium components or shifting your motorcycle gear for better performance, better fuel economy,

or to eliminate annoying vibration. Check out our next article (workshop section) to understand the sprocket relationship.

Make the sprocket last longer.

How long do sprockets and chains last? The answer is, it depends. Some bikers get years of service from a chain drive system, while others get only a few months of component life, depending on riding environment, riding habits, and regular maintenance. Here are some things you can do to ensure long-lasting performance from your sprocket:

- Inspect the transmission components regularly, ideally before each trip.
- Keep the chain properly adjusted, not too tight or too loose... just right.
- Keep your transmission clean and well lubricated.

Repeated use of the uneven throttle and jerky changes wreak havoc on a chain drive system. Learn from the bikers: Smooth throttle transitions and continuous shifting preserve gear and are the mark of the experts. 





MiBiCi Magazine,
celebrating
2 years hand
in hand with all
the Bike-Users
of Colombia
and the World

To MiBiCi

Little iron horse,
of strong and fierce steel,
that you give me the joy
of making me fast...

My iron horse,
that together the two of us,
we become one to
roll with passion...

Thank you my little
iron horse,
you help me
to be better,
because by carrying
the effort of my work
every day,
you make everyone
see us as an example
of effort and love.

Author: LFC Editorial - MiBiCi Magazine

Photo: ©Cristian Ochoa



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Sprocket:

Speed or torque?

One of the easiest ways to give your motorcycle more agile acceleration and feel like it has a lot more power is a simple sprocket change. It's an easy job to do, but the hard part is figuring out what size sprocket you will replace the ones in your stock with. We explain everything here.



It's all about the gear ratio

Your gear ratio is simply the tooth ratio between the front and rear sprockets. This relationship determines how the motorcycle translates engine RPM into wheel speed. Changing the sizes of the sprockets, front or rear, will change this ratio and thus change the way your bike puts power to the ground. OEM gear ratios aren't always ideal for a given riding style, so if you've ever found yourself wishing for better acceleration, or if your bike is moving at slow speeds, you may simply need to alter your gear ratio. current stream into something that is more suitable for you.

It's all about the ratio!

What is important to remember is that it is all about the gear ratio, and I have to come up with a relationship that helps me reach my goal. There are many ways to do this. You will see a lot of conversations on the web about going to "-1", or "-1 / + 2" and so on. Using these figures, bikers often express how many teeth they changed from the original ones. In athletic mods, common mods are to go -1 to the front, +2 or +3 back, or a combination of the two. The problem with that nomenclature is that it only acquires meaning in relation to the size of the original sprocket.

A simple modification would be to go from 17 teeth at the front to 16 teeth. That would

change my ratio from 2,647 to 2,813. I made this mod, and had noticeably better acceleration. As you can see in the chart below (next page), there are a multitude of possible combinations to get to the ratio you want, but your options may be limited.

Variations

For a more extreme change, I could have gone for a 15 tooth front, which would make my ratio exactly 3.0, but I thought it would be overkill for my taste. There are also some who advise against making big changes to the front as it spreads the chain force through fewer teeth and around a tighter arc, increasing wear.

But remember, it's all about the ratio, and we can resize the rear sprocket to alter this ratio as well. So if we go down to 16 teeth at the front, but at the same time go up to 47 teeth at the rear, our new ratio would be 2,938; it's not that extreme. 16 at the front and 46 at the rear would be 2,875, a less radical change, but still a bit more than just the 16 at the front.

The important thing to keep in mind when selecting new sprockets is that it is all about the relationship. Calculate what you have as a reference, determine what your goal is, and adjust accordingly. It will help you search the web for the experiences of other bikers with the same bike, to see which configuration is the most common. It's also a good idea to make

Consider this: since ratio is what determines how your bike will behave, you could possibly go down on both sprockets and maintain the same ratio, which some riders do to reduce weight and reduce rotating mass as they sprocket and the chain rotates.

small changes at the beginning and play around with them for a while to see if you like how the new settings behave.

Frequent questions

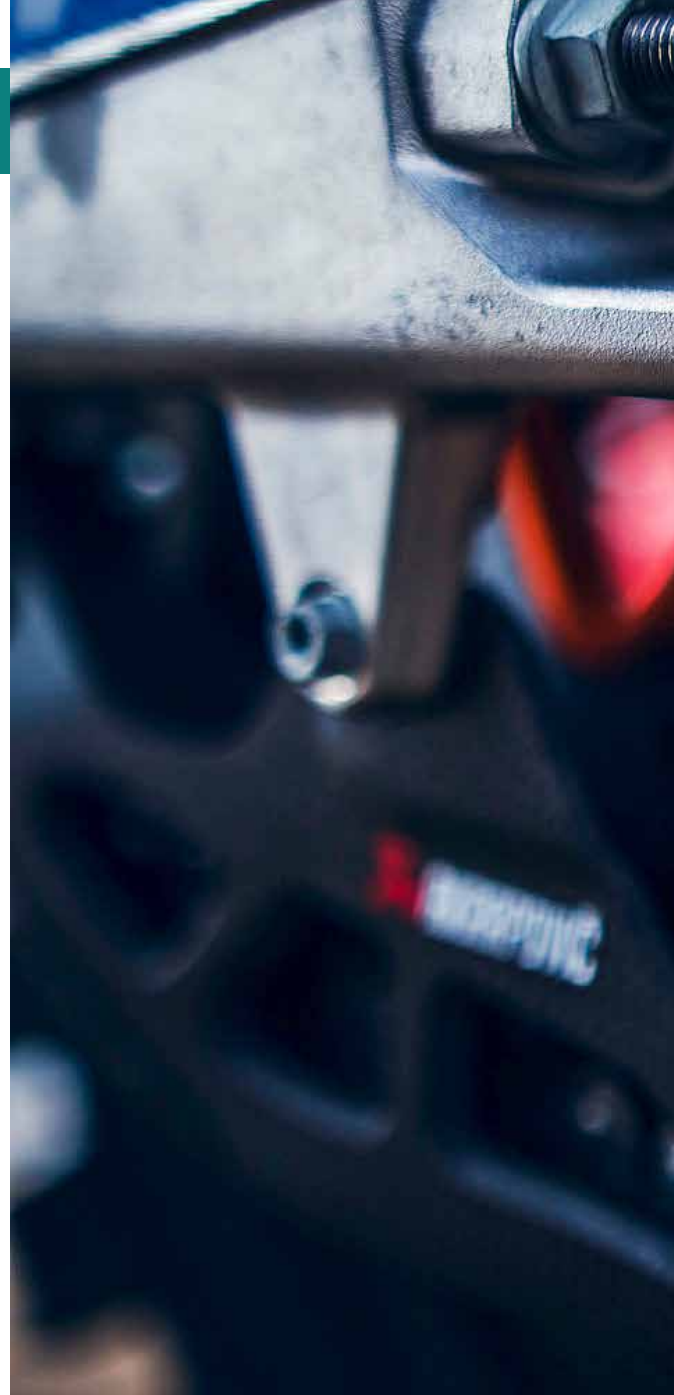
There are many questions we are asked on this topic, so here are some of the most instructive, answered.

1. When choosing a sprocket, what does 520, 525 and 530 mean?

Basically this refers to the thickness of the sprocket and the 520 chain is the thinnest and lightest of the three, 525 is in the middle and 530 is the sturdiest. Many OEM components are 525 or 530, but with the strength of a high quality chain and sprocket, there is generally no danger in switching to the lighter 520 configuration. Important note: always make sure to install components of the same size; They are not compatible with each other! The best course of action is to buy a conversion kit so that all of your components fit together perfectly, such as the Vortex 520 conversion kit.



	Rear sprocket	Front sprocket teeth							
		Higher torque				Higher final speed			
		11	12	13	14	15	16	17	18
Higher final speed	28	2.55	2.33	2.15	2.00	1.87	1.75	1.65	1.56
	29	2.64	2.42	2.23	2.07	1.93	1.81	1.71	1.61
	30	2.73	2.50	2.31	2.14	2.00	1.88	1.76	1.67
	31	2.82	2.58	2.38	2.21	2.07	1.94	1.82	1.72
	32	2.91	2.67	2.46	2.29	2.13	2.00	1.88	1.78
	33	3.00	2.75	2.54	2.36	2.20	2.06	1.94	1.83
	34	3.09	2.83	2.62	2.43	2.27	2.13	2.00	1.89
	35	3.18	2.92	2.69	2.50	2.33	2.19	2.06	1.94
	36	3.27	3.00	2.77	2.57	2.40	2.25	2.12	2.00
	37	3.36	3.08	2.85	2.64	2.47	2.31	2.18	2.06
	38	3.45	3.17	2.92	2.71	2.53	2.38	2.24	2.11
	39	3.55	3.25	3.00	2.79	2.60	2.44	2.29	2.17
	40	3.64	3.33	3.08	2.86	2.67	2.50	2.35	2.22
	41	3.73	3.42	3.15	2.93	2.73	2.56	2.41	2.28
	42	3.82	3.50	3.23	3.00	2.80	2.63	2.47	2.33
	43	3.91	3.58	3.31	3.07	2.87	2.69	2.53	2.39
	44	4.00	3.67	3.38	3.14	2.93	2.75	2.59	2.44
	45	4.09	3.75	3.46	3.21	3.00	2.81	2.65	2.50
	46	4.18	3.83	3.54	3.29	3.07	2.88	2.71	2.56
	47	4.27	3.92	3.62	3.36	3.13	2.94	2.76	2.61
48	4.36	4.00	3.69	3.43	3.20	3.00	2.82	2.67	
49	4.45	4.08	3.77	3.50	3.27	3.06	2.88	2.72	
50	4.55	4.17	3.85	3.57	3.33	3.13	2.94	2.78	
51	4.64	4.25	3.92	3.64	3.40	3.19	3.00	2.83	
52	4.73	4.33	4.00	3.71	3.47	3.25	3.06	2.89	
53	4.82	4.42	4.08	3.79	3.53	3.31	3.12	2.94	
54	4.91	4.50	4.15	3.86	3.60	3.38	3.18	3.00	
55	5.00	4.58	4.23	3.93	3.67	3.44	3.24	3.06	
56	5.09	4.67	4.31	4.00	3.73	3.50	3.29	3.11	
Higher torque	57	5.18	4.75	4.38	4.07	3.80	3.56	3.35	3.17
	58	5.27	4.83	4.46	4.14	3.87	3.63	3.41	3.22
	59	5.36	4.92	4.54	4.21	3.93	3.69	3.47	3.28
	60	5.45	5.00	4.62	4.29	4.00	3.75	3.53	3.33
	61	5.55	5.08	4.69	4.36	4.07	3.81	3.59	3.39
	62	5.64	5.17	4.77	4.43	4.13	3.88	3.65	3.44
	63	5.73	5.25	4.85	4.50	4.20	3.94	3.71	3.50
	64	5.82	5.33	4.92	4.57	4.27	4.00	3.76	3.56



2. How will it affect my speed and my speedometer?

It depends on your relationship, but both of you will generally be upset. Since most bikers go for a higher gear ratio than stock, they will experience a drop in top speed and a speedometer reading that says they are going faster. On the contrary, dropping the relationship will have the opposite effect. Some bikers buy an additional module to adjust the speedometer after modifying the transmission.

3. Do I have to change both sprocket at the same time?

This is a call to judgment, and there are different opinions. In general, it is advisable to change the sprocket and chain components as



a set, because they wear out as a set. If you do this, we recommend a high strength chain from a top brand like EK, RK or DID among others.

However, in many cases, it won't hurt to change a sprocket (usually the front one). If your chain is relatively new, it won't hurt to change just one sprocket. Considering that a front sprocket typically costs only \$ 20-30, I recommend swapping it out as an inexpensive way to test a new gear ratio, before taking the plunge and spending the money to swap out the entire kit.

4. How will it affect my mileage?

All things being equal, going to a higher gear ratio will increase your fuel economy because you will have higher cruising RPMs for a given speed. You will most likely have so much fun

with your top speed that you can drive more aggressively and reduce mileage even further.

5. Is it easier to change the front or rear sprocket?


It really depends on your motorcycle, but it is not very difficult either. Changing the chain is the most difficult task, so if you only change one sprocket and reuse your chain, you can do what is most comfortable for you.

An important note: going smaller to the front will loosen the chain and you will have to lengthen the wheelbase to compensate; climbing in the rear will also shorten it.

6. There are aluminum and steel rear

sprocket, which one should I buy?

Traditionally, aluminum sprocket are light but wear out quickly, and steel sprocket are durable but very heavy. However, these days, most aluminum sprockets are hard anodized, dramatically extending their service life, and there are many super lightweight steels with the strength of steel and are almost as light as their aluminum counterparts. Ultimately it comes down to preference, but in general aluminum is a bit lighter and steel is a bit more durable.

However, some interesting alternatives are the sprocket with a lightweight aluminum center surrounded by a ring of strong steel teeth, like the Renthal. In addition to looking unique, they offer the best of aluminum and steel in one package and are a great compromise. 





Gianna Velarde

A history of challenges and vovercoming.

It is much more nutritious for the person to be more supportive of the other, to recognize the achievements...



It has been a long road and it has been like a snowball. When I started riding a motorcycle, I never planned to race a Dakar at some point or to be able to race for a brand. The concept of being a pilot, for me, is very different; Being a pilot is not running races, it is getting on the bike and showing myself that I am getting better and better, climbing a hill, falling down and trying again... For me, that is being a pilot.

I was born in Lima, Peru. The issue of motorcycles started when I was 15 years old by my dad; He had already been riding a motorcycle for a long time. I just got sick, I got a very complicated disease (stage III lymph node cancer) and my father to deal with the situation and be able to have a more father-daughter relationship, because it was very difficult for him to go to see me at the hospital, then He decided to get me into a sport that he liked, with the idea of getting me out of the gloomy hospital environment... and that's when I started with motorcycles.

The truth is that it was an injection of self-esteem that gave me the motorcycles, because I was 15 years old and I was going through the whole issue of chemotherapy, as you know your hair falls out, you are hospitalized, you get fevers ... then the motorcycle me He returned the smile that cancer was taking from me.

After getting sick and riding a motorcycle, I never saw it as a competition, much less, I continued studying at university, I went to work ... that is, I did many

things before deciding to dedicate myself fully to what motorcycles were . Approximately, when I was 21 years old, I already started running races, but not wanting to beat the other, but to show myself that I could too.

At that time I said to myself “why not attend a Dakar at some point, which is the dream of all riders who ride a motorcycle”. He had planned to compete in 2021 or 2022, however in 2018 it was announced that the Dakar 2019 was going to be 100% Peruvian. This is my opportunity, it was going to be easier to get sponsors, besides it was going to be very safe and reliable for me, to be able to run through my country. All that gave me the confidence to participate ... and I raced it in 2019.

It was quite complex, since when I decided to compete, I was already with my marketing diploma at university, working on my undergraduate thesis; I had my driving school, where I was also a teacher; I organized my trainings; I saw who my sponsors were... it was a very holistic job for me, to run the Dakar; I had to be my manager, my coach, my psychologist and achieve everything in order to be able to pay on my deadlines. With all that stress, because the truth, if it was very stressful, I got to the starting line.



What's more, 2 months before the Dakar, the race, I broke my collarbone in training. They had to operate on me, they put a plate and 6 screws... many people told me that I was not going to run, because of the rehabilitation and everything. However, if you arrive with optimal health conditions and everything. The truth is that it was an incredible experience, however, my mistake was that I did many things when I wanted to race the Dakar, so I neglected others, such as the mechanics. I was not very meticulous in assembling my bike, so obviously my bike, on the third day of the Dakar, already died, the engine blew up and I was late to the checkpoint. So, it was an experience for me, a lesson above all; to realize that one person cannot do everything at the same time... you need a lot of people to help you.

The issue, here in Peru, motorcycling is not very developed. In Colombia, Ecuador, Chile... it is very different and in Argentina it is much stronger. Here in Peru we are just making progress with the issue of race development and all of that develops the drivers. At least for me, grabbing the old bike, at 15 years old, did not take it at a disciplined pace to be a competition rider. So, obviously, when I wanted to race the Dakar,

I was very clear that, to run the Dakar, rather than being a good rider on the motorcycle, you have to be an athlete, be an athlete; because it is a race of resistance, in the end, and of logic to navigate.

The issue of driving the motorcycle is not the most essential, because you are not going to fight the first 20 places, that is, that is for professional teams. So when I decided to run it, there were many people who criticized me, who said very negative things about my participation... but it was with the macho criticism. In the end, I don't see much difference between me racing or another rider racing, who also has a job and just goes to race it to enjoy it, that is, there is no difference between those riders and me. But why if they criticize me, because I am the girl... then it is a bit of the macho season of the Latino...

I would love to run it later, in fact, it's on my wishlist. I would love to race it in the Malle Moto category, which is the category without existence. But now, with the issue of the pandemic, the truth is that all those plans have been delayed, this year is practically lost. My Dakar is paid by my auspices, it is not that I pay it

with my money or ask my father or my mother... my auspices are paying for it and right now, the whole issue of companies, the economy, is paralyzed. It is very difficult to get a good ticket for just the publicity issue.

The expenses for the competition depend, I, in my Dakar, I spend 70,000 dollars: in registration, assembly of the motorcycle, mechanical assistance... all that costs and the subject of training. Now, if you reduce costs a lot and run in the Original category, which you go without assistance, you only pay the registration (which is a little cheaper) and you only have the issue of assembling the motorcycle, but if you have a brand that supports you, it may also cost you nothing.

The Dakar, being the "most difficult race in the world", is better for them if you don't complete the race; For them, because of marketing, it is convenient for them that you stay on day 2 or day 3, then it is not convenient for them that you finish the race. It sounds ugly but it's true, they should not finish. That is why the organization does not support you with anything related to riders, mechanics or motorcycles.



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Inside my bikes I have a 250 and a 450L. Last year I ran a date in the world championship in Chile with the 450L, I took it standard, I only modified the issue of the exhaust pipe and the fuel tank, but I did not touch the suspension and the bike performed super well. I went to several large Rally bikes, from KTM, and some of them did not catch me so easily, I caught up with the first one who was riding an ATV... The truth is that that World Championship, that date, was very gratifying for me, because I was already dragging the whole issue the failure in the Dakar, the issue of critical pressure; that you say does not affect you, but it affects you in one way and another. The World Cup, for me, was an injection of self-esteem.

Although my favorite is the 250, because it is the motocross one, I use it more (the Rally, 450L, I only use it for rally) and well, I climb hills with that bike, I can do jumps on a motocross circuit and I train... it's a motorcycle that has an incredible suspension, has good brakes and the bike is beautiful if you see it, it looks like a ship, it is long, it has a long tail... it is very beautiful. The 250R is beautiful.

At the moment I am no longer teaching, due to the issue of the pandemic and because of


what we have been in quarantine. I decided to dedicate myself to my career and right now I am working in an NGO, I am doing very different things, no, I am doing my master's degree, I have been studying a lot. I will never stop riding a motorcycle, but I have already passed on the subject of my school to my dad and I am dedicating myself to my career, to exercising my career.

At the moment I am studying Human Rights, in a master's degree online in English, very complicated, because it is law in very dense English. And I've been working on the NGO issue, on fundraising, on the organizational issue of the humanitarian organization itself. It is a very nice subject, really. It is an NGO that rescues street children, who are victims of prostitution, drug addiction and alcoholism. It is very interesting.

It is an institution that is located in Peru. They have a physical space where they receive the children, the children live there, they have their primary and secondary schools, they have workshops, they have psychological and psychiatric support, social assistance... because they are not just children who are on the street, they are children who are drug addicts, who have a certain dependence on alcohol, marijuana or

any other psychoactive substance. They are like a drug addict, when you take the drug they have the famous withdrawal syndrome, so they have to have all a psychological and psychiatric support, they have to have a social worker, they have to have health check-ups... that is, it is a very complex issue and very nice, really.

I feel that I am applying everything I learned to raise funds for my Dakar and organize my Dakar. I am doing the same, but for an NGO that rescues these children. The NGO is called Mundo Libre.

In the future, I would like to race a Dakar again and finish it, in the Original category. I would love that, as I do this, the issue of the work that I am doing in the NGO works; The truth is that I am dedicating a lot of time and a lot of desire, because I feel that the goal is quite commendable. I would also love to finish my master's degree and... keep riding motorcycle. I would love to be able to blow up the plateaus of the motocross circuit... I would like to do that, in 5 years from now. 

Honda CRF250R



Engine type	DOHC, 4-valve, liquid-cooled, 4-stroke, single cylinder
Displacement	249 cc (15,19 cu in)
Bore x stroke	79 X 50,9 mm (3,1 X 2,0 in)
Compression	13,9 : 1
Induction	Programmed Fuel-Injection system (PGM-FI); 44mm throttle bore
Maximum power	--
Maximum torque	--
Transmission	5-speed
Primary transmission	Constant gear
Final Drive	#520 Chain; 13T/51T

Clutch	Wet multi-disc
Chassis	Aluminum Twin-Spar Type
Front suspension	49mm fully adjustable leading-axle inverted telescopic Showa SPG coil-spring fork; 12.0 in (305 mm) of travel.
Front tire	Dunlop Geomax MX3S 80/100-21
Rear suspension	Pro-Link system; fully adjustable Showa single shock; 12.4 in (315 mm) of travel.
Rear tire	Dunlop Geomax MX3S 100/90-19

Front brake	1 lobed disc Ø 260 mm (10.2 in) hydraulically actuated.
Rear brake	1 lobed disc Ø 240 mm (9.5 in) hydraulically actuated
Ground clearance	328 mm (12.9 in)
Dimensions	2.181 x 827 x 1.260 mm 85,9 x 32,5 x 50,2 in
Wheelbase	1.486 mm (58,3 in)
Trail	116 mm (4,6 in)
Seat height	785 mm (30,9 in)
Curb Weight	108 kg (237 lb)
Fuel Capacity	1,6 gallons (6,3 liters)
Seat Height	960 mm (37.8 in)



RECHARGE.


NOCO GB20 Boost Sport 500A UltraSafe Lithium Jump Starter can be a lifesaver for any electronic equipment that is recharged by USB, even to start any motorcycle that has a dead battery, including Lithium ones.



The GB20 is a portable lithium ion battery starter pack that delivers 500 amps to jump start a depleted battery in seconds. It features proprietary safety technology that provides spark-proof connections and reverse polarity protection that makes it safe and easy for anyone to use. It's a powerful battery booster that also works as a portable power source for recharging USB devices like a smartphone, tablet, and more. Designed for a car, boat, motorcycle, RV, and more with gasoline engines up to 4 liters.

- Compact yet powerful lithium starter rated 500 amps up to 20 jump starts on a single charge.
- An ultra-safe and foolproof design with

spark-proof technology and reverse polarity protection, allowing you to safely connect to any battery.

- An ultra bright 100 lumens LED flashlight with 7 light modes including SOS and emergency strobe light.
- Recharge your personal devices on the go, such as smartphones, tablets, electronic watches and more, up to 4 smartphone recharges.
- Designed for gasoline engines up to 4 liters, such as ATVs, motorcycles, cars, lawn equipment and more.
- New Accessory - Includes precision Boost battery clamps designed to easily connect to any 12V lead-acid battery from motorsports to trucks. 





To run or not to run:

A proposal from the European Transport Safety Council has just been approved.

All new models sold in the European Union (EU) will be equipped with technology called Intelligent Speed Assist (or ISA) that is designed to help drivers stay under the speed limit no matter where they are driving.



Remember: Motorcycle insurers do not endorse or encourage speeding, unsafe driving, or highway practices in any way. Drive safely and respect the highway code at all times

Many of the major motorcycle and automobile manufacturers are already incorporating this technology into some of their new models; namely Renault, Volvo, Honda, Mercedes-Benz, Citroën, Renault and Ford, all big names in the motor industry, but what do the new speed limitation laws mean for drivers?

It turns out that the 2022 introduction date is (at the time of writing) limited to new cars, vans, trucks, and buses. Motorcyclists won't have to worry about speed limitation laws any longer; We have investigated why this is the case and what these laws could mean for passengers in the future.

What vehicles will be affected?

As mentioned above, current legislation only defines vehicles that will be immediately affected as cars, vans, trucks and buses that are sold within the European Union.

Motorcyclists are mentioned in the legislative document in the category of "vulnerable road users", as they are one of the groups of people for whom this bill was designed.

The new legislation will take effect after 2022, so any vehicle sold after this date in any of the relevant countries must comply with the new rules.

Other than that, no vehicle will be affected by the failure, which means that new technologies cannot be adapted to older vehicles.

How does it work:

ISA technology seeks to link a GPS system with an on-board digital map that can inform the vehicle what the posted speed limit is and how fast the engine should safely accelerate.

If the GPS system is not available, then the ISA will rely on front-facing camera technology that uses signal-reading software to read speed signs on the road you would be traveling on to tell the engine how fast to move.

ISA motorcycle technology has not yet been fully developed, so two-wheelers will remain exempt from the new laws in Europe.

That being said, technology is always getting updated and improved, so once ISA motorcycle technology is ready to use, drivers and manufacturers are expected to comply with speed limitation laws just as well. Other drivers do.

Will it be impossible to accelerate?

ISA systems are not planned to act like speed limiters do, absolutely restricting engine use and top speeds. Instead, the ISA will function more like a cruise control, preventing passengers from accidentally accelerating over the limit.

This means that you can still enjoy the unrestricted performance of your motorcycle in safe environments (like a track day) without worrying about a tampered engine.

The ISA is also expected to be voidable. So turning the throttle when riding at the speed limit will still make your bike rev, and the entire ISA system could be turned off from an on-board computer (if the option is available).

Essentially, ISA systems are not going to kill riders unsafe speed as they enter new speed zones or avoid overtaking when necessary, but that does not mean that speeding is easy or uncontrolled.



What will speeding mean with an ISA installed?

Many drivers are already familiar with telematics insurance, whereby a “black box” is installed in their car to monitor their driving style, and the results are taken into account when calculating the insurance premium.

The ISA technology would be very similar, so while it would be entirely possible to override the ISA and drive faster than the limit, if you cause an accident or the police stop you, your vehicle can act against you by providing the authorities with information about how fast you traveled, how long and how often.

The positives:

Like the black box, it is predicted that having an ISA installed in your vehicle (be it motorcycle, car, or truck) can have a positive effect on your insurance premiums at the very least.

Safe and consistent driving could potentially lead to a no-claims bonus style discount, with

passengers and drivers paying less per month or year on their insurance if they drive within the speed limit.

It is also believed that safety on the roads will improve, with the hope that ISA technology will reduce road casualties thanks to speed limiting technology or the fear that drivers and motorcyclists will have at the prospect of being tracked while accelerating.


There will be no need for older motorcycle owners to worry about modifying their vehicles as the law will only affect new models. Even then, motorcyclists have a longer period of time to buy new after 2022 without the ISA technology installed, as it is not yet ready for use on motorcycles.

The bottom line:

Some may wonder why these EU laws will affect bikers outside of Europe if ISA motorcycle technology is far off.

The answer is that governments have chosen

to invoke the same laws regardless of the EU ruling, so motorists and manufacturers around the world will still have to follow these new speed limitation laws.

Still, motorcyclists will need to be prepared for ISA technology to reach their bikes in the future. When it does, we will have to accept the fact that speeding will have a more measurable effect when it comes to collisions and police stops, but also a positive potential when it comes to insurance premiums and, of course, the reduction of road casualties. 

Infraction: D02
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The biker salute:

Origin of the greeting in V, a story that perhaps you didn't know

The biker salute is older than it seems and its origins are anonymous despite the public figures who have popularized it. We explain the whole process of how this greeting was born.



Although many people may not believe it (both non-motorists and some motorcyclists), motorcycle riders have their own salute. This salute is known as a “biker salute,” and it is older than it seems. Its origins are actually anonymous: it is not known who was the first to use it, but we do know famous motorists who have made it popular.

The professional motorcycle driver who most popularized this greeting was Barry Sheene, a British-born world champion who made the gesture after winning a race. That is why, initially, it would be associated with a symbol of victory.

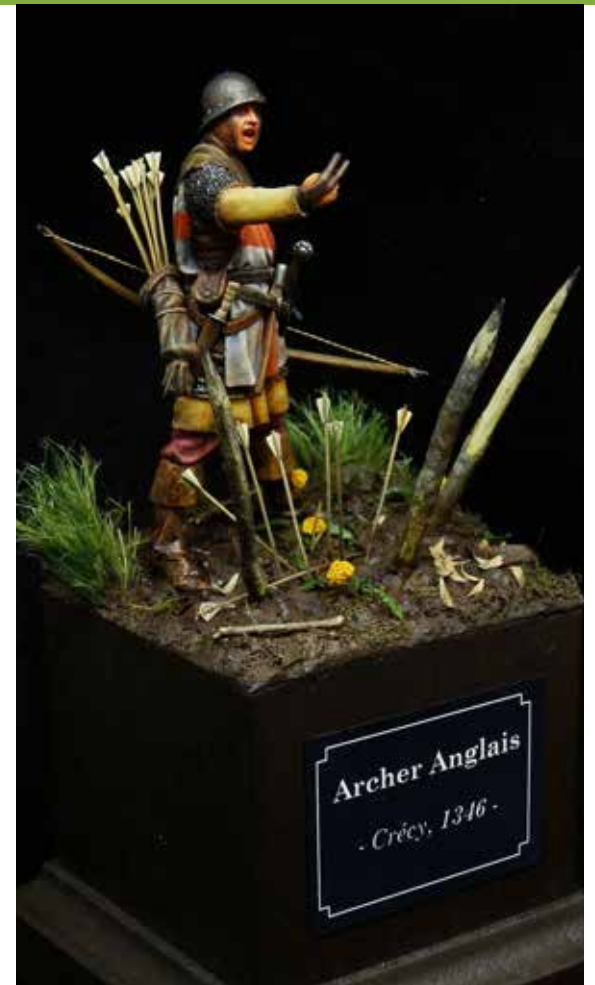
How is this greeting

The biker salute is a V-shaped gesture, and it is done with the first two fingers of the hand when we cross a fellow biker. It is a greeting that symbolizes and represents many things: security, companionship, brotherhood, friendship, recognition, passion ... In addition, it helps us to differentiate ourselves from the rest. The fact that a simple finger placement can convey so much is impressive. The biker greeting is absolutely universal: it is the same in all countries, and is used by all bikers throughout the world. It is a sign that is perfectly understood: it does not need translation or interpretation.

Putting this greeting into practice

The biker greeting does not understand nationalities, races, or motorcycles. We want to mention this because there are some motorists who consider that certain types of motorcycles are not worthy of being saluted (sheer nonsense). One of the details that most characterizes the biker who greets is good manners, and we understand that good manners should be extrapolated to all people, regardless of their physique, their vehicle, etc.

It should also be clarified that, on many occasions, it may be the case that the rider we greet is caught manipulating the clutch or at a critical moment where there is no possibility that he can release the handlebar. Therefore, we should not eat our heads or be offended if someone does not return our greeting: almost everyone is going to return it, so it is not for us, but for



other totally different reasons, which may have to do with something related to his motorcycle or even sometimes his mood.

Here a bit of the origin of the biker greeting

A lot of people do it (the vast majority of the bikes I've come across, scooters aside). It is a symbol of brotherhood and that makes you never find yourself alone on the road. No matter how far you are from home. You know that wherever there is a motorcycle, you will have a friend.

The origin of this greeting of brotherhood and friendship comes from a symbol of meaning not so pleasant in its oldest origins. In fact, its meaning was very similar to that of the middle finger that we all know.

The first known use of the “V symbol” is in the 15th century, when the French and English were in the so-called 100-year war. When in a battle the English army defeats the Gauls even though they were outnumbered. The battle was won



thanks to Henry V's strategy, which cost them from a distance attacking them using bows. Since then, when the French captured an English soldier, it is said that they cut off his index and middle fingers, to avoid that, in case they ever fight again in his life, he was not holding a bow. In response, before each fight, the English used to teach them those fingers by way of provocation.


Later, during the 2nd World War (1939-1945). Also on the part of the English in the middle of cities devastated by war, English messengers circulated on motorcycles. It was a dangerous

life and the temperament was at its highest point as expected, so when 2 messengers crossed they made the sign of the "V" as a provocation.

Already in a simpler and more current mood the meaning is given by Winston Churchill who popularized the symbol of the "V" using it in his political events as a sign of Victory ("Victory", for him). This is the simplest and most logical explanation. Although some say that he made this gesture because it represented the flight formation of the British Air Force.

Will or not all these historical events have to do with the true origin of the biker salute? It may be that yes, it may not, the good thing is that the English symbol lost its offensive meaning and began to be present in the world of motorcycles.

So far we have talked about what the story tells, but the most popular version of the biker salute that we will find is the reference to the British rider Barry Sheene (1950-2003). Who was a successful two-time world champion racing driver. This rider used the "V" among bikers as his personal stamp, it was a gesture he made to the public and to the cameras every

time he won a race. So all the racing fans were adopting it as a greeting and it was spreading. It is a compelling reason to justify that now all bikers use it. 



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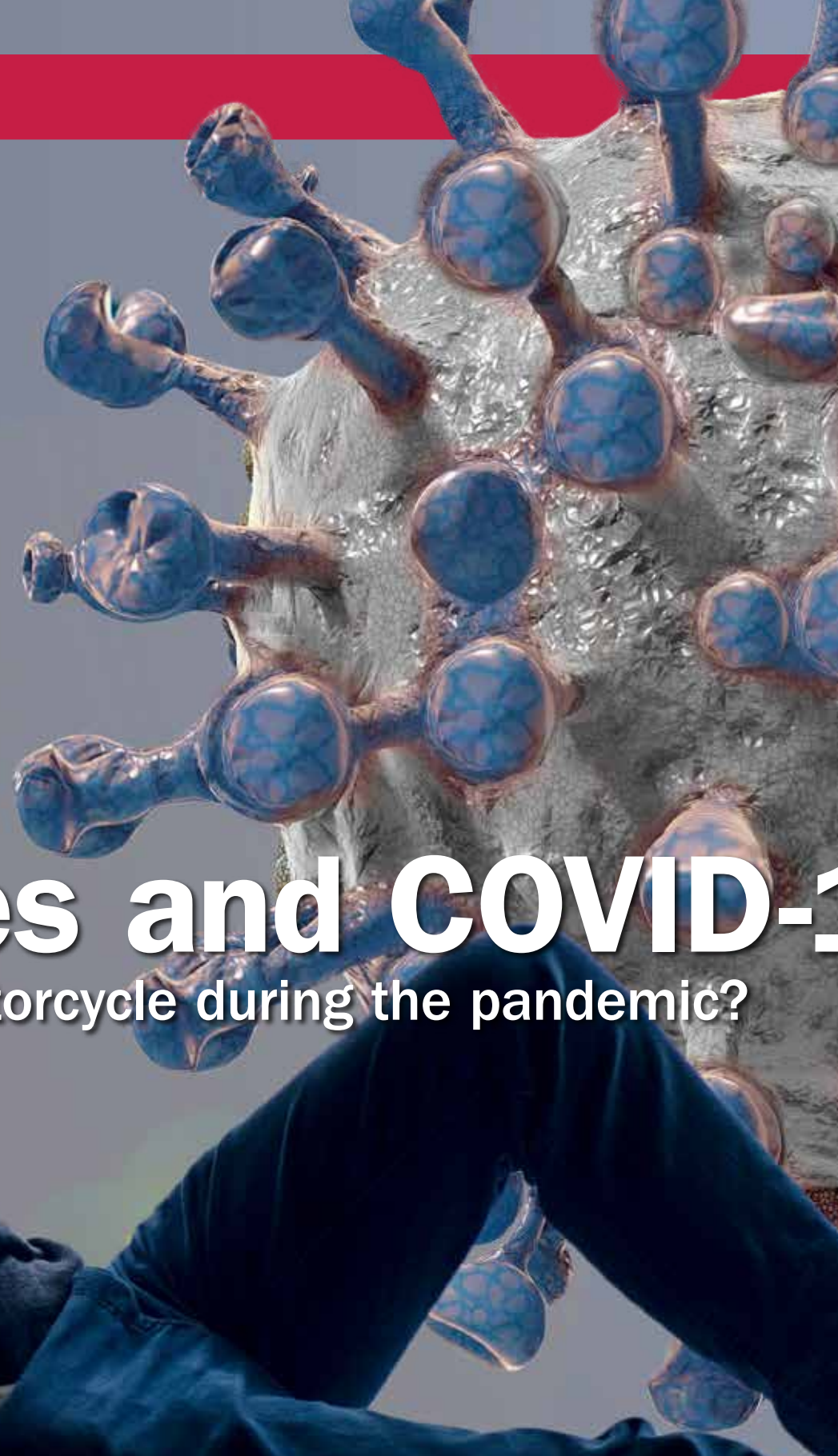
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Motorcycles and COVID-19

Should you drive your motorcycle during the pandemic?

For months now, the COVID-19 pandemic has affected many areas of our daily lives. It also leaves us with many questions. For motorcyclists, one question is whether it is safe and legal to ride a motorcycle while the pandemic continues and the measures to control it.



19:

As the spread of COVID-19 progresses, public health officials constantly review and update safety recommendations. So if you hit the road, here are some things to keep in mind.

Pay attention to outbreaks in your area

The rate of spread of the coronavirus and the number of people infected varies from community to community. Health officials aim to slow and stop the peak of infections (flatten the curve). The purpose of this initiative is to keep the maximum number of coronavirus cases below the available capacity of the intensive care and emergency medical unit (ICU). With first responders and medical professionals being overburdened with handling COVID-19 patients, it is more important than ever to drive safely. You don't want to end up in an emergency room.

Stay informed about local conditions and safety ordinances

State and local governments are working to manage the coronavirus crisis with stay-at-home orders, business closings and limited travel restrictions. If you decide to go on a motorcycle ride, consider where you plan to go and check online for current local safety rules. Some communities consider breaking them a misdemeanor.

Travel restrictions may be in play where you travel. To understand the differences between the different levels of travel restrictions, you

need to know the difference between staying home and staying safe and taking refuge in orders. Here is a short explanation:

- **Stay Home and Stay Safe:** Many states and communities have issued stay-at-home and stay-safe statements to reduce the number of COVID-19 cases by limiting potential exposures. People are asked to stay home and keep their outings on essential trips for things like groceries, medicine, and doctor visits, or to care for others. Workers can go to jobs at essential businesses and service organizations, while healthy outdoor activities such as walking, jogging, biking, and hiking are allowed as long as you follow social distancing recommendations and stay at least 2 meters (6 feet) away from others. Riding a motorcycle certainly seems like an activity that enforces social distancing rules. However, if you are traveling with friends, be sure to maintain social distance when you stop.
- **Shelter in place:** This is a stronger level of staying home and staying safe, and includes much stricter mandatory restrictions. Few communities have applied this. If your community needs to enforce these COVID-19 containment levels, check the rules carefully. Recreational travel, including a motorcycle ride, is probably prohibited. You may be able to use a motorcycle for essential trips defined in the rules, but you should carefully consider the risks.



Social distancing and the dangers of empty roads

If you ride your motorcycle during this time of social distancing, you will likely find roads with less traffic. It is natural that other drivers begin to feel that they have the road to themselves and that they are not as vigilant as they normally should be. As a motorcyclist, that means it is more important than ever to increase your following distance and wait for the expected. Be alert to drivers who stop suddenly, do not use turn signals, ignore stop signs in rural areas, cross the double yellow line to avoid a pothole, and speed up.

Be especially careful when you are alone on unfamiliar roads. Navigate corners carefully with enough traction to handle invisible twisting

turns and unexpected actions from the driver ahead.

Touching the face and personal hygiene

A common way for the coronavirus to spread is to touch a contaminated surface and then touch your eyes, nose, mouth, or ears. Of course, not touching your face when driving can be challenging. We all know that airborne debris, insects, and even beard whiskers can make us want to touch our faces, but the goal is not to touch ourselves.

Wash hands frequently. It is one of the most important steps you can take to stay healthy. It is always advisable to consider any surface that may be touched by the public as possibly contaminated. That includes door handles, vending

machines, and of course the gas pump and its buttons.

Fuel pump handling

Even if you only loop from your garage and vice versa without stops, you will still have to buy fuel at some point. Since the gas pump is a public surface that many people touch countless times without washing their hands, they can transmit the COVID virus. This is why you should plan what you will wear for your own personal protective equipment (PPE) before arriving at the gas station. If you leave the motorcycle gloves on and handle the pump, you could contaminate them. That can lead to contaminating other parts of your motorcycle and the rest of your gear.



Wearing latex gloves is a safety option. Use one gloved hand for all contact with the pump and the other clean gloved hand to touch your motorcycle and wallet. If you can find a station that has contactless payment where you can touch an enabled credit card, smartphone, or watch, so much the better. As for the receipt, while the paper is probably safe, it's not worth the risk of putting it in your pocket.

Don't be surprised if the restrooms at gas stations and public facilities are closed. To protect yourself, carry a hand sanitizer made up of more than 60% ethanol or 70% isopropanol alcohol. Use it generously every time you touch public surfaces. Even if you find a place to wash your hands for 20 seconds and rinse them with

warm water, continue with the hand sanitizer. Consider wearing a handkerchief or mask if you intend to stop at a drive-thru or interact with employees at a gas station.

Going back to your garage

When you return from your trip, consider leaving your riding gear in the garage with your motorcycle. This precaution is especially important if you live with someone who has a higher risk of infection due to pre-existing health problems. At the very least, don't wear your boots around your house, especially if you were walking through a gas station. The coronavirus can live on surfaces and it is not yet clear how long it survives on its own.

As for your motorcycle, disinfect any surface that you may have touched with contaminated hands or gloves. Disinfectants are effective and take less time than a motorcycle wash. Follow the instructions for your sanitizer product and pay attention to the information on the residence time, which is the time it takes to stay wet on a surface. Test your sanitizer product on inconspicuous parts of your motorcycle to see if it is safe for finishes.

If you stay protected, follow hygiene recommendations and work to keep your gear and bike clean, you'll be ready to go when the time comes.

Until next time, travel safe! 





Gourmet

By Tintín Garrido



After traveling for more than an hour with a friend, he told me to stop at this place that I did not know. We were struck by the fact that there were several motorcycles parked in the place, more than 20.

The place is quite interesting. Quite large facilities, ideal to go with the family and have a good time.

On the other hand, their menu... the menu. The truth is that we were a bit hungry, so we tried various things on the menu.


Clearly the menu is traditional, but with many options for breakfast and lunch. Unfortunately we did not get to breakfast, their menu was until 11 in the morning.

But nothing to envy with lunch. My friend decided to calm the craving with 1/2 bandeja



paisa and a trout. In my case, Mondongo and a mixed of meats.

In addition to being very full, we concluded that the food is incredibly delicious.

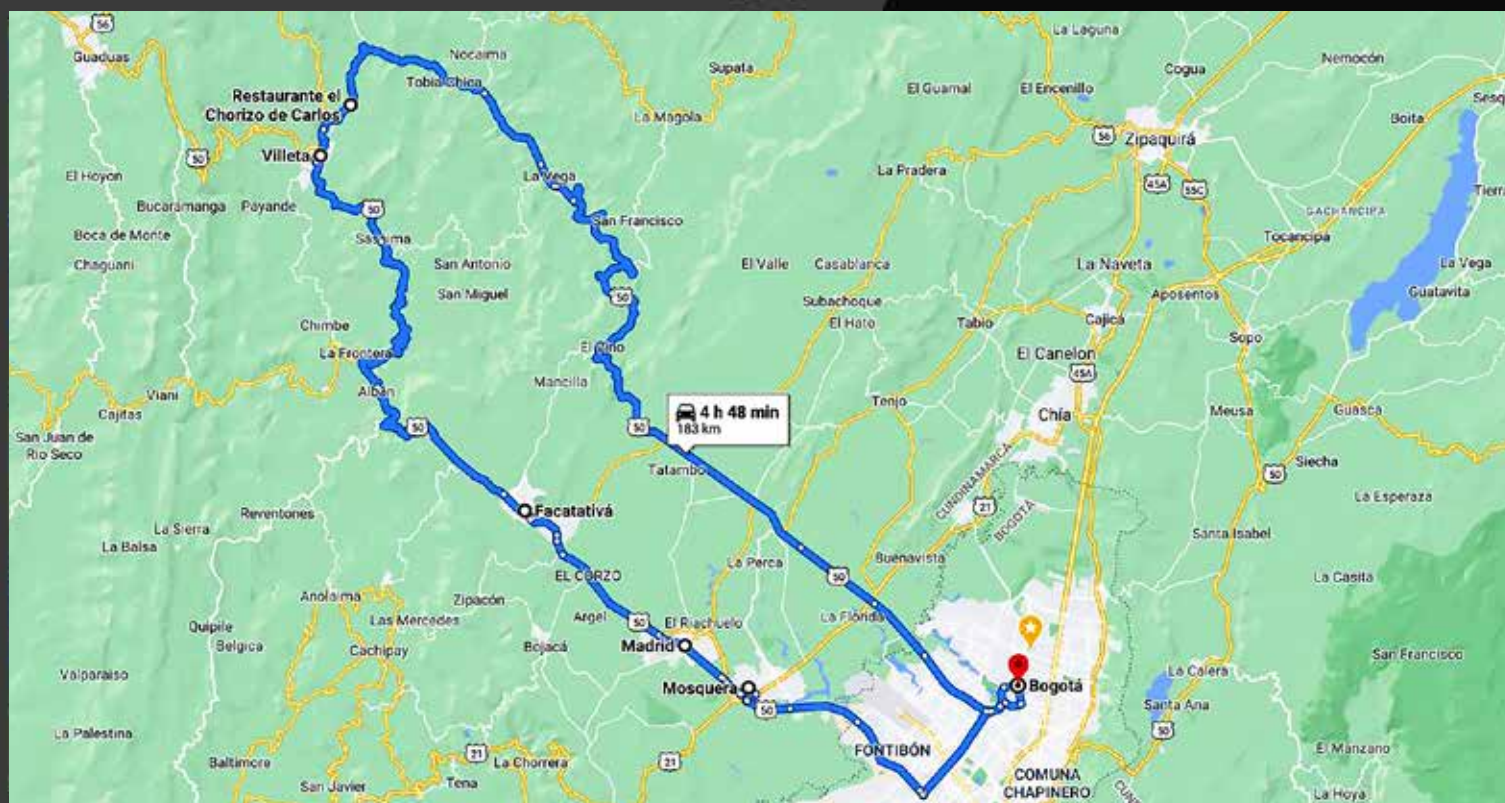
We have to conclude that the time we have been resting, while the food was going down, we realized that many biker groups of different classes passed through this point. Low-displacement, high-displacement, adventure, sports, mixed bikes... This point is becoming a motorcycle rest area that, by pure chance, we discovered along the way. 



THE ROUTE

By Hiroshi Naganuma

GPS



NAVIGATION SYSTEM

Bogotá - Villeta - Madrid - Bogotá

Like all travel, it begins for a reason. Benelli lent me an incredible motorcycle, the Leoncino. A motorcycle that deserved a little adventure to test all its characteristics.

The city was ideal and exciting to get to know, but the road was exciting. During my adventure I was approached by another biker, with whom we met an excellent place, El Chorizo de Carlos, which we talked about in the Gourmet section.

Every kilometer that I kept riding on this bike, I realized that Benelli has a lot to deliver. Their


products are surprising us and they still have more to surprise us.

Additionally, motorcycles are showing us more and more of their hidden spirit and what it transmits to us. The feeling of freedom, peace, adventure... only another biker could understand us.

On the other hand, the ease of being able to get into places where other vehicles cannot, make our adventures even more exciting. Knowing places and connecting with people.

Once we take off our helmets, many times they approach us just out of curiosity as to why we are in that place or because of the motorcycles we drive.

These trips teach us that we travel for other reasons, we travel to connect... connect with nature, with people, with life... connect with our freedom.

Live to ride, ride free. 

Tourism



Finca Varsovia: It is located just 15 minutes from Villeta and 90 minutes from the city of Bogotá. Villeta is best known for its panela and tourism in the department of Cundinamarca, Colombia.

Finca Varsovia is characterized by being a family farm of artisan panelara production, which through generations has worked to provide a good quality natural panela with a distinguished villetano flavor. Preserve the family tradition of the cultivation of sugar cane and the artisan production of Panela villetana, as well as publicize and promote the new Agro-Tourism market.



Parque Arqueológico Piedras del Tunjo: The Archaeological Park of Facatativá is located in the municipality of Facatativá and comprises approximately 27 hectares where you can find rock shelters, cave paintings and landscapes with great environmental wealth.

It is valuable for the pictographic heritage it houses and for being a natural reserve that shows the environmental richness of the region. The archaeological heritage found in the park's grounds refers to rock paintings located on the walls of the rock shelters.



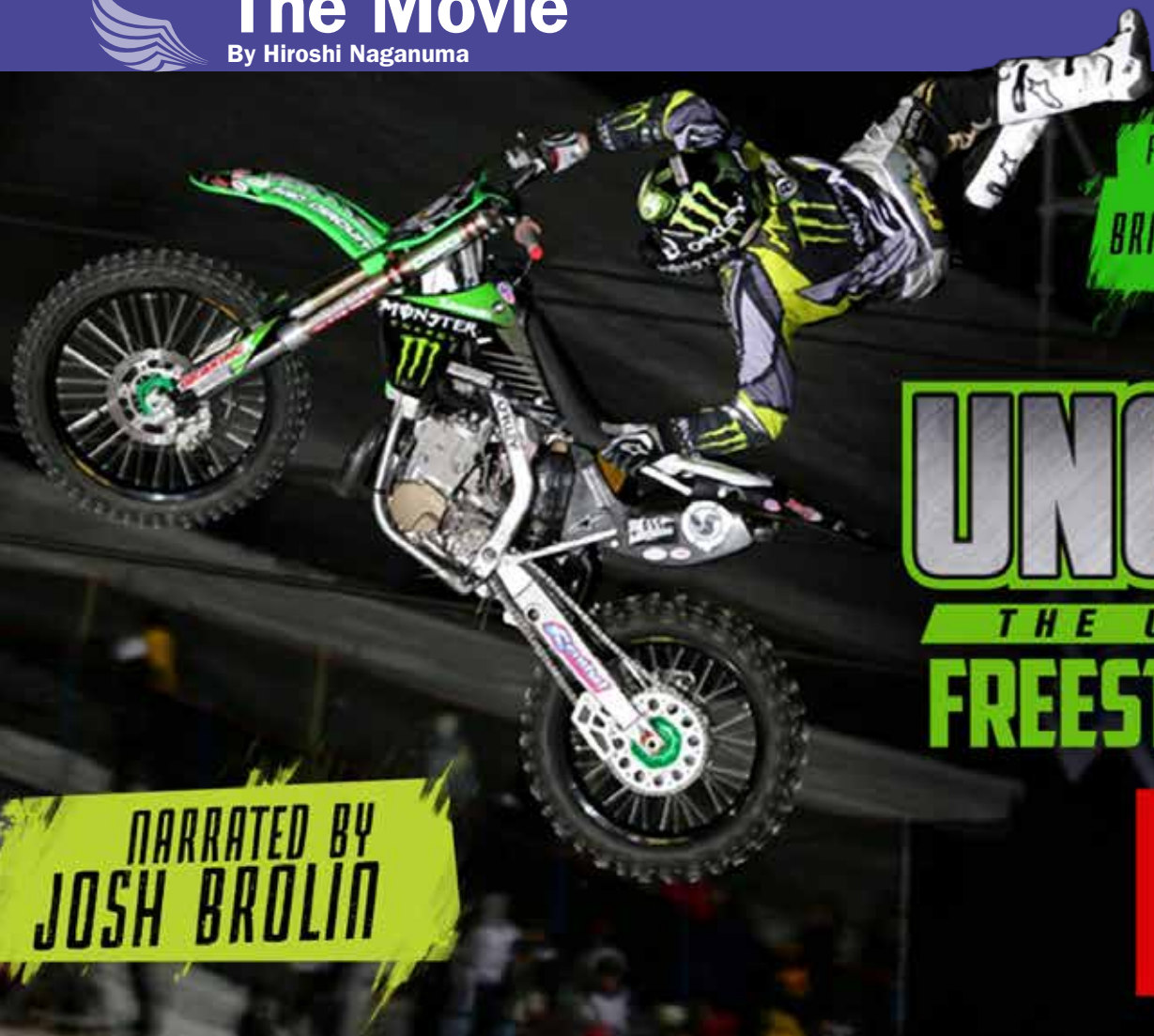
Mondoñedo or Sabrinsky Desert: It is known as the Mondoñedo or Sabrinsky desert due to the similarities that the area has with the Arizona Desert, where the movie Zabrinsky Point was filmed in the 70s. The climatic conditions of this desert are arid, on its soil rain is scarce. It is located in a rocky terrain, so that it offers an exotic landscape due to the color of the land that goes from intense red to terracotta and orange, and contrasts with the green of the surrounding savanna. It currently corresponds to a place of private property for which the passage and stay in the place is restricted to the public.





The Movie

By Hiroshi Naganuma



FEATURING
TRAVIS PASTRANA MIKE METZGER
BRIAN DEEGAN SETH ENSLOW CAREY HART
TONY HAWK

UNCHAINED

THE UNTOLD STORY OF
FREESTYLE MOTOCROSS

NARRATED BY
JOSH BROLIN

NETFLIX



Freestyle Motocross (FMX) was born as a variation of traditional motocross. This risky sport is based on getting the highest score from the judges when executing all kinds of jumps and tricks. A fairly young discipline that is having a great response from the public.

The motives? It is exciting and visually very attractive. The pilots perform stunts suspended in the air and defying gravity. One of the best shows that have emerged in recent years.

Through the greats of this extreme sport that are Brian Deegan, Seth Enslow, Carey Hart, Tony Hawk, Mike Metzger and Travis Pastrana we see how it evolves year after year.


A documentary full of passion and adrenaline shows us how they risk their lives to overcome the laws of gravity and physics with their motorcycles of approximately 120 kg and jumps that make you stop breathing until



they land. Every year the standards evolve with the complexity of the tricks.

In the documentary, we not only see what happens on stage, we also see what the athletes and their families feel.

Every time they make a full jump or crash, every time they train to pull off a new and risky trick, every time they get on that bike and disconnect from everything to show us the best tricks of the year.

Not everyone is made for this sport, but definitely, this documentary is something you have to see to understand what they are capable of. 

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