



Hiroshi Naganuma


*6 years, more than 200,000 kilometers traveled
and a life change with Bastet (Bajaj Avenger 220)*


LINE OF ACCESSORIES AND LIGHTING FOR MOTORCYCLES



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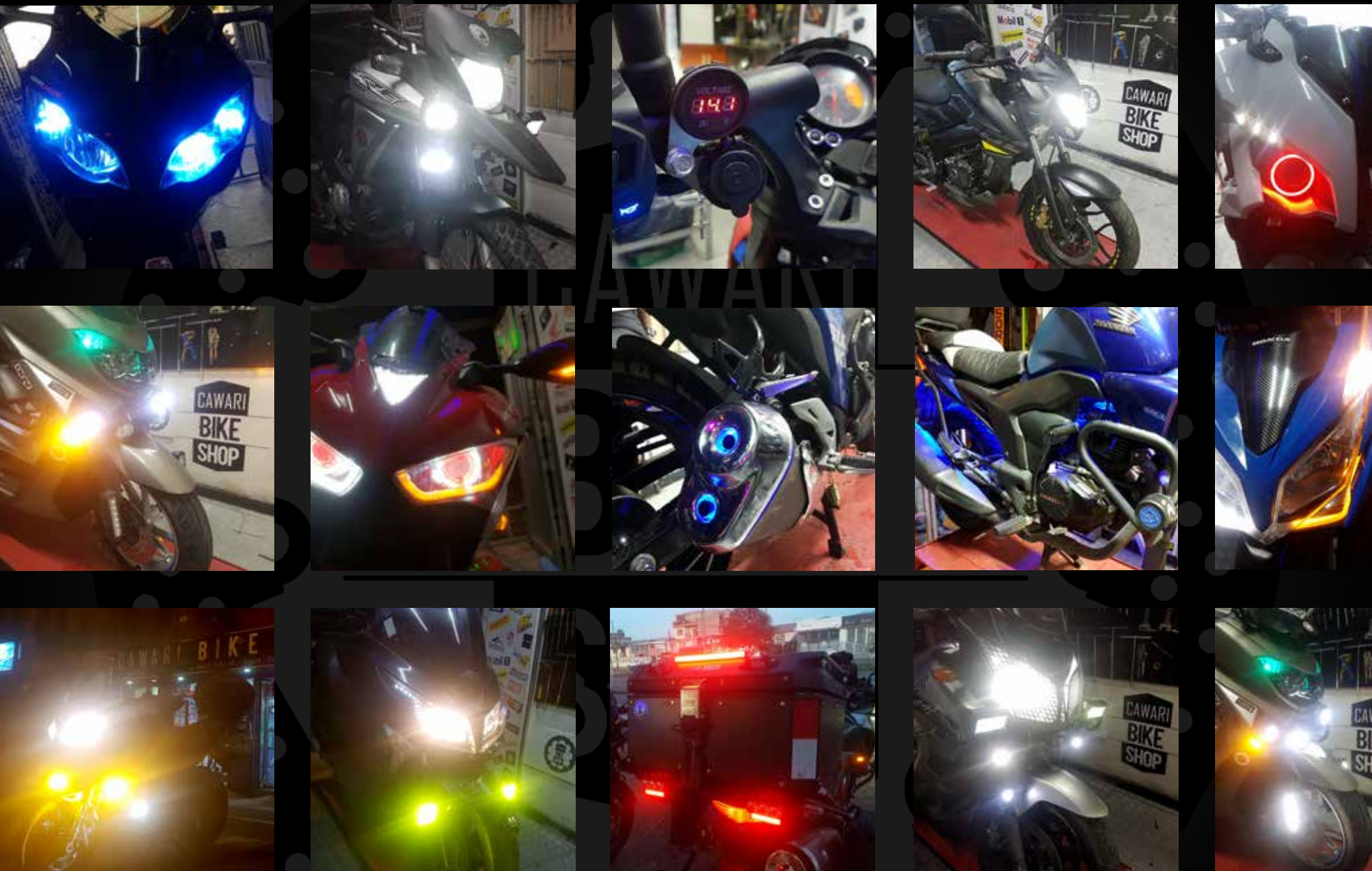
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Hello biker brothers. First of all, I would like to dedicate this edition to my parents, thanks to them I am the man, person, professional and biker that I am today; to my brother for all his unconditional support; to my uncles and cousins that I always think about them despite the distance; and to my partner for all his unconditional support.

We have already completed 11 editions of this magazine and, for this reason, we have decided that this edition is plain to my knowledge.

Each and every one of the articles has been taken from my knowledge and checked by our team, which, some issues have not been easy at all.

I also wanted to share with all my experiences with a motorcycle that I have a lot of affection for, the Bajaj Avenger 220. I have been with it for 6 years and more than 200,000 km of


experiments for the magazine, trips and sharing with many biker brothers.

We know that there are many topics that we must deal with and we thank all those who write to us to learn more about what we are most passionate about, the world of motorcycles.

For our part, we continue to investigate and study all the myths that we find in this world in order to confirm and communicate it through this medium.

You have requested the issues, we have solved the doubts in depth.


Our ultimate goal is to make this magazine a guide for everyone on the issues of safety, health and mechanics of our motorcycles.

Enjoy this edition and thank you for joining us. And, as always, Live to Ride. 

The articles that appear in this edition do not necessarily reflect the company's thinking.

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Biker Letters



Hi friends of El Motero magazine.

I've been following you for a long time and I've really learned a lot about my bike from this beautiful magazine.

I know you are very busy with many issues, but I wish you could talk a little about the bore and stroke that you see in the engine specifications.

The truth is that I know little about the subject and I imagine that there are many like me who would like to know how these measures influence an engine.

I also want to know a little more about the subject, because I have a motorcycle with a 200 motor and I wanted to raise it to 220. I have seen that both cylinders are of the same diameter and can be used in my engine, but I see that the main difference is the distance it makes the cylinder.

I hope I don't abuse my confidence, but I would also like to know a little about the gasoline that I can use on my bike.

I ask this because my friends tell me that it is better to use the most expensive one, since the gasoline is cleaner and doesn't damage the motorcycle.

But I look at the service stations and I see that people also use cheap ones and I don't see that they complain about their quality.

So I am left wondering when to use one or another quality of gasoline and what is the difference. Is it true that if my motorcycle is an injection I must use expensive or does that have nothing to do with it?

Well, I don't want to bother you anymore with my doubts and I want to congratulate you on the great magazine you have. The truth is that

I learn more with this medium than with driving classes.

A hug to all and I hope one day to meet the El Motero team.

Sister Claudia, we will gladly answer your questions in this edition. Don't worry, we are here to solve your doubts and that of all bikers with the amount of necessary editions so that we all learn about the subject.

Thank you very much for writing to us and we hope that one day we will be able to visit you in Mexico, we will tour that beautiful country and share experiences with Mexican gastronomy and landscapes.

A hug from the El Motero team.



OFF WE GO, THE NEW BENCHMARK FOR LOVERS OF MOTOR SPORTS (POWERSPORTS)

The motorcycle, compact vehicle (UTV) and electric bicycle dealer comes with new and traditional brands for the market.

Our tenacity is our greatest asset. That is why we have come to create a company in these difficult times of the economy ”.

The Colombian company seeking to offer a differentiating factor compared to its competitors. The creators of OFF WE GO set their foot on the great challenge of providing an agile and easily accessible technical service for their customers, a weak point when acquiring a new vehicle of any type.

In this way OFF WE GO arrives in Colombia distributing brands such as Piaggio and BRP, the first one accompanied by Vespa, Moto Guzzi and Aprilia, some of which had already entered Colombia. The second with its Can-am and Sea-Doo brands, recognized in the region for a few years.

Santiago Álvarez, CEO of OFF WE GO, stated that, “our purpose is to support new ways of moving people, because experiences are measured in emotions and not in distance.

More information in:
<https://www.offwego.com.co>
<https://www.facebook.com/Offwegoofficial/>

MY TRIUMPH CONNECTIVITY SYSTEM AVAILABLE NOW ON STREET TRIPLE AND TIGER 800

Thanks to the modernization package that has been developed, customers will enjoy the following functions on their motorcycle:

- Triumph’s “turn-by-turn” navigation system, built with Google
- Integrated GoPro control system
- Music and phone operation
- Motorcycle status monitoring

The My Triumph app, which is free to download from the iOS and Android app stores, makes it easy to configure routes, with access to hundreds of millions of Google

POIs and reliable, location-aware search suggestions.

The My Triumph Connectivity System update will be available from December 21, 2020 for the following models:

- Model Year 2017 - 2019 Street Triple R and Street Triple RS
- 2018-2019 model year Tiger 800 XRX, XCX, XRT, XCA, XRX LRH.

The upgrade package for Speed Triple and Tiger 1200 will be available in 2021.





ADVENTURER JASON MOMOA SHARES HIS PASSION

American actor, producer and motorcycle enthusiast Jason Momoa will play a key role in the event on January 19. Always in search of new adventures, Momoa will share his thoughts on how Pan America has expanded his passion for Harley-Davidson and created new opportunities to explore infinite horizons beyond the paved roads.

“Harley-Davidson has given me opportunities to find adventure with amazing people, awesome places, and expand my inspiration that is seen in the United We Will Ride content series,” said Momoa. *“I was excited to collaborate with Harley-Davidson for a first look*

and the opportunity to ride the Pan America 1250 motorcycle. It is the perfect vehicle that combines my love of the outdoors, the unknown and Harley-Davidson. People will be completely excited about this motorcycle that Harley-Davidson has created.”

Harley-Davidson’s all-new Pan America™ 1250 motorcycle will be featured at the H-D 21 virtual launch experience on January 19. Harley-Davidson will reunite the world on February 22, 2021 to reveal all the details of the motorcycle in a separate digital event with the focus on the new Pan America.

Noti-Flash

Noti-Flash

Noti-Flash

MOTO GUZZI V7 GETS NEW TECHNOLOGY AND V85TT ENGINE

Moto Guzzi has updated its popular V7 with a new engine and some tech. It has gone through some evolutions since it returned in 2007, but the parts have remained pretty much the same until now.

The old 744cc engine was dumped in favor of a new 850cc engine based on the heart of the V85TT. However, it is not the same engine: Guzzi says that it is all new and that it comes with different power figures.

The new engine produces 63.87 Hp and 72.94 Nm, which is a significant boost compared to the previous 50.69 Hp engine, but also a bit disappointing when you

consider that the V85TT produces 80.1 Hp.

The exhausts are larger (and have a slightly different travel); as does the final drive unit and KYB shocks, which give more travel.

There are two different versions of the V7: Stone and Special. The Stone is the most modern option with full LED lighting as well as a nice new full digital dash.

The Special is for people who prefer the classic look, so it sticks with dual analog clocks, halogen bulbs, and spoke wheels.





Jeans and motorcycles:

The truth about fashion

For many years we have seen in the movies of motorcyclists putting on Jeans to ride their motorcycles. Have you ever wondered if the Jeans you have in your closet are the ideal ones to ride your motorcycle?



Finally the weekend arrived. You have been a very stressful week and all you were waiting for was a little peace.

An excellent climate is received in the morning, so you decide to go out for a ride on your motorcycle... you deserve it.

You know that your bike is perfect in every way, ready to go out and disconnect from everything. So you decide to put on your gear to go out: an excellent Shoei RF-1200 helmet, a Dainese Tuono D-Air jacket, some Dainese 4 Stroke Evo gloves, some Alpinestars SMX-1 R shoes and some Levi's 502 Taper Fit pants.

Everything is perfect, you are not going fast because you just want to relax, you are going through the usual curves, you know it by heart.

But, on a right turn, you feel the front tire slip right when the bike is leaning and... you fall.

The first thing to look for is any damage to the bike, but it's just a couple of scratches on the protections. In your case, all the equipment you had did their job very well except the legs.

As you have come out scraping with the concrete, the pants ripped and even scratch your skin, it burns to remove the stones from the asphalt... something went wrong with the pants.

Is it a bad idea to use Jeans with the motorcycle?

The answer is yes and no. If you plan to buy some Jeans in any normal store, such as Levi's (which are one of the best on the market), these are not manufactured with the proper protections you need before a fall.

It does not offer impact protection and does not have a space to install them. Nor does it offer a safety against friction. We know that slipping on pavement is like being scraped off with a polisher, even at low speed.

So are there Jeans for motorcyclists?

Although some do not know it, they do exist. Technology advances and with it the options for us.

The cosmetic characteristics are very similar to the naked eye, but everything changes when we analyze it in depth. We come across heavier

denim pants; They are lined with an abrasion resistant material, such as Aramid or the famous Kevlar; has double or triple stitching; high impact zones are reinforced; They have spaces to insert the safety guards.

What makes Kevlar different?

Kevlar is the most used material in the construction of these Jeans for bikers. If you've never heard of it, it's the kind of material that bulletproof vests and stab-proof clothing are made from. It is approximately 5 times stronger than steel, compared to the same weight, and has a melting point of approximately 450 °C (850 °F); This means that the heat generated by high speed friction on the pavement will not melt. It is also lightweight and flexible, making it an ideal material to construct these pants.

This material is normally used in the form of patches inside the jeans, covering the parts where they can break or tear, since its natural color is yellow.

Another method used is to use Kevlar fibers interwoven with denim fibers in areas of the jeans that need to be reinforced.



Finally what is the verdict?


Although it is true that there are specialized garments for every occasion, such as the Alpinestars Track V2 pants for the track, the Belstaff Long Way Up Gore-Tex for adventure or the Fox Racing Legion Downpour for an off-road.

The truth is that going with any of these pants to the office, to a cafe with friends or to a party, would make us like the disguised of the group, even if we only use it for our own safety.

Luckily, for us, there are companies that understand us and make our wardrobe happen by chance without sacrificing our safety.

For this reason, using pants of this type, from Jeans with protection, makes our daily life more comfortable and discreet.

Now, going to the office, going out with friends, going to a party... we no longer have to worry about what to wear thanks to these Jeans.

Now that you know the second option to wear, you can go and see what the local market offers you and try on a pair of this good option. It should be remembered that they also exist for women. 





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The importance of protection on the routes is an essential point to be able to enjoy everything that our adventures want to offer us.
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Gasoline:

Pay more or save money?

There is a direct relationship between the octane number of the gasoline you use and the compression ratio of your engine. A mistake in the gasoline can cause damage that you cannot imagine.

2/3d gallon

Sorry Sold Out!



For a long time we have been consulted by different means about the gasoline that should be put in the bike. There are many myths around this topic and they are seen in the recommendations made by other people in the different networks.

Issues such as being an engine of competition, being an engine of injection... even excuses such as because gasoline, the more expensive, the cleaner.

Before delving into the subject, we have to be clear about an important engine concept.

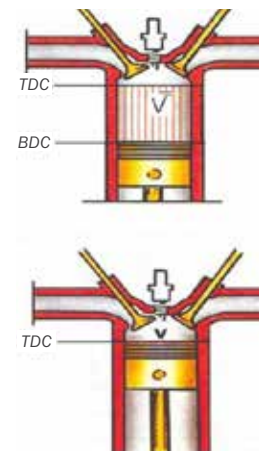
Compression ratio

In order for the air-fuel mixture to not only ignite, but explode, it must be compressed. Only in this case is a shock generated, which will move the piston inside the cylinder.

A piston engine is an internal combustion engine, from which the process of obtaining a mechanical action is achieved by expanding the working volume of the fuel. When fuel is burned, the released volume of gases is pushed by the piston and, due to this, the crankshaft rotates. This is the most common type of internal combustion engine.

The compression ratio is calculated using the following formula:
 $RC = (V + v) / v$

- **v** - the working volume of the cylinder
- **V** - is the volume of the combustion chamber
- **TDC** - top dead center
- **BDC** - bottom dead center



These engines consist of several cylinders in which pistons compress the fuel in a combustion chamber. The compression ratio is determined by the change in the volume of space within the cylinder at the extreme positions of the piston. That is, the ratio between the volume of space when fuel is injected and the volume when it is ignited in the combustion chamber. The space between the bottom and top dead center of the piston is called the working volume. The space in the combustion chamber with the piston at top dead center is called the compression space.

Octane

The octane or octane number is a scale that measures the antiknock capacity of fuel when it is compressed inside the cylinder of an engine.

If a fuel does not have a sufficient octane number in engines with a high compression ratio,



the mixture will “self-ignite”, that is, combustion is too fast and will lead to premature detonation in the compression phase, which will cause If the piston suffers a sharp blow and it will drastically reduce the performance of the engine, leading to major breakdowns. This phenomenon is also known among mechanics as cranking, piston or rattle.

Although commercially it is often spoken of a single octane number, the technical specifications of the different countries include two values that measure the behavior of the fuel in two different situations.

- **RON. (Research Octane Number)** - It is the one that usually appears in some service stations. It is the index that describes the behavior of the fuel at low speeds and temperatures.
- **M.O.N. (Motor Octane Number)** - In the test the engine is overloaded, a preheated mixture is used, the engine more revved and variable ignition times. Normally the value of the index is about 10 points below the R.O.N.
- **A.K.I. (Anti-Knock Index)** - In most European countries the R.O.N. (including Australia and

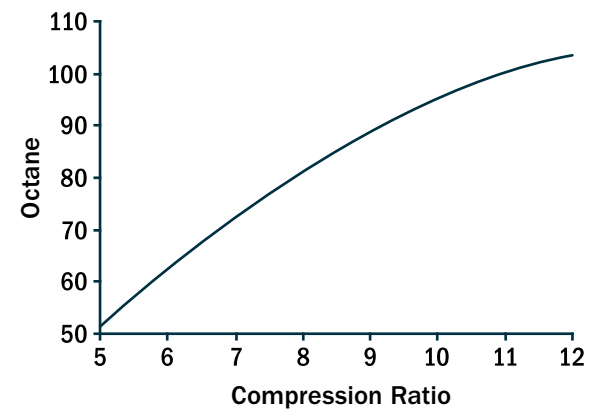
New Zealand) is used, but in other countries a simple measure between R.O.N. and M.O.N. called antiknock index (A.K.I.) or also known by its formula $(R + M) / 2$.

- **Sensitivity** - This is the name given to the difference between the R.O.N. and M.O.N. It is different for each component of commercial gasoline, resulting in a determining variable in fuel economy.

Conclusions


There are some consequences for not using the ideal gasoline for our engines. These are the most common:

- When a high compression engine uses low-octane gasoline, the gasoline in the combustion chamber will ignite before the spark plug generates a spark, which is called preignition. It can cause damage and poor performance in your engine.
- When a low compression engine uses high octane gasoline, it will be a waste because the gasoline will not burn optimally; creates minimal power with maximum contamination. Lower octane fuel burns easier compared to higher octane fuel.



With all this, a cheaper or more expensive fuel is not synonymous with better or worse quality. There is no cleaner or dirtier gasoline for its price, this is for the service station and its maintenance.

One recommendation is to see the user manual of your motorcycle. Typically you will find the compression ratio of the engine you have and the gasoline you should use.

Remember to see if the manual and in your country use the same language in terms of octane, if it is A.K.I or R.O.N. 



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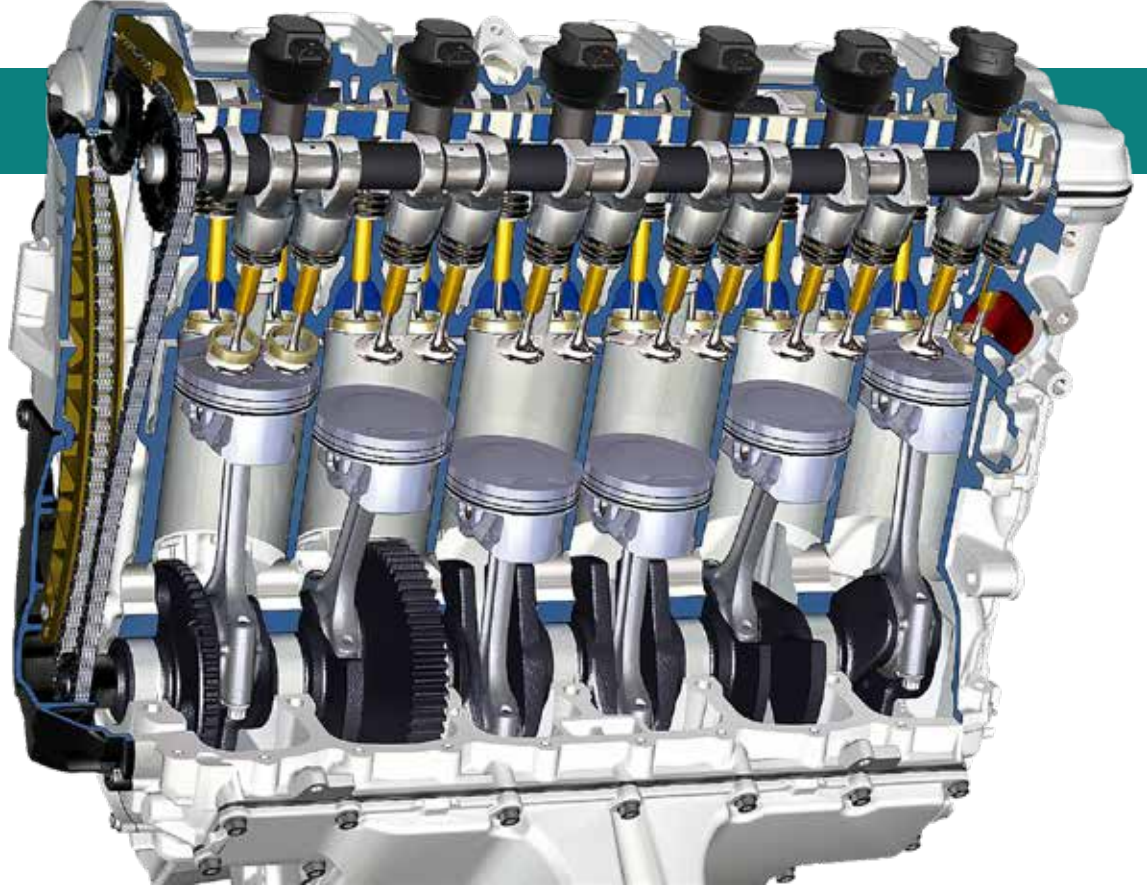
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Bore/Stroke:

Its relationship and importance in the engine

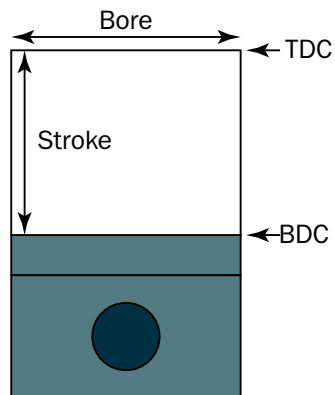
The technical specifications of the motorcycles that the manufacturers send us, this information always appears. There is a relationship of force and speed according to these measurements and the purpose for which these engines were manufactured.



On many occasions we see the technical specifications of the motorcycles and we find a piece of information that seems not very important, but is relevant when it comes to knowing what this engine was made for: the bore and the stroke.

Before delving into the subject, let's see what each of them refers to.

Bore and stroke



In reciprocating (internal combustion) engine mechanics, the term diameter indicates the characteristic dimension of the inner

section of the cylinder.

Stroke is the measurement obtained as the difference between top dead center (TDC) and bottom dead center (BDC).

With these two data and knowing the number of cylinders your engine has, we can obtain the engine displacement with the following formula:

Engine displacement = $\pi * (\text{Bore}/2)^2 * \text{Stroke} * \# \text{ of cylinders}$

For example, the new Ducati Multistrada V4 has a bore of 83mm and a stroke of 53.5mm. These data in centimeters are 8.3 and 5.35 cm respectively. Applying the formula and knowing that there are 4 cylinders we have the following:

$$\text{Engine displacement} = \pi * (8.3\text{cm}/2)^2 * 5.35\text{cm} * 4 = 1,157.87\text{cc}$$

If we review the technical specifications, the manufacturer tells us that it is a 1,158 cc engine, therefore, the formula works.

Now, according to the dimensions of the bore and the stroke, the engines can also be classified in different families that we will see below.

Classification of engines

The relationship between bore and stroke is a dimensionless parameter. It is calculated by dividing the diameter by the piston stroke, expressing both quantities with the same unit, for example in millimeters.

According to the value of the relationship between the diameter and the stroke, we find the following classification:

- **“Square” engine (ratio = 1)** is the case in which the two measurements are equal. For example, the Honda Goldwing has a 73mm travel and stroke (ratio = 1).
- **“Oversquare” or “short stroke” engine (ratio > 1)** if the stroke is less than the diameter, as we saw in the Multistrada V4 (ratio = 1.55).
- **“Undersquare” or “long stroke” engine (ratio < 1)** if the stroke is greater than the bore. For example the Harley-Davidson Sportster 883 has a bore of 76.2mm and a stroke of 96.8mm (ratio = 0.79).

Do not confuse this relationship with the compression ratio, they are two totally different data.



Does a “oversquare” engine produce more power?

Two things happen in this case: one is the area of the combustion chamber and the other is the speed of the piston.

A larger bore makes a wider combustion chamber, therefore more valves can be installed. This means that a greater amount of the air/gasoline mixture can enter and can expel the gases in a shorter period of time; as a result, a more powerful engine.

Since the piston travels a short distance, this slows the piston speed. A low piston speed causes the engine to rev more (RPM). The higher the achievable RPM, the higher the power.

These engines usually have a liquid cooling system, because their travel is so short. The area of the cylinder to be cooled by air is small and does not reach the ideal working temperatures,

therefore, a liquid cooling system helps to maintain the temperature.

Does an “undersquare” engine produce more torque?

A longer stroke motor produces more torque at low RPM. It does not mean that a high-revving engine produces less torque. Modern fuel-injected motorcycles also produce high torque, albeit at higher RPM.

An engine with a long stroke usually has a narrower combustion chamber. This means less space for the valves. Less number of valves, less air/fuel mixture, this gives a limitation in power.

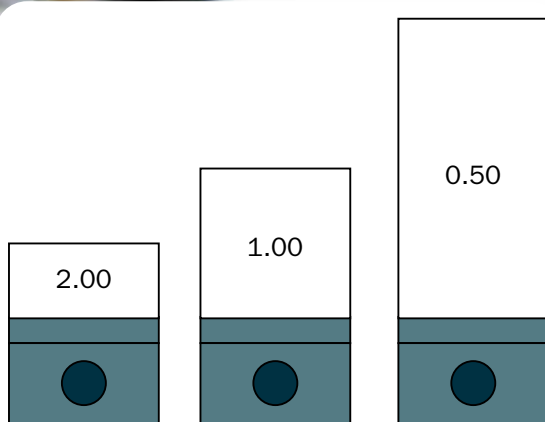
A long stroke also means that the piston thrust faces are presented to the cylinder wall for longer periods of time, resulting in more friction losses. To overcome this you need to use a longer connecting rod, but that just means having to locate the crankshaft lower and it makes for

a tall engine. The longer crank will also increase inertia.

However, a lower air/fuel mixture means faster combustion at low RPM, resulting in higher torque at low RPM.

Also, the piston speeds are higher. Piston speed is the endurance test of the piston and connecting rod subassembly. Higher speeds, hence inertia, would break the connection. As such, the engine has lower maximum RPM, which puts another limit on power.


In general, having a long travel (high engine) you can see many brands that take advantage of it to design ailerons along the cylinder in order to take advantage of the wind and cool the engine itself. In some cases, a radiator is found to be cooled by the same oil that circulates through the engine. This does not mean that some motorcycles do not take advantage of liquid cooling technology.

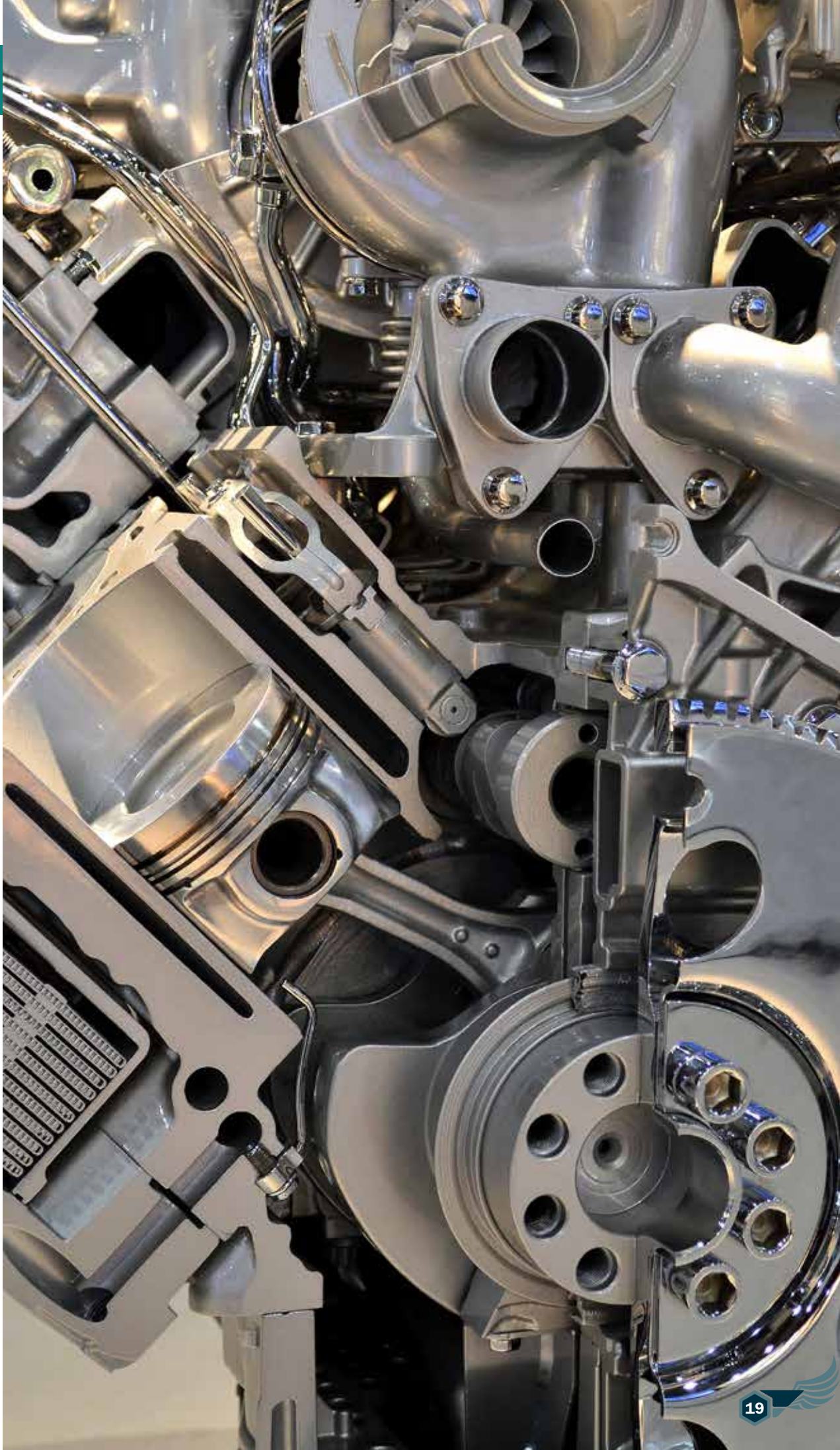


Final note

Although the diameter and stroke of an engine tell us a lot when deciding to buy a motorcycle, we have to take into account other factors such as engine compression and the manufacturer's configuration in terms of the revolution curve for power and final torque.

A balanced engine according to our needs, together with the design of the chassis and the driving posture makes our bikes a pleasure to drive.

Remember that the diameter and stroke ratio the higher it is, the more sporty the engine is; the closer to one it is, the more focused it is on adventure or the city; and the lower than one, the more force it will be. 





My motorcycle

By Hiroshi Naganuma



Hiroshi Naganuma

6 years, more than 200,000 kilometers traveled and a change of life with Bastet (Bajaj Avenger 220)

After a long search, my partner introduced me to this bike and I fell in love. It came to me 6 years ago and it changed my life.



Bastet: in ancient Egypt she was the daughter of Ra, sister of Sekhmet, wife of Ptah and mother of Maahes. Since the Second Dynasty, she was worshiped as a deity, most commonly in Lower Egypt. Bastet was the goddess of protection, pleasure, and the bearer of good health. After a long search, this was the best name I found for my warrior.

Motorcycles have not been around in my entire life, but they are something that have always caught my attention. Before buying my first motorcycle, I was thinking of buying a car; But, due to destiny, I decided to look for a motorcycle.

My partner and I have searched and visited many dealerships looking for the ideal bike. I didn't know what style, but what I was sure of was that it had to be reliable, comfortable, not too consuming, and with enough torque to make long trips.

We went through many motorcycles, I sat on many of them... but, in the end, my partner found my motorcycle; It was love at first sight. I sat on it and could already see myself traveling down the highway.

This model, the Avenger 220, was just arrived in Colombia. A reliable engine from the same manufacturers as the Pulsar and the Boxer, from the Bajaj company.

I did the whole purchase process, took the driving course and, soon after, on October 31... Batman gave me my matte black motorcycle, just as I had liked



Batman handed me the bike.



The mechanics and its maintenance is very simple. A motorcycle that has broken many mechanic myths.



Because of its style, it can be painted as you like.

That same day, after leaving work, I went out with my motorcycle for my first lap from 9 at night until 3 in the morning... without leaving the city; it was my first weekend and the beginning of my biker life.

I did not know everything about the mechanics of a motorcycle, so by asking the dealer's mechanic and my partner, I learned everything I needed to know... but not everything was perfect.

The first month I had my first accident. I was on my way home, after handing over a job to a client, and I found a hole in the street. My motorcycle had not yet released its full potential, I accelerated, but the motorcycle did not reach the full gap... my new motorcycle and I went flying.

The result, not much had happened to my motorcycle, but I had a deviation of the clavicle in my left arm... I realized that this was the beginning of my journey and my adventure; I was not going to give up.

Finishing the physiotherapy and months later, the entire warranty process was over and I was finally able to make some decisions... the first was to switch to synthetic oil at the dealership

where I had it... serious mistake.

That same day the engine was damaged by the oil and I took it to my partner's mechanic, he scold me for putting synthetic oil on it, he told me that it only worked with mineral... I listened to him, but I had a doubt about the oil.

I set out to research and study on my own everything about motorcycle mechanics and handling techniques. The first thing was oil and all the myths they have in the world of mechanics.

Over time I realized that the mistake was mine, for not checking what oil the dealer's mechanic was putting in it, confident that I would work with my motorcycle in a responsible way. He put a 10W-40 synthetic on it, when my bike uses a 20W-50, this was the main mistake of the whole problem.

Since then I have done experiments and tests with it, I have taken it apart and put it back together, I have studied it thoroughly... to the point that there was no more to study. So I continued to do it with other types of bikes and styles just to have the knowledge to help.

The first solo trip out of town was amazing. I

took my phone and stored it in such a way that I couldn't check it the whole trip. I hit the road and headed north, where my destiny would take me. Full tank and experience freedom.

That trip had no direction, schedule or destination... it was simply my motorcycle, the landscape and me. It was the best experience I had ever had. Something I started doing every weekend, changing my routine towards freedom.

I wanted to share my experiences, so I started looking for a club. For a while I was sharing with the Avenger club, a single brand club. I liked the biker atmosphere.

I continued talking to other clubs and people about my passion for motorcycles... until a road sister told me that she considered me a biker... An honor for me and a great responsibility.

At this point my knowledge was already important to many local motorcyclists and bikers. I spent my free time teaching what I knew in handling techniques and mechanics, I spent part of my time helping brothers who had problems with their motorcycles regardless of the style or power of their engines... I always had more tools and knowledge to help.



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One thing I love about being biker brotherhood is found in the way.

It was the point to make the change in my life. My current partner had resigned from his job and I saw that he was not going anywhere where he was. Thus began the adventure of the company El Motero.

We wanted to help motorcyclists and motorcyclists in Colombia through a magazine, but our knowledge gave us more, so we decided to create an advertising agency specialized in the world of motorcycling.

We've been around for several years now and Bastet, my bike, is still with me. We have already completed 6 years with more than 200,000 km of experience, study and knowledge helping many brothers.

This year we have only been able to travel 200 km, due to the pandemic. But it has been an opportunity to explore a myth. Bastet has been quiet and without power since March ... later we will write the article to see how the motorcycle should be stored for a long period of time.

The truth is that despite so many options on the market to change to this bike, I leave it original. It has no problems at all, despite the experiments, the engine works without problems and its consumption has not increased.

The only change I have made was that of the spark plugs. Instead of using the Champion 6, I use the 4. They are the same spark plugs that the Pulsar 200 uses. last 3 years. Another advantage, they are cheaper.

As for the oil, I have used everything and I have even combined them, as long as it is 20W-50. I have used mineral, I have gone to semi-synthetic, I have gone for the synthetic and I have returned to the mineral ... I have even mixed them when the level drops for any reason. If you want to know why, we have an article in the 005 workshop section where we talk about the subject, I invite you to read it.

This bike is not made to carry out an off-road, but, even so, I have done some sections that I did not imagine to achieve with it. Although I can't stand on the footrests, the bike responds and manages to get me out of the problems, it skids in the mud, but due to its low weight and its good distribution, you manage to avoid falling.

In conclusion, the Bajaj Avenger 220 is a motorcycle that has it all. It has a good weight, good distribution, it is comfortable, it is not very tall, its mechanics are very simple and easy to learn. Its torque and speed are ideal for everyday use and for long trips. It lays




Sharing my knowledge in the heat of a coffee.

down very easily, if to this we add some good tires with an ideal calibration (in my case 29 psi front and 32 psi rear cold) for the bike and driving style, you can rub the footrests without any problem.

With this last point if I realized that the manual did not have the appropriate values. The pressure indicated was lower and the bike felt heavier and its consumption was a bit higher than today.

I love the compression of this engine, as it allows me to use lower octane gasoline without giving me problems with its explosion times. In conclusion, greater economy.

Would you recommend this bike for a beginner? Yes. Being a short and light weight bike, it is a very good school.

Would you recommend it to have it for a long time? I can only say that I plan to buy other bikes, but this one is going to stay with me for life. 

Bajaj Avenger 220 Cruise



Engine	4-stroke, double plug, single cylinder, DTS-i, oil-cooled, 2 valves, SOHC
Displacement	220 cc (13,46 cu in)
Bore x stroke	67 X 62,40 mm (2,64 X 2,46 in)
Compression	9,8 : 1
Fuel system	Bosch FI System
Max power	19,03 Hp (14 kW) @ 8.500 rpm
Max Torque	17.5 Nm @ 7000 rpm
Transmission	5 speed

Primary transmission	Constant gear
Transmission type	Chain 520
Clutch	Wet multi-disc
Chassis	Tubular double cradle
Front suspension	Telescopic fork
Front tire	90/90 – 17" 49P
Rear suspension	Dual shocks Spring preload: 5 clicks
Neumático trasero	130/90 – 15" 66P
Front brake	280mm disc, single-channel ABS

Back brake	Drum, 130 mm
Ground clearance	169 mm (6.7 in)
Dimensions	2.210 x 806 x 1.321 mm 87 x 31,7 x 52 in
Distance between axis	1.490 mm (58,7 in)
Trail	--
Seat height	737 mm (29 in)
Weight	163 kg (359 lb)
Tank capacity	3,4 gal (13 liters)
Consumption	170 km/gal, 45 Kmpl



Technology

By Hiroshi Naganuma



Many applications can be found in the networks, but few dedicated to the safety of the biker. This is one of them that is worth having.

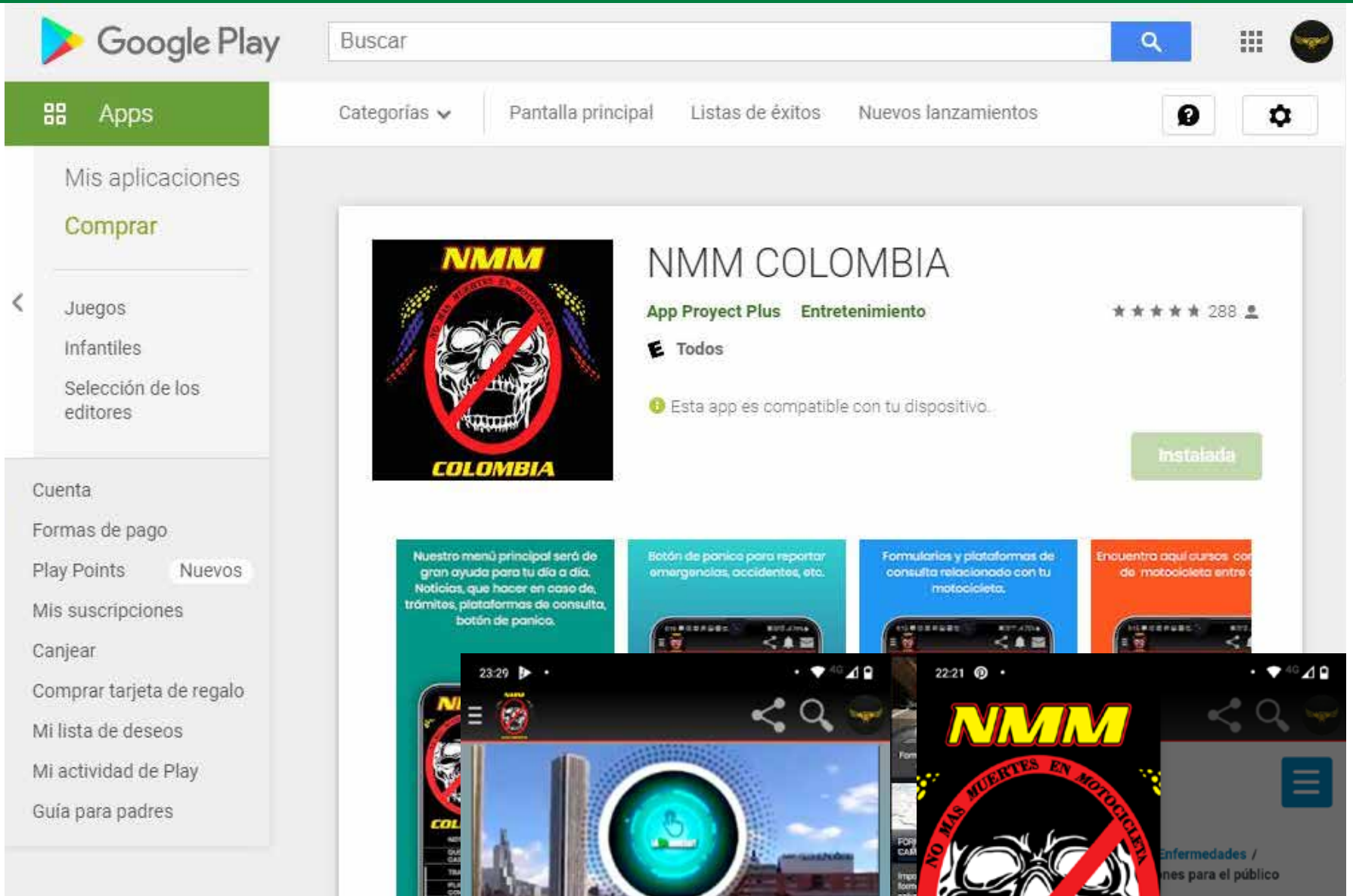


Our biker friend William Cuellar has been working with his team “No More Deaths on Motorcycles” on an application that we found interesting.

In it you will find information about news, forms about procedures, consultation platform, emergency line, workshops, biker chat and much more information... of course, you can also find our magazine on this platform.

It really is an application designed for what a biker in Colombia needs, to travel safely and to have a means of consultation at the fingertips.


On the other hand, we cannot ignore the great work they are doing with their motorcycle training.

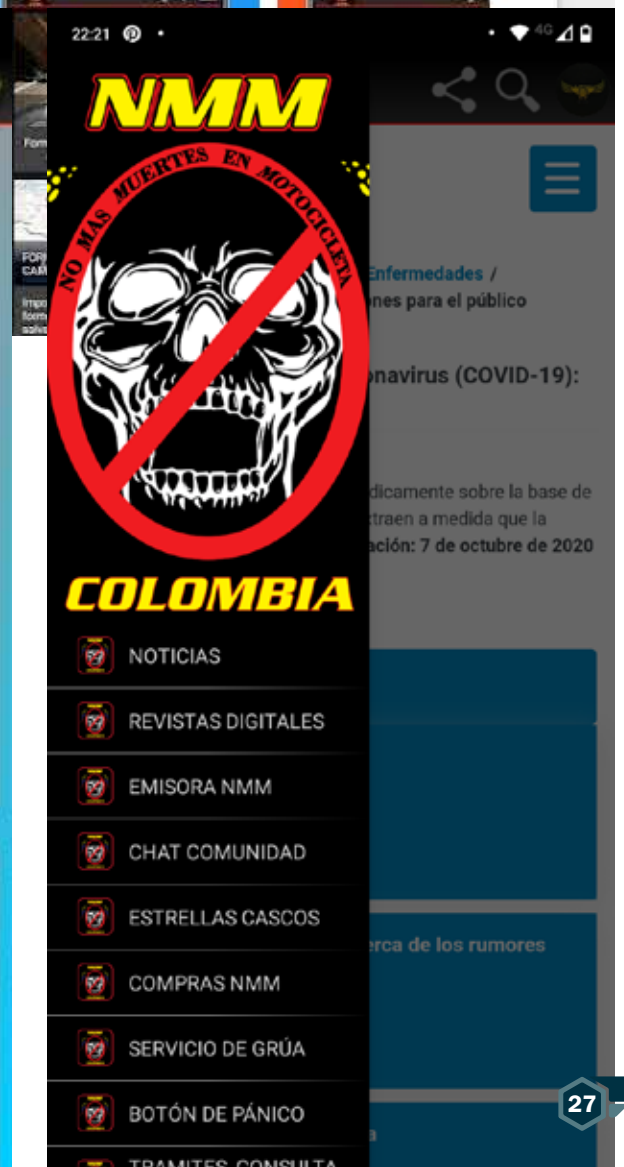


All the information can also be found in the application.

But we can tell you that it is about handling techniques, basic mechanics, first aid, fire management and many others that are important for our day to day.

We have been in one of them and we can tell you that it is quite a fun training and, despite all our knowledge, we have also learned in it.

So, if you live in Colombia, it is good that you download the application and see what we are talking about, if you like motorcycles, surely you will like this app. 





Emergency on the road:

Reacting to an emergency vehicle.

Time is vital for the emergency team. Being able to get to where you need them as quickly as possible is the difference between someone's life or death. This is what to do when you see an active emergency vehicle in your rear view mirror.



There are certain steps you need to take in the event that an emergency vehicle is approaching from any direction. This is what you need to do in the different conditions on the road.

Multi-lane highway

- Slow down, turn your signal, and pull over.
- If possible, get as close to the side of the road as possible and stop the vehicle, if it is safe to perform the maneuver.
- Do not move until the emergency vehicle has passed, then you can rejoin your lane.

On a 2 lane highway

- Slow down, turn your signal, and pull over.
- Get as close to the road as possible, away from any intersection, and stop until the vehicle passes.

On a one-way street

- Reduce speed, turn left or right to clear the path, and stop until the vehicle passes

At an intersection


- Traffic in all directions must yield to emergency vehicles
- Don't block the intersection
- If an emergency vehicle is approaching from behind you, do not turn; go straight through the intersection, then pull over and stop.

Approaching a stopped emergency vehicle

- "Slow down, move": If you see an emergency vehicle and it stopped looking in the same direction you were going, slow down and pass with caution.
- If the road has two or more lanes, you

should leave one lane of space between you and the emergency vehicle, if it can be done safely.

Tips

- Keep alert
- Avoid distractions
- Use your signals to alert other drivers that you intend to stop
- Check your rear view mirrors and look in front and both sides of your vehicle
- Do not drive or block the shoulder on highways
- When the emergency vehicle has passed, check that the path is clear and signal before merging into traffic
- It is illegal to follow an emergency vehicle that answers a call, within 150 meters. 

Infraction: D02
Cost: 30 SMLDV (\$877.803)

Do not allow the passage of emergency vehicles, that is, ambulances, fire brigade vehicles, relief or emergency vehicles and the police or army. The driver must pull over to the right side of the road or lane and stop the movement of the vehicle, when they announce their presence by means of lights, sirens, bells or any optical or audible signal.





Biker passenger:

Why is passenger etiquette important?

Riding someone else's motorcycle can be exhilarating and stressful. Riding a motorcycle in any capacity requires serious commitment, and even if you are "just" a passenger, that doesn't mean you can sit back and relax while on the road.



Here's why passenger etiquette is important and how you can make sure you follow the rules.

What is the passenger tag?

Passenger etiquette refers to the standards of behavior on a motorcycle, but it also encompasses guidelines for the attitude and responsibilities of each passenger. Riding a motorcycle as a driver is a great responsibility, but so is being someone else's passenger.

Not only is your life in his hands, but you also have a significant impact on driving and what happens on the road. In short, you need to be prepared, be it your first tandem ride or your hundredth. Here's what you need to know about passenger etiquette.

Dress up the part

Proper protective gear should be a priority for all motorcycle owners, and the same goes for passengers. Even if you are riding someone else's motorcycle for the first time, it is your

responsibility to arrive prepared for the ride.

Hopefully your host will provide you with a helmet as it is an expensive investment for a single trip, but you should dress for the weather and your safety. Long pants, preferably made of a strong and durable material, are ideal, and many motorcyclists wear jeans in mild weather.

Full-coverage boots protect your feet and ankles, as well as providing protection in case you fall. A jacket to protect your skin from the elements and possible falls is also a must, and full coverage gloves are ideal regardless of weather conditions.

Be an "active" passenger

Although the driver is the one in charge, your role as a passenger is that of the "second active rider" who needs to help you follow safety guidelines and procedures. Your weight affects the handling of the motorcycle, so you must be aware of how your movements can make it difficult for the rider.





Be aware that if it stops quickly, the momentum could move you (or your head) forward even after the bike comes to a stop, so be careful about hitting your helmet against the rider's helmet. The potential for injury is high, so being aware of your surroundings is critical.

Being an active passenger also means reacting to the movements of the motorcycle in the right way. For most, this means leaning into corners together with the rider (and the bike), as leaning out of the bend only makes it difficult for the rider to control the bike and puts both of you in danger.

Learn the ropes

Whether it's your first ride or your 100th as a passenger, you need to know how to get on and off the motorcycle (and practice), where to put your feet (on the passenger footpegs), how to communicate with each other, and other essentials.

Some drivers will prefer if you ride the bike first or if they ride (the latter is more common,

except with larger touring bikes), or if you lean on them to get on or not. Decide how you will hold up, especially if there is no backrest in the passenger seat, and discuss how to communicate problems while on the road.

Expect the least

It's exciting to be a passenger on anyone's motorcycle, but you should expect a minimum of compliance with safety regulations and laws. The rider responsible for you should have motorcycle insurance, wear the right gear, and keep you safe too.

Why is passenger etiquette important?

Whether it's a self-stabilizing 3-wheel motorcycle or a passenger-comfort-focused Honda Gold Wing that weighs more than 370kg (800lbs), the way you carry yourself can affect the way you ride the motorcycle.

Because your behavior as a passenger can affect everything from how the bike leans in

corners to how well the rider can focus on the road, knowing what your responsibilities are is crucial. Passenger etiquette sets guidelines for how passengers behave so that everyone is on the same page when it comes not only to safety but also to enjoying the ride.

Cultural norms for passengers

Unless you have a lot of experience as a driver yourself, becoming a passenger can be overwhelming. You are entering a new culture of motorcycling and, without the knowledge of driving alone, you may miss out on some essential cultural knowledge. These are the common cultural norms for motorcycle passengers.

Listen to the biker

Since the motorcycle rider is responsible for the safety of both, it is essential that you follow their example when riding. In short, you are not the boss during the trip, even if you took that position when you are not in the passenger seat.



Since the main driver controls the vehicle, you must give in to him when it comes to operational and navigation issues. What could be a small mistake in a car could be life-threatening on a motorcycle.

Respect the motorcycle

Although the biker may have invited you on a tour, part of your job as a passenger is to follow his example - and his rules - on the road. From how you lean during corners to where you can put your feet, make sure you respect your rider and his bike.

Keep in mind that something like melting the heel of your shoe in the exhaust pipe of the motorcycle is your responsibility; you should be aware of how the bike works and what you can do to minimize distractions and potential damage.


When it comes to motorcycle values, even small damages, such as paint scratches or bent footboards, can affect the final result.

Also, the rider is likely not to be pleased if you damage his bike or cause an accident.

Know the lingo

Recognizing the basic parts of the motorcycle and the jargon that accompanies them is another crucial part of your journey. Understand how the gears work, you have to know where the footrests are, recognize how leaning works when cornering and respect both gravity and the other forces acting on the bike.

Final thoughts

Taking on a passenger is a great responsibility for any motorcyclist, but don't forget about your responsibilities as one more. Make sure you are comfortable with the riding situation (and with the rider), make sure you dress appropriately for riding, and always follow proper etiquette when sitting on someone else's motorcycle. 

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Food for bikers:

What should we eat during a motorcycle trip?

Long trips can be exhausting. You will definitely need an extra source of energy when you are traveling on a motorcycle, but... what is the best food for a motorcycle rider who is traveling?



You must learn to handle this challenge, for that you have to know that there are some important ingredients for your meals that can keep you strong and not destroy your health during long trips while on the road.

In addition, the space and possibilities of cooking on a motorcycle trip are limited, so the choice of food to take away is very important.

But the most important thing for us is to know what foods give us energy, to eliminate the feeling of hunger and to have a light digestive process so that we do not get sleepy while we ride.

For breakfast

Yogurt, oatmeal, fried or boiled egg. Always a cup of coffee/tea and a glass of lemon juice with water.

While riding

It is always important to have some nuts with

us (almonds, pistachios, peanuts...). As we used to travel through small roads and villages, we stopped at local markets to buy natural products such as honey, cheese, vegetables and fruits. We also always have energy bars with us, some bread and peanut butter.

That way we always eat local, seasonal fruits and vegetables. There are better, healthier, cheaper and also helps to protect the environment.

Cans are a great option too, like cans of tuna or beans, we call them emergency foods that don't break, don't take up much space with us, and there are some really good skewers with no preservatives or additives.

End of the day

For dinner we always use our stove and cook some pasta, rice, lentils. We deserve to eat something spicy and tastier with a combination of spices.

Until next time, travel safe! 

Note

Always stay hydrated, especially when you know that you have to travel some long and remote road, or roll through the desert, always carry a few liters of water and keep drinking constantly even if you are not thirsty.

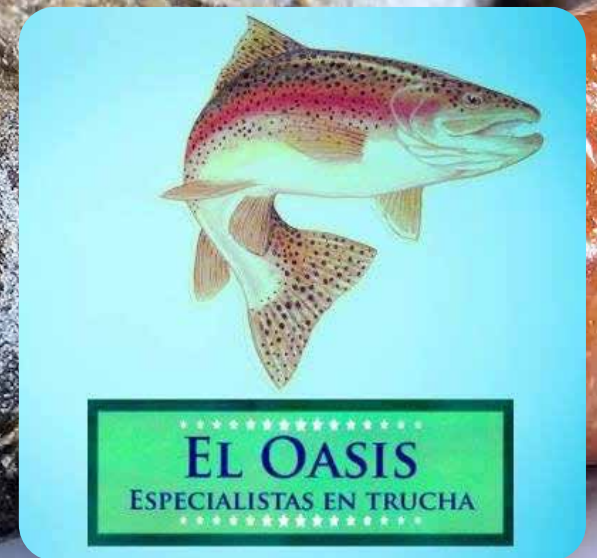
When traveling in the highlands it is important to drink a lot of tea and always bring some little chocolate or candy for blood sugar. If you are planning a walk through the Andes in Bolivia or Peru, be sure to try the coca leaf tea, it will help you avoid the symptoms of the disease of the high mountains.

The Southeast Asian region is very hot and humid; It is highly recommended to eat many local soups.

There are some divine ingredients like TOFU, a great source of protein that you can eat in many ways: soups, salads, sandwiches ...

Traveling is difficult to maintain a balanced diet. Vitamin and mineral supplements can be really helpful.

In South America, he goes to the village markets, not only to buy fresh local food, but because there is always a section where the older grandmothers cook typical dishes, healthy and very cheap food made with the same ingredients from that market.



To find out what this restaurant offers, let's learn a little about their product.

Rainbow trout, which are the ones raised and offered in their restaurant, is a freshwater and salt fish from the salmonid family. Its native distribution is in the northern Pacific Ocean, from Japan through the Bering Sea to the Baja California peninsula in Mexico. The non-anadromous (which are the ones offered in the Oasis) usually live a maximum of six years, reproducing three times in their lives.

An interesting walk through this restaurant is to see their aquaculture farms that they have, which are divided according to the age of the trout.

Each one is carefully bred to offer a top quality dish. What's more, the variety that the trout menu has is very wide, to be able to taste it in its different forms.


But if some member of the trip does not usually eat fish, there is no problem. The menu is so varied that it also offers rabbit, chicken,



pork, beef, a vegetarian menu and even a children's menu.

But yes, its menu says it all, 21 variations to eat trout and its aquaculture make this restaurant a true gurus of trout.

We can only say that if you travel through the Guavio region (Cundinamarca - Colombia), this is an excellent place to go to eat, either alone or accompanied with family and / or friends.

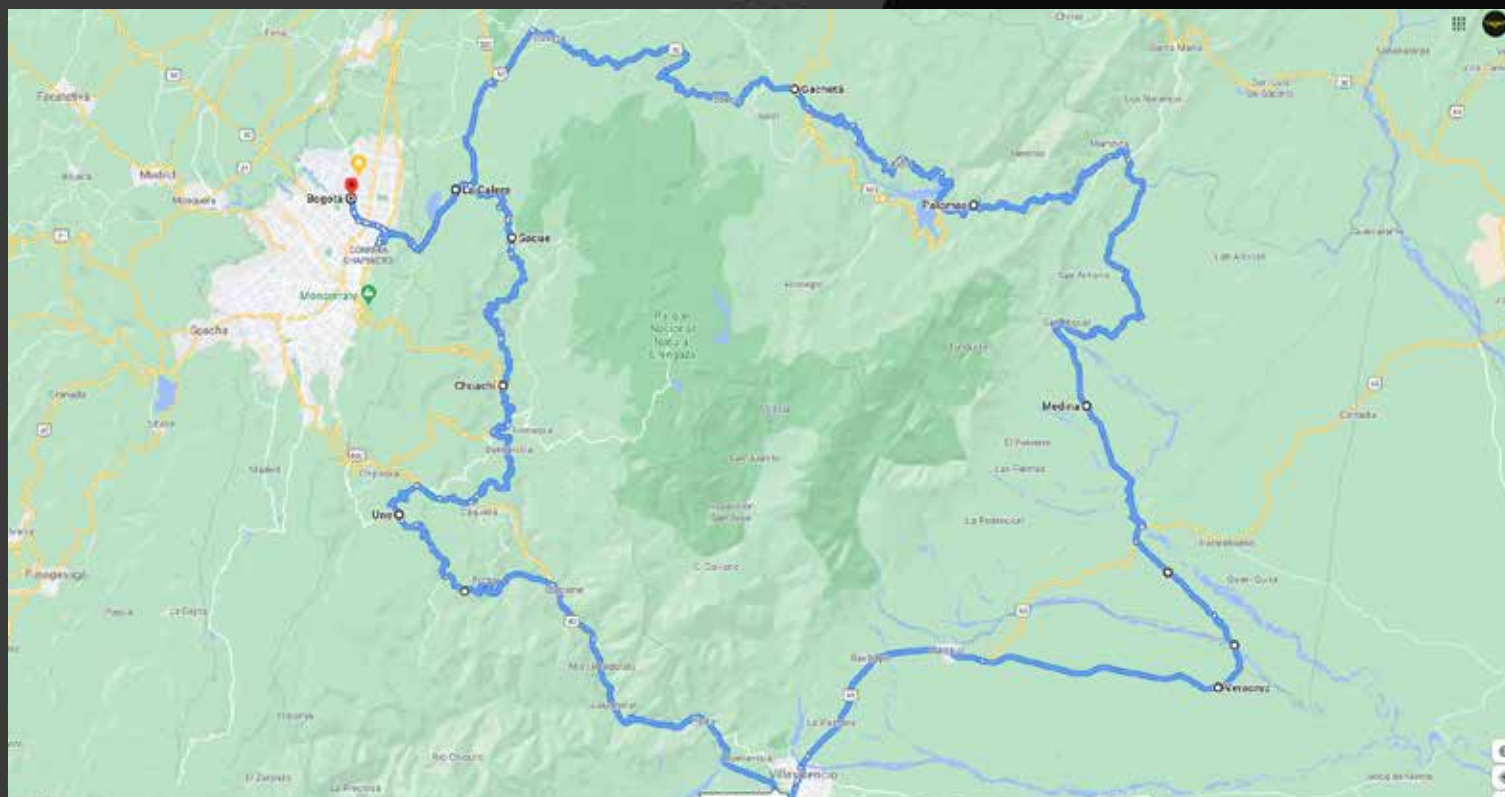
Our recommendation, the Gachetuna Trout, the trout carpaccio and the trout ribs. 



THE ROUTE

By Hiroshi Naganuma

GPS



NAVIGATION SYSTEM

Bogotá - Medina - La Calera - Bogotá

There are moments in life where the journey is not just sharing, sometimes it is disconnecting and finding new challenges for our abilities.

This tour is full of challenges and surprising landscapes. Despite having some asphalt sections, the unpaved sections that we find can be challenging (especially if the terrain is wet).

A 514 km run where you can enjoy the simple things in life: disconnection with technology, fresh air, in many cases loneliness and the


incredible landscapes that Colombia has to offer.

My recommendation is to try this route on a motorcycle that is suitable for these terrains. It can be conquered on a different motorcycle, but the travel time becomes longer than planned.

I also recommend bringing liquids and food, you can find where to eat and drink along the way, but there is nothing better than staying on the side of the road, lying on the motorcycle and admiring the landscape.

If you don't have much experience, it is better to organize this tour with a group of friends or with your club.

You can also modify the trip and make it two shorter sections, but, personally, I liked getting up early and enjoying the adventure.

Live to ride, ride free. 

Tourism



Truchera El Oasis: This spectacular hatchery-restaurant specialized in trout, is located at Km 5 via Gachetá - Bogotá in the Gachalá region.

It has a rainbow trout hatchery, which, you can go see how the ponds and crops are managed.

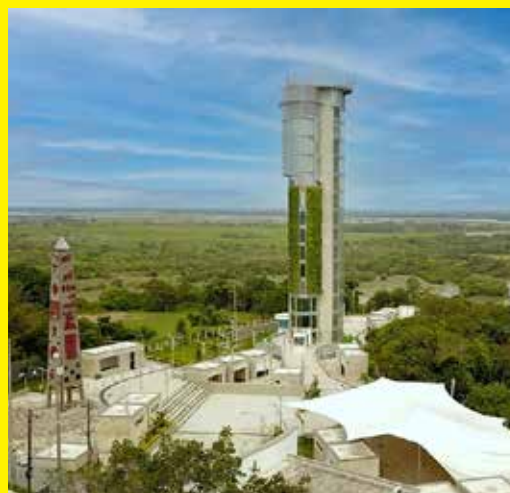
Additionally, the menu is incredibly varied. Although its specialty is trout, we can find a wide variety of meats and even a vegetarian menu and a children's menu.

The Gachetuna Trout is recommended.



Matapalo viewpoint: This is one of the most visited tourist sites in Villavicencio due to its proximity to the capital of Meta. It is also the geographic center of the country, it is known as "the navel of Colombia".

Matapalo, is 47.5 meters high and consists of 14 floors. It also has restaurants, craft shops and souvenirs. In the same way, it offers activities such as: bird watching, hiking, 360 degree viewpoint and panoramic elevators. That is, you have everything to live a great llanera experience.



Indian Face Stone: According to popular accounts, there was an indigenous man who observed and protected the towns of Ubaque and Choachí from this rock. With the passage of time, he aged, and since he could not continue caring for these populations, he asked the chief to transform him into a rock and thus be able to watch over the populations forever. It provides a magnificent view of the municipalities of Une, Fómeque, Cáqueza and some paths of Choachí, as well as the basin of the Palmar river, Blanco river, the Guayacondo hills, the Fifth Alto of the Chingaza national park bodies, among others.





The Movie

By Hiroshi Naganuma



Many, like me, when they think of “Chips” they remember Jon and Ponch from the 80’s and their Kawasaki KZ-1000Ps.

Now a new movie is back with new bikes. Now the protagonists are the BMW R1200RT-P, although the show is taken by the Ducati Hypermotard 821.

Although we cannot deny that the small appearance of the Ducati Sport 1000 SE is impressive. A beautiful classic.

But, getting back to the theme of the film, it is a production based on the series, written by Rick Rosner (co-creator of the original series) and directed by Dax Shepard (who also stars as Jon).

The movie is full of action and adult comedy that will keep you tuned throughout the movie. We must not put aside what we like the most... motorcycles.

You can tell that there is a passion for motorcycles on the part of Dax Shepard, since the chases and stunts seen in the film are on the



level of Travis Pastrana or Marc Marquez, the extras have definitely done an excellent job in that regard.

We are used to seeing a lot of computer-worked special effects in movies; but, in this case, it is seen that the chases and the stunts are more human work than computer work.

In conclusion, I can say that the film was quite entertaining, I laughed a lot and, as a good motorcycle enthusiast, I was fascinated by the variety of motorcycles and the handling techniques applied.

It is worth seeing at least once. 

NETFLIX





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Live to Ride



Photo by the biker: Tom Altman



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