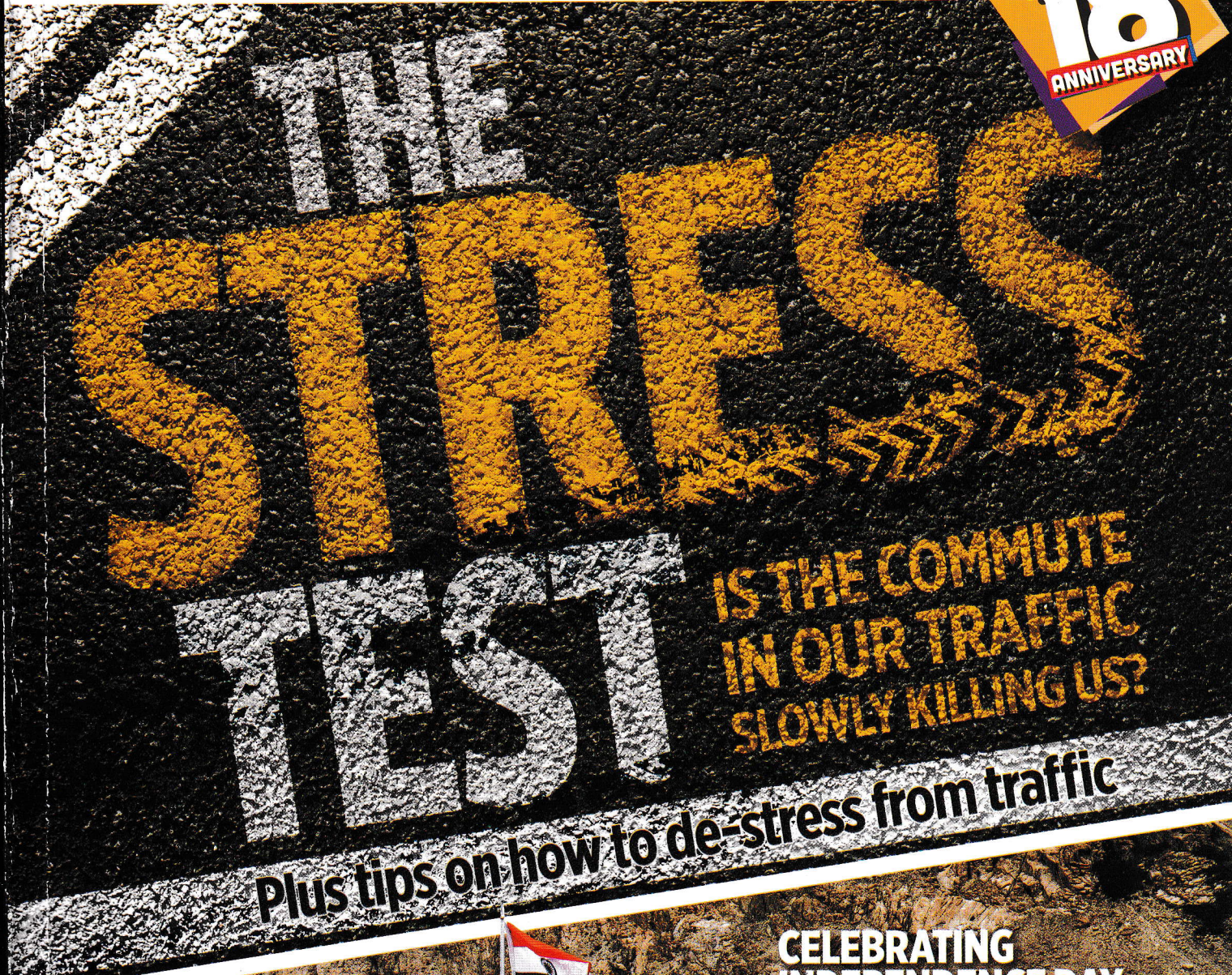


OVERDRIVE

India's Largest Auto Media

September 2016 ₹175 • Subscriber's copy

18TH
ANNIVERSARY



Plus tips on how to de-stress from traffic

**CELEBRATING
INDEPENDENCE DAY
AT SIACHEN
BASE CAMP**



Network **18**

OVERDRIVE
SEPTEMBER 2016
₹175
SUBSCRIBER'S COPY
INDIA'S LARGEST AUTO MEDIA
CELEBRATING INDEPENDENCE DAY AT SIACHEN BASE CAMP
PLUS TIPS ON HOW TO DE-STRESS FROM TRAFFIC
NETWORK 18

Product review

Used, abused and thoroughly enjoyed

The Golden Quadrilateral by Bob Rupani

The unimaginable diversity of India all in one book



The Golden Quadrilateral is a coffee-table book written by our very own contributing editor, Bob Rupani. It illustrates Bob's journey on the Golden Quadrilateral that links the four major cities in India – Delhi, Kolkata, Chennai and Mumbai. The journey, which starts and ends in Delhi, is split into four halves with stopovers at all the historically significant cities along the way, such as Agra, Varanasi, Vishakapatnam, Kolhapur and Jaipur.

The book has been written in wonderful details and makes the reader feel as if they are right there in the passenger seat throughout the journey. Adding to the charm are the large and descriptive images that help portray the different cultures, people, food and festivals of the Indian sub-continent in detail.

The book is the perfect way to experience the diversity of our country while sipping on a hot cup of coffee from the comfort of your house.

Rahul Richard

₹1,950

flipkart.com, amazon.in, infibeam.com and select bookstores

Driven Racing steel sprockets and DID X-ring chain

An easy solution for harder acceleration on the Triumph Street Triple

When I bought the Triumph Street Triple, I knew that I was buying a reasonably expensive motorcycle but it was the sportiest of the class by a fair margin. Long before I got the Arrow exhaust to release the full 106PS, I changed the throttle tube for a more aggressive feel. Shortly thereafter, I also added a popular performance mod, the ₹2,600 15-tooth sprocket (one tooth down from stock) from the Daytona, a direct fit.

The results were very encouraging. The Street Triple felt vibrant and responsive in a way that really surprised me.

About 10,000km later, I wore the OE chain to the point where I needed to replace it. And I decided to opt for even more aggressive gearing. So I hunted down a 49-tooth rear sprocket that would drop the top speed from over 220kmph to just over 200kmph while offering a whole new dimension of acceleration. It was during this research that I discovered that Triumph uses a thicker 525-pitch chain and sprocket as stock and Triumph fora were full of owners who had opted for the popular (and about 500g lighter) 520-pitch chains and sprockets to great results. As it turns out, 520 is a more popular pitch and that's what Performance Racing had in stock.

Fitting the new front and rear sprocket was easy, and we needed a chain breaker tool only because I miscalculated the links required (equal to stock) and ordered a chain two links too big. Once we cut two links off and riveted the chain back, we were in business.

The difference in performance remains staggering. Triumph fora call this the 'power wheelie mod' and I can see what the stock gearing isn't this low. The Street Triple leaps forward in the lower gears, and lifting a wheel, with intent or inadvertently, is stunningly easy. Combined with the quicker throttle action, my Triumph is perhaps a little too aggressive for most tastes, but I would recommend this gearing to people

who use the bike in varied conditions.

What has happened is that the motorcycle runs about 700rpm higher in the revs at all speeds. The extra torque gives it a delicious snap while I can still cruise at about 7,500-8,000rpm on the highway. At the racetrack, the gearing makes the Triumph feel super crisp and in traffic, I can now run as high as fifth gear which is impossible with the stock gearing.

My gearing is -11 per cent, which is very drastic. Even a tooth or two on the rear sprocket can make a big difference on any motorcycle. The flexibility to play around is higher with bigger machines, naturally, but sprocket is one more way to personalise the nature and power delivery of your machine. Best of all, chain cost aside, it is really inexpensive.

Shubhabrata Marmar

Driven 15-tooth front steel sprocket ₹6,000

Driven 49-tooth rear steel sprocket ₹8,000

DID X-ring chain ₹18,000

performanceracing.in

