KARPAGAM
COLLEGE OF ENGINEERING
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(An ISO 9001:2015 and ISO 14001:2015 Certified Institution)

ARTIFICIAL INTELLIGENCE
AND DATA SCIENCE

BIKEPEDIA

23ITR201 & FUNDAMENTALS OF WEB DESIGN

MINI PROJECT REPORT

Name : VIKAAS

Roll No : 717823I161

TABLE OF CONTENTS

ABSTRACT

Our webpage is your ultimate guide to the top 12 bikes that are making waves in the cycling world. Whether you're an avid biker looking for your next upgrade or a newcomer eager to explore the best options, our meticulously curated list showcases a diverse range of bikes to suit every rider's needs and preferences. From cutting-edge road bikes engineered for speed and performance to rugged mountain bikes built to conquer the toughest terrains, we provide detailed reviews, specifications, and insights to help you make an informed decision. Additionally, we highlight the latest innovations in biking technology, eco-friendly options, and affordable yet high-quality choices. Join us as we delve into the world of cycling and uncover the top 12 bikes that are redefining the standards of excellence in the industry.

1. INTRODUCTION

Introduction:

Welcome to our comprehensive guide to the top 12 bikes currently captivating the cycling community. Whether you're a seasoned rider seeking your next thrill or a newcomer eager to embark on your biking journey, you've come to the right place. In this introduction, we'll provide an overview of what to expect as we delve into the exciting world of cycling and explore the standout features of each of the top 12 bikes.

Biking isn't just a mode of transportation; it's a lifestyle, a passion, and a means of adventure and exploration. With an array of bikes on the market offering various designs, functionalities, and performance capabilities, choosing the perfect ride can be overwhelming. That's where we come in.

Our team of cycling enthusiasts and experts has carefully selected the top 12 bikes based on factors such as performance, versatility, innovation, and overall value. Whether you're interested in road biking, mountain biking, commuting, or leisurely rides around town, our list has something for everyone.

Throughout this guide, we'll dive deep into each bike's features, highlighting what sets it apart and why it deserves a spot among the elite. From state-of-the-art materials and cutting-edge technology to ergonomic design and superior handling, these bikes represent the pinnacle of cycling excellence.

Whether you're chasing speed, tackling challenging trails, or simply enjoying the freedom of two wheels, these top 12 bikes are sure to inspire and elevate your riding experience. So, let's strap on our helmets, adjust our gears, and embark on an exhilarating journey through the world of cycling, starting with our first featured bike.

1.1: OBJECTIVE

The objective of the webpage is to serve as a comprehensive resource hub for all things related to bikes, catering to cyclists of all levels of experience and interest. This includes providing:

1. Detailed reviews and information on various types of bikes and cycling accessories to help users make informed purchasing decisions.
2. Comprehensive buying guides to assist users in selecting the right bike and gear based on their individual needs and preferences.
3. Maintenance tips and tutorials to empower users to keep their bikes in optimal condition, enhancing their riding experience and longevity of their equipment.
4. Inspiring stories and community forums to foster a sense of connection and camaraderie among cyclists, sharing experiences, tips, and advice.
5. Information on cycling events, group rides, and recommended routes to encourage users to explore new destinations and connect with fellow enthusiasts.
6. Access to expert advice and guidance from a team of cycling experts to address users' questions and concerns about all aspects of cycling.

Overall, the objective is to create a dynamic and engaging platform that serves as a one-stop destination for cyclists to learn, connect, and be inspired in their pursuit of pedal-powered adventures.

2. REQUIREMENTS SPECIFICATION

2.1. Requirements

- HIGH QUALITY IMAGES
- NEEDED VISUAL STUDIO CODE PLATFORM TO CODE
- EXTERNAL CSS FILE
- FORMS
- CSS
- FIELD SETS FOR FORMS
- EXTERNAL FILES WITH ATTACHED IMAGES
- BOOTSTRAP REQUIRED
- LINKS FOR SPECIFIED BIKES

3. DETAILED DESIGN

<HTML> IS CREATING FOR DOCUMENT IN BROWSER

<HEAD> IS USED TO ENTER TITLE TAG AND USAGE OF INTERNAL CSS

<STYLE> IS USED TO ENTER A INTERNAL CSS INSIDE THE HEAD

<BODY> WHICH CONTAINS ALL ELEMENTS AND TAGS

<P> THIS IS PARAGRAPH TAG USED TO TYPE AN PARAGRAPH AND SOME SENTENCE

< DIV > DIV TAG IS USED TO SEPARATE ITEMS IN GRID

CLASS=""USED TO COMBINE TAGS IN HTML FOR TOTAL

CSS EXCUTION

<FORM> USED TO CREATE THE REMARKS AND RATING FORM

<INPUT> IS USED TO INPUT THE CONTENT

CSS- USED FOR DECORATION AND OTHERS

BOOTSTRAP – FOR EFFECTIVE OUTPUT

4. PROJECT IMPLEMENTATION

HOME PAGE CODE :

```
<html>
<head>
    <title>Homepage</title>
    <style>
        body {
            font-family: Arial, sans-serif;
            margin: 0;
            padding: 0;
            background-image: url('bgpic.jpeg');
            background-size: cover;
            background-position: center;
        }
        header {
            background-color: rgba(0, 0, 0, 0.5); /* Add an overlay */
            color: #fff;
            padding: 10px;
            text-align: center;
        }
        nav {
            background-color: rgba(0, 0, 0, 0.7); /* Add an overlay */
            color: #fff;
            padding: 10px;
            text-align: center;
        }
        nav a {
            color: #f3f3f3;
            text-decoration: none;
            margin: 0 10px;
        }
        nav a:hover {
            text-decoration: underline;
        }
        section {
            padding: 20px;
            text-align: center;
            color: #ffffff;
        }
```

```
    </style>
</head>
<body>

<header>
    <h1>BIKEPEDIA</h1>
</header>

<nav>
    <a href="mainpage.html" target="_parent">Home</a>
    <a href="#">About</a>
    <a href="loginpage.html" target="_parent">Login</a>
    <a href="#">Contact</a>
</nav>

<section>
    <h2>Welcome to BIKEPEDIA</h2>
    <h3>
 </h3>
</section>
</body>
</html>
```

MAIN PAGE CODE:

```
<html>
<head><title>BIKE INFO</title>
    <link rel="stylesheet"
href="https://stackpath.bootstrapcdn.com/bootstrap/4.3.1/css/bootstrap.min.css"
integrity="sha384-ggOyR0iXCbMQv3Xipma34MD+dH/1fQ784/j6cY/iJTQUOhcWr7x9JvoRxT2MZw1T"
crossorigin="anonymous">
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        .carousel-inner{
            height: 400px;

        }
        .flex{display: flex;
        flex-wrap:wrap;
        background-color: #080808e5;}
    .flex>div{
   background-color: hsl(0, 0%, 80%);
```

```
    width: 200px;
    height: 200px;
    margin: 25px;
    text-align: center;
    justify-content: center;
    line-height: 75px;}

    img{width: 100px;
    height: 100px;
    margin: 10px;
    align-self: center;}

    .intro{
        height: 100px;
            background-color: rgba(89, 84, 84, 0.268);
            padding: 30px;
            color: rgb(0, 0, 0);
            text-decoration: double;
            text-align: center;
            font-family: 'Times New Roman', Times, serif;
    }

    .mesbox{
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            padding: 30px;
    }
</style>
</head>
<body>
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         <h1>BIKEPEDIA</h1></div>
<h2>DISCOVER YOUR RIDE: EVERYTHING YOU NEED TO KNOW ABOUT THESE BIKES...!</h2></div>
<div class="flex">
    <div><a href="https://en.wikipedia.org/wiki/Royal_Enfield_Classic"
target="_blank">RE CLASSIC 350<img src="C:\Users\vikaa\Documents\fwd\mini
project\classic 350.jpg"</a></div>
    <div><a href="https://en.wikipedia.org/wiki/Royal_Enfield_Continental_GT"
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project\himalayan.jpg"</a></div>
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project\hunter 350.jpg"</a></div>
    <div> <a href="https://en.wikipedia.org/wiki/Royal_Enfield_Meteor"
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project\meteor 350.jpg"</a></div>
</div>
<div class="flex">
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RX100<img src="C:\Users\vikaa\Documents\fwd\mini project\rx 100.jpg"</a></div>
    <div><a href="https://en.wikipedia.org/wiki/Yamaha_FZX750" target="_blank">YAMAHA
FZ-X<img src="C:\Users\vikaa\Documents\fwd\mini project\FZ-X.jpg"</a></div>
    <div> <a href="https://en.wikipedia.org/wiki/Yamaha_MT-15" target="_blank">YAMAHA
MT 15<img src="C:\Users\vikaa\Documents\fwd\mini project\MT 15.jpg"</a></div>
    <div> <a href="https://en.wikipedia.org/wiki/Yamaha_YZF-R15"
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project\R15.jpg"</a></div>
    <div> <a href="https://en.wikipedia.org/wiki/Yamaha_YZF-R3"
target="_blank">YAMAHA YZF R3<img src="C:\Users\vikaa\Documents\fwd\mini project\YZF
R3.jpg"</a></div>
    <div> <a href="https://id.wikipedia.org/wiki/Yamaha_Xabre" target="_blank">YAMAHA
XABRE<img src="C:\Users\vikaa\Documents\fwd\mini project\XABRE.jpg"</a></div>
</div>
<div class="mesbox">
        <h1>Leave us a Message</h1>
        <pre>

            "Thank you for exploring our biking universe! We hope you found the
information valuable and inspiring. </pre>
        <pre>
            Remember, the journey doesn't end here. Keep pedaling, keep exploring,
and keep embracing the joy of biking. See you on the road or trail!"</pre>
</div>
</body>
</html>
```
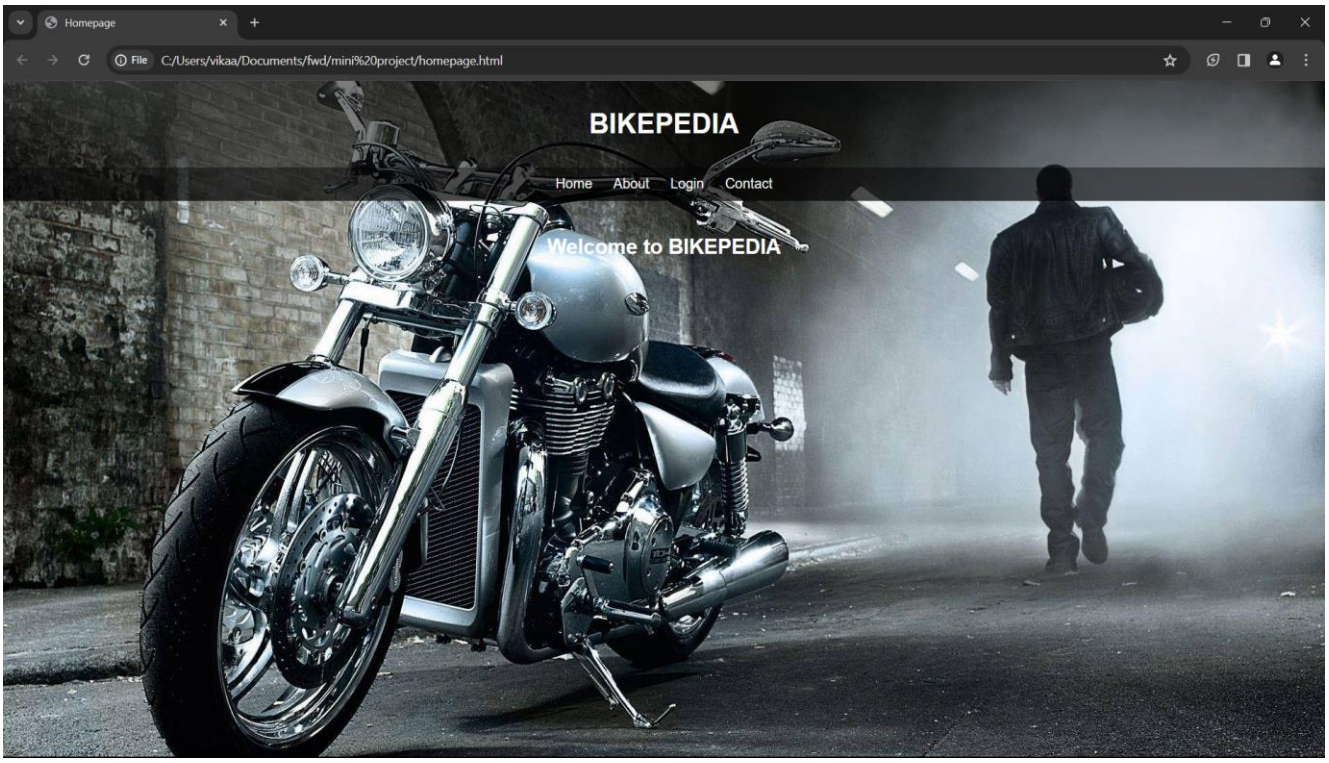

LOGIN PAGE CODE:

```
<html>
<head>
<style>
body {font-family: Arial, Helvetica, sans-serif;
background-image: url(bglogin.jpg);
background-size: cover;
}
form {border: 3px solid #f1f1f1;}
input[type=text], input[type=password] {
  width: 100%;
  padding: 12px 20px;
  margin: 8px 0;
  display: inline-block;
  border: 1px solid #ccc;
  box-sizing: border-box;
}
button {
  background-color: #fefefe;
  color: rgb(0, 0, 0);
  padding: 14px 20px;
  margin: 8px 0;
  border: none;
  cursor: pointer;
  width: 100%;
}
button:hover {
  opacity: 0.8;
}
.cancelbtn {
  width: auto;
  padding: 10px 18px;
  background-color: #f44336;
}


.container {
  padding: 16px;
}

span.psw {
```

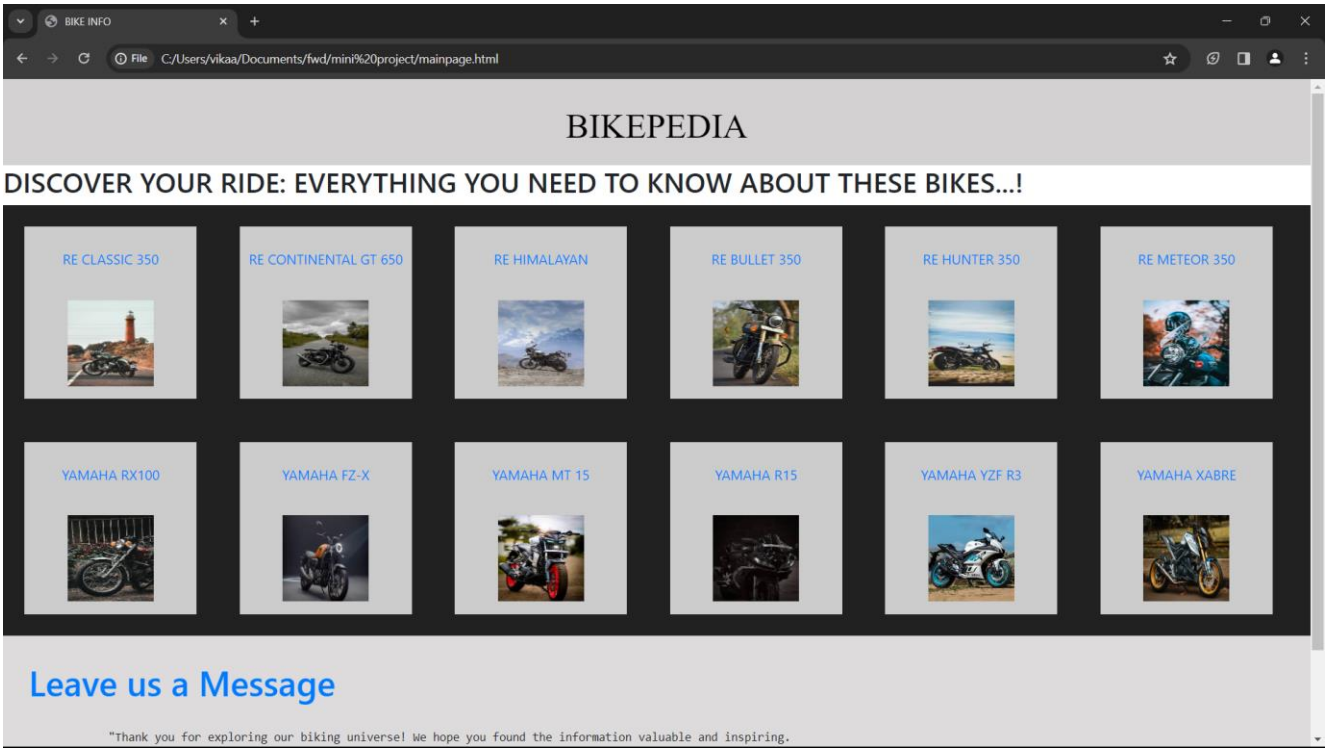
```
  float: right;
  padding-top: 16px;
}

/* Change styles for span and cancel button on extra small screens */
@media screen and (max-width: 300px) {
  span.psw {
     display: block;
     float: none;
  }
  .cancelbtn {
     width: 100%;
  }
}
</style>
</head>
<body>
<h1 style="text-decoration: #fefefe;" JOIN US THROUGH HERE.....</h1>
<h2 style="color: #fefefe;" </h2>

<form action="login details/#" method="post">

  <div class="container">
    <label for="uname"><b>Username</b></label>
    <input type="text" placeholder="Enter Username" name="uname" required>

    <label for="psw"><b>Password</b></label>
    <input type="password" placeholder="Enter Password" name="psw" required>

    <button type="submit">Login</button>
    <label>
      <input type="checkbox" checked="checked" name="remember"> Remember me
    </label>
  </div>

  <div class="container" style="background-color:#f1f1f1">
    <button type="button" class="cancelbtn">Cancel</button>
    <span class="psw"> <a href="#">Forgot password?</a></span>
  </div>
</form>

</body>
</html>
```

5. CONCLUSION

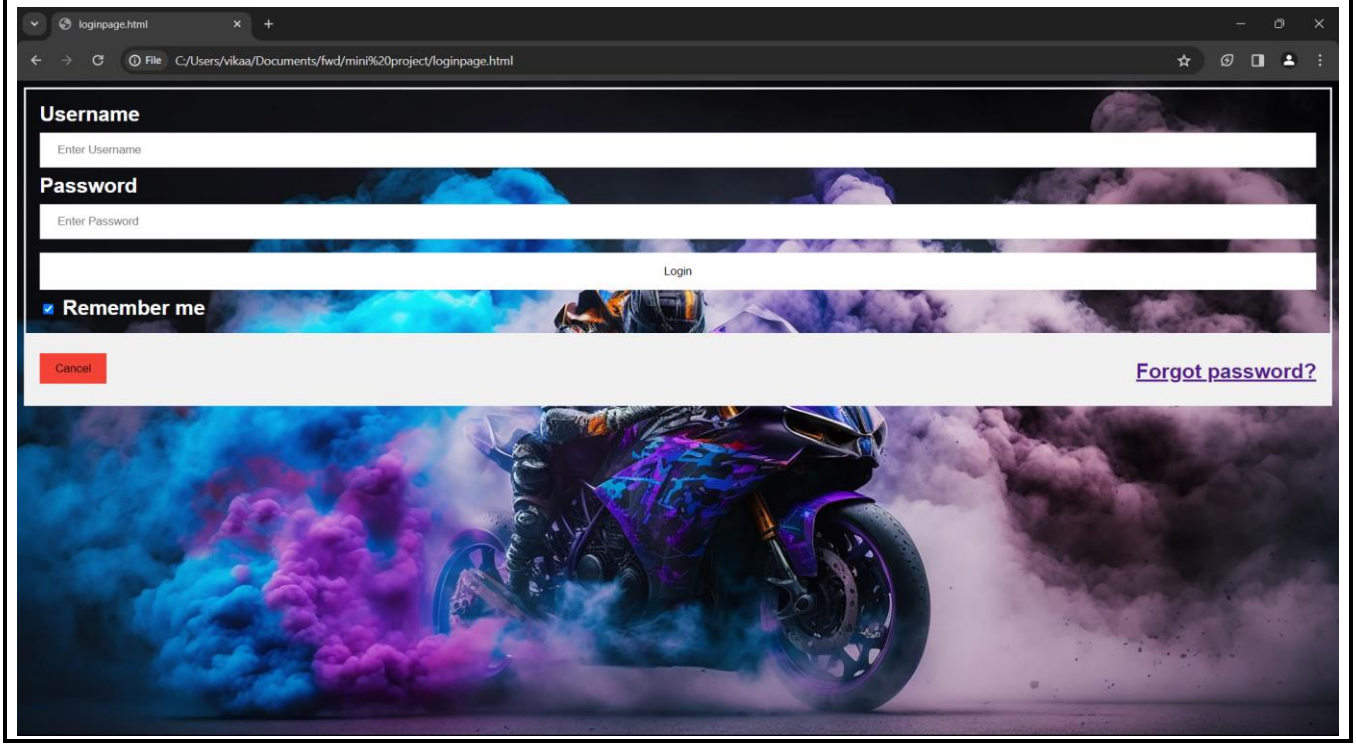
Home page:



Main page:

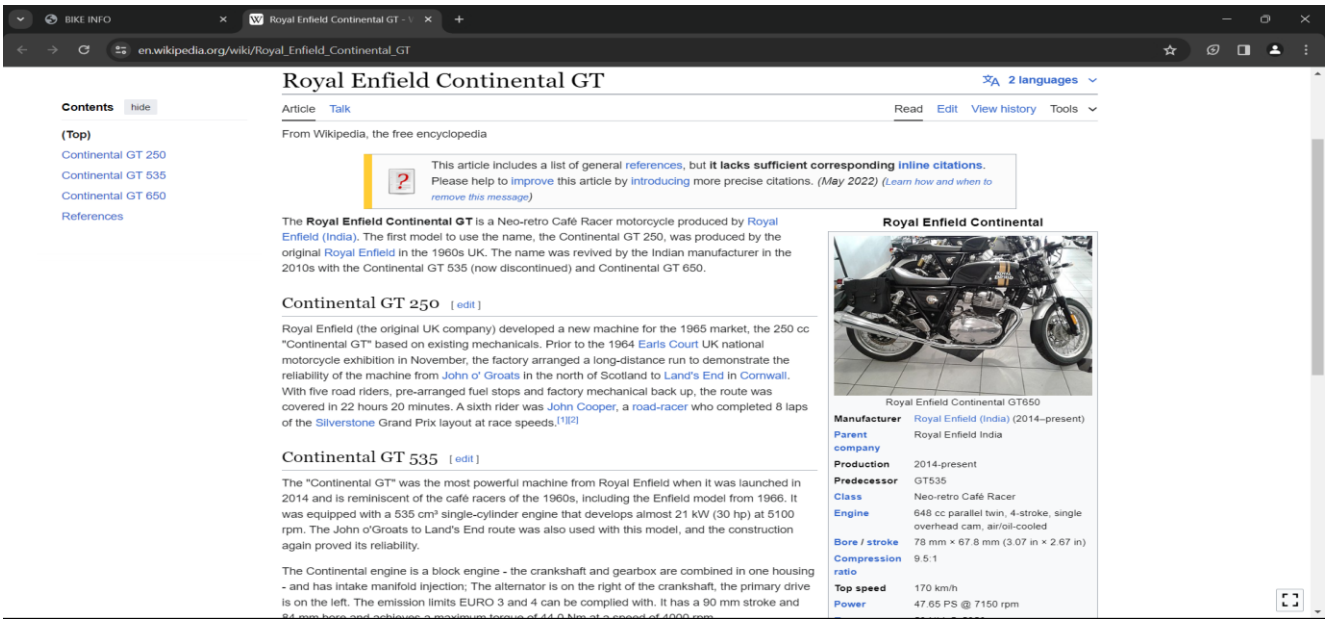


Login page:



Redirections:

1.



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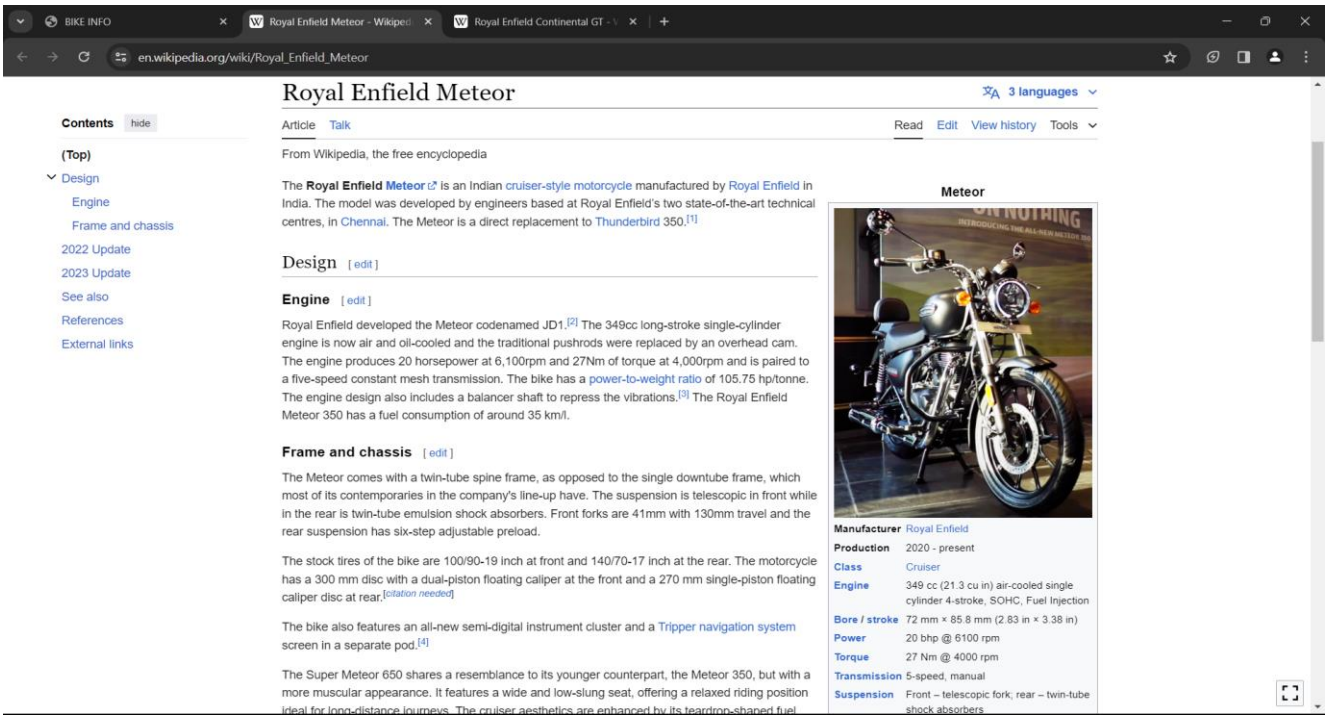
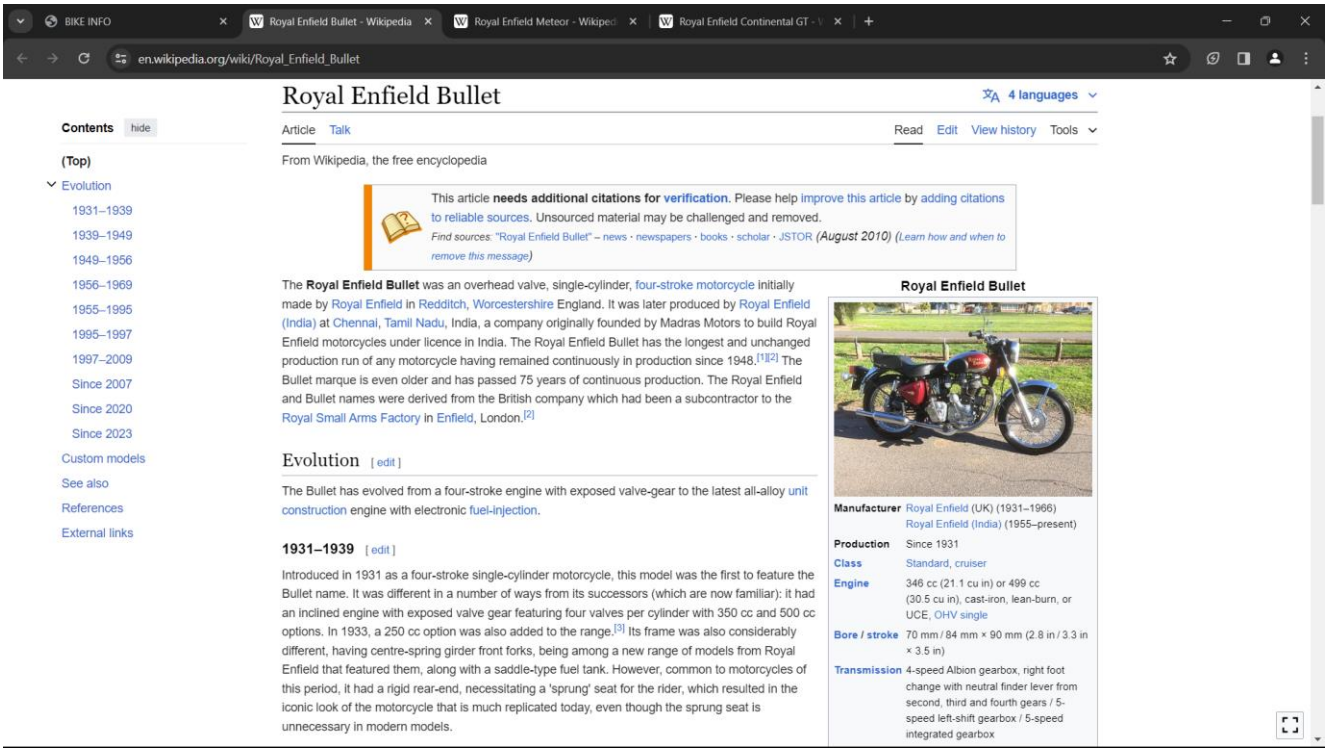


3.


BIKE INFO
Royal Enfield Bullet - Wikipedia
Royal Enfield Meteor - Wikiped
Royal Enfield Continental GT -
en.wikipedia.org/wiki/Royal_Enfield_Bullet
Royal Enfield Bullet
4 languages
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Evolution
1931–1939
1939–1949
1949–1956
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1997–2009
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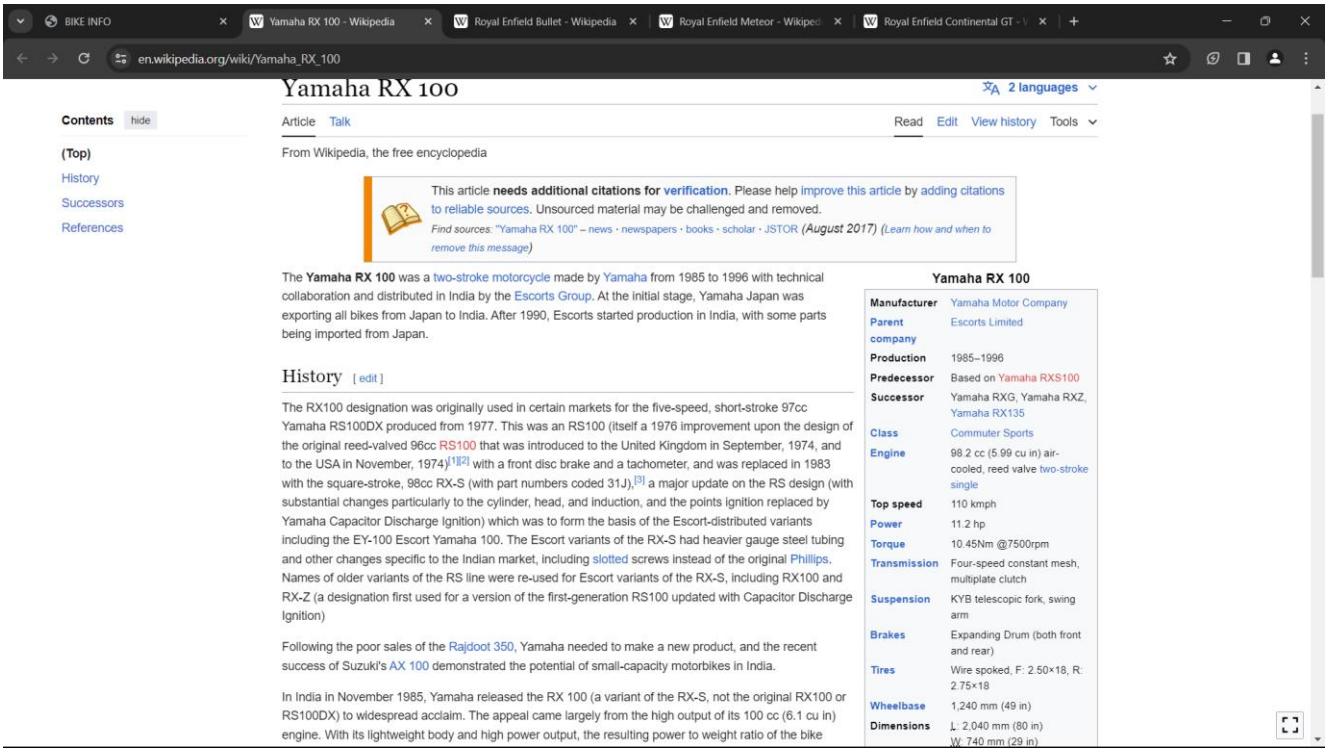
From Wikipedia, the free encyclopedia
This article needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed.
Find sources: "Royal Enfield Bullet" – news · newspapers · books · scholar · JSTOR (August 2010) (Learn how and when to remove this message)
The Royal Enfield Bullet was an overhead valve, single-cylinder, four-stroke motorcycle initially made by Royal Enfield in Redditch, Worcestershire England. It was later produced by Royal Enfield (India) at Chennai, Tamil Nadu, India, a company originally founded by Madras Motors to build Royal Enfield motorcycles under licence in India. The Royal Enfield Bullet has the longest and unchanged production run of any motorcycle having remained continuously in production since 1948.[1][2] The Bullet marque is even older and has passed 75 years of continuous production. The Royal Enfield and Bullet names were derived from the British company which had been a subcontractor to the Royal Small Arms Factory in Enfield, London.[2]
Royal Enfield Bullet
Manufacturer Royal Enfield (UK) (1931–1966) Royal Enfield (India) (1955–present)
Production Since 1931
Class Standard, cruiser
Engine 346 cc (21.1 cu in) or 499 cc (30.5 cu in), cast-iron, lean-burn, or UCE, OHV single
Bore / stroke 70 mm / 84 mm × 90 mm (2.8 in / 3.3 in × 3.5 in)
Transmission 4-speed Albion gearbox, right foot change with neutral finder lever from second, third and fourth gears / 5-speed left-shift gearbox / 5-speed integrated gearbox
Evolution [edit]
The Bullet has evolved from a four-stroke engine with exposed valve-gear to the latest all-alloy unit construction engine with electronic fuel-injection.
1931–1939 [edit]
Introduced in 1931 as a four-stroke single-cylinder motorcycle, this model was the first to feature the Bullet name. It was different in a number of ways from its successors (which are now familiar): it had an inclined engine with exposed valve gear featuring four valves per cylinder with 350 cc and 500 cc options. In 1933, a 250 cc option was also added to the range.[3] Its frame was also considerably different, having centre-spring girder front forks, being among a new range of models from Royal Enfield that featured them, along with a saddle-type fuel tank. However, common to motorcycles of this period, it had a rigid rear-end, necessitating a 'sprung' seat for the rider, which resulted in the iconic look of the motorcycle that is much replicated today, even though the sprung seat is unnecessary in modern models.

4.


BIKE INFO
Yamaha RX 100 - Wikipedia
Royal Enfield Bullet - Wikipedia
Royal Enfield Meteor - Wikiped
Royal Enfield Continental GT -
en.wikipedia.org/wiki/Yamaha_RX_100
Yamaha RX 100
2 languages
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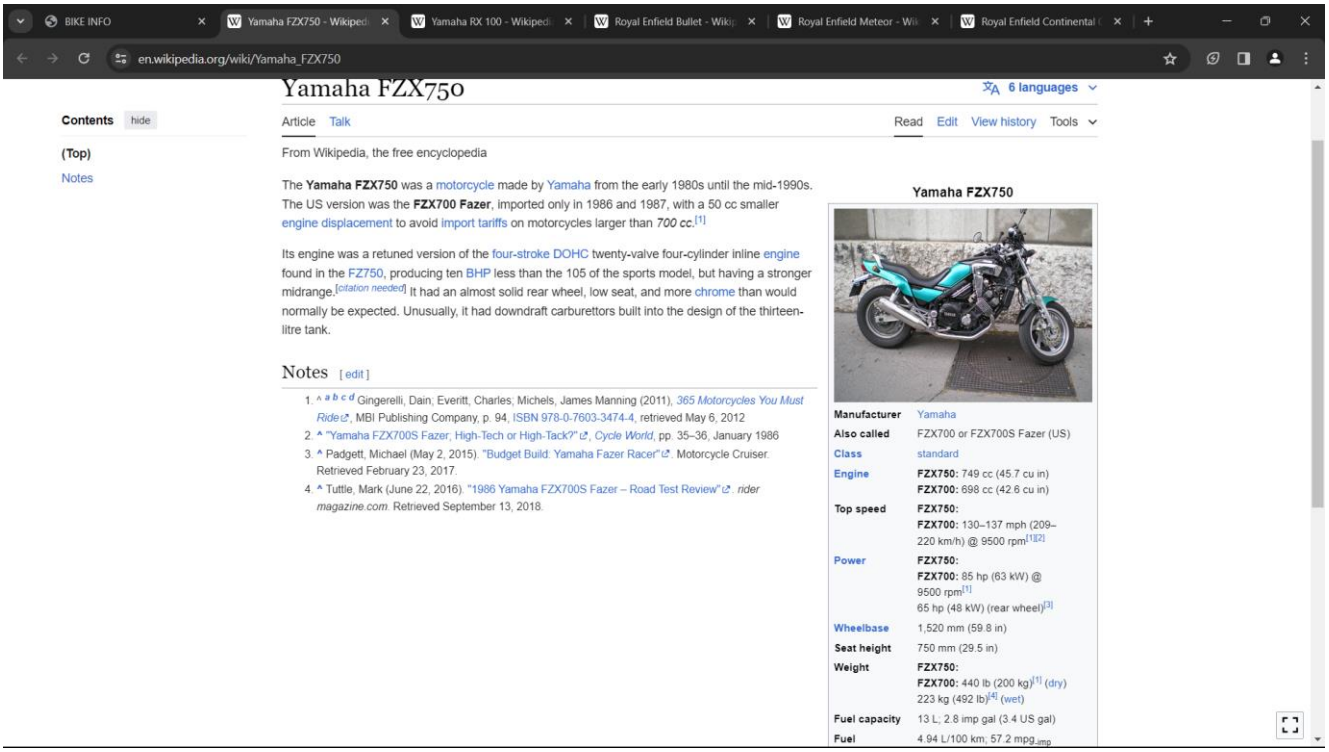
From Wikipedia, the free encyclopedia
This article needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed.
Find sources: "Yamaha RX 100" – news · newspapers · books · scholar · JSTOR (August 2017) (Learn how and when to remove this message)
The Yamaha RX 100 was a two-stroke motorcycle made by Yamaha from 1985 to 1996 with technical collaboration and distributed in India by the Escorts Group. At the initial stage, Yamaha Japan was exporting all bikes from Japan to India. After 1990, Escorts started production in India, with some parts being imported from Japan.
Yamaha RX 100
Manufacturer Yamaha Motor Company
Parent company Escorts Limited
Production 1985–1996
Predecessor Based on Yamaha RXS100
Successor Yamaha RXG, Yamaha RXZ, Yamaha RX135
Class Commuter Sports
Engine 98.2 cc (5.99 cu in) air-cooled, reed valve two-stroke single
Top speed 110 kmph
Power 11.2 hp
Torque 10.45Nm @7500rpm
Transmission Four-speed constant mesh, multiplate clutch
Suspension KYB telescopic fork, swing arm
Brakes Expanding Drum (both front and rear)
Tires Wire spoked, F: 2.50×18, R: 2.75×18
Wheelbase 1,240 mm (49 in)
Dimensions L: 2,040 mm (80 in) W: 740 mm (29 in)
History [edit]
The RX100 designation was originally used in certain markets for the five-speed, short-stroke 97cc Yamaha RS100DX produced from 1977. This was an RS100 (itself a 1976 improvement upon the design of the original reed-valved 96cc RS100 that was introduced to the United Kingdom in September, 1974, and to the USA in November, 1974)[1][2] with a front disc brake and a tachometer, and was replaced in 1983 with the square-stroke, 98cc RX-S (with part numbers coded 31J),[3] a major update on the RS design (with substantial changes particularly to the cylinder, head, and induction, and the points ignition replaced by Yamaha Capacitor Discharge Ignition) which was to form the basis of the Escort-distributed variants including the EY-100 Escort Yamaha 100. The Escort variants of the RX-S had heavier gauge steel tubing and other changes specific to the Indian market, including slotted screws instead of the original Phillips. Names of older variants of the RS line were re-used for Escort variants of the RX-S, including RX100 and RX-Z (a designation first used for a version of the first-generation RS100 updated with Capacitor Discharge Ignition)
Following the poor sales of the Rajdoot 350, Yamaha needed to make a new product, and the recent success of Suzuki's AX 100 demonstrated the potential of small-capacity motorbikes in India.
In India in November 1985, Yamaha released the RX 100 (a variant of the RX-S, not the original RX100 or RS100DX) to widespread acclaim. The appeal came largely from the high output of its 100 cc (6.1 cu in) engine. With its lightweight body and high power output, the resulting power to weight ratio of the bike

5.


BIKE INFO
Yamaha FZX750 - Wikipedi
Yamaha RX 100 - Wikipedi
Royal Enfield Bullet - Wiki
Royal Enfield Meteor - Wi
Royal Enfield Continental
en.wikipedia.org/wiki/Yamaha_FZX750
Yamaha FZX750
6 languages
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Notes
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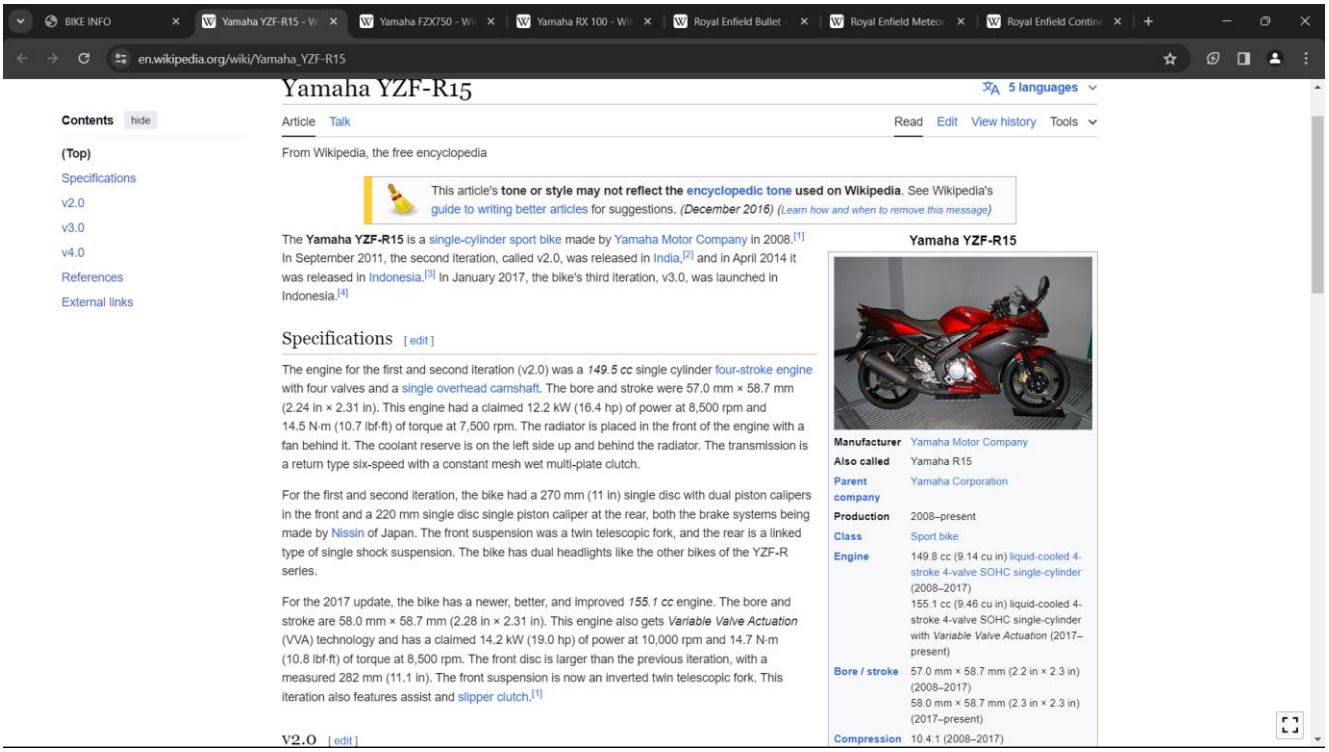
From Wikipedia, the free encyclopedia
The Yamaha FZX750 was a motorcycle made by Yamaha from the early 1980s until the mid-1990s. The US version was the FZX700 Fazer, imported only in 1986 and 1987, with a 50 cc smaller engine displacement to avoid import tariffs on motorcycles larger than 700 cc.[1]
Its engine was a retuned version of the four-stroke DOHC twenty-valve four-cylinder inline engine found in the FZ750, producing ten BHP less than the 105 of the sports model, but having a stronger midrange.[citation needed] It had an almost solid rear wheel, low seat, and more chrome than would normally be expected. Unusually, it had downdraft carburettors built into the design of the thirteen-litre tank.
Notes [edit]
1. ^ a b c d Gingerelli, Dain; Everitt, Charles; Michels, James Manning (2011), 365 Motorcycles You Must Ride, MBI Publishing Company, p. 94, ISBN 978-0-7603-3474-4, retrieved May 6, 2012
2. ^ "Yamaha FZX700S Fazer; High-Tech or High-Tack?", Cycle World, pp. 35–36, January 1986
3. ^ Padgett, Michael (May 2, 2015). "Budget Build: Yamaha Fazer Racer". Motorcycle Cruiser. Retrieved February 23, 2017.
4. ^ Tuttle, Mark (June 22, 2016). "1986 Yamaha FZX700S Fazer – Road Test Review". rider magazine.com. Retrieved September 13, 2018.
Yamaha FZX750
Manufacturer Yamaha
Also called FZX700 or FZX700S Fazer (US)
Class standard
Engine FZX750: 749 cc (45.7 cu in)
FZX700: 698 cc (42.6 cu in)
Top speed FZX750:
FZX700: 130–137 mph (209–220 km/h) @ 9500 rpm[1][2]
Power FZX750:
FZX700: 85 hp (63 kW) @ 9500 rpm[1]
65 hp (48 kW) (rear wheel)[3]
Wheelbase 1,520 mm (59.8 in)
Seat height 750 mm (29.5 in)
Weight FZX750:
FZX700: 440 lb (200 kg)[1] (dry)
223 kg (492 lb)[4] (wet)
Fuel capacity 13 L; 2.8 imp gal (3.4 US gal)
Fuel 4.94 L/100 km; 57.2 mpg_imp

6.


BIKE INFO
Yamaha YZF-R15 - W
Yamaha FZX750 - Wi
Yamaha RX 100 - Wi
Royal Enfield Bullet
Royal Enfield Meteor
Royal Enfield Contin
en.wikipedia.org/wiki/Yamaha_YZF-R15
Yamaha YZF-R15
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From Wikipedia, the free encyclopedia
This article's tone or style may not reflect the encyclopedic tone used on Wikipedia. See Wikipedia's guide to writing better articles for suggestions. (December 2016) (Learn how and when to remove this message)
The Yamaha YZF-R15 is a single-cylinder sport bike made by Yamaha Motor Company in 2008.[1] In September 2011, the second iteration, called v2.0, was released in India,[2] and in April 2014 it was released in Indonesia.[3] In January 2017, the bike's third iteration, v3.0, was launched in Indonesia.[4]
Specifications [edit]
The engine for the first and second iteration (v2.0) was a 149.5 cc single cylinder four-stroke engine with four valves and a single overhead camshaft. The bore and stroke were 57.0 mm × 58.7 mm (2.24 in × 2.31 in). This engine had a claimed 12.2 kW (16.4 hp) of power at 8,500 rpm and 14.5 N·m (10.7 lbf·ft) of torque at 7,500 rpm. The radiator is placed in the front of the engine with a fan behind it. The coolant reserve is on the left side up and behind the radiator. The transmission is a return type six-speed with a constant mesh wet multi-plate clutch.
For the first and second iteration, the bike had a 270 mm (11 in) single disc with dual piston calipers in the front and a 220 mm single disc single piston caliper at the rear, both the brake systems being made by Nissin of Japan. The front suspension was a twin telescopic fork, and the rear is a linked type of single shock suspension. The bike has dual headlights like the other bikes of the YZF-R series.
For the 2017 update, the bike has a newer, better, and improved 155.1 cc engine. The bore and stroke are 58.0 mm × 58.7 mm (2.28 in × 2.31 in). This engine also gets Variable Valve Actuation (VVA) technology and has a claimed 14.2 kW (19.0 hp) of power at 10,000 rpm and 14.7 N·m (10.8 lbf·ft) of torque at 8,500 rpm. The front disc is larger than the previous iteration, with a measured 282 mm (11.1 in). The front suspension is now an inverted twin telescopic fork. This iteration also features assist and slipper clutch.[1]
V2.0 [edit]
Yamaha YZF-R15
Manufacturer Yamaha Motor Company
Also called Yamaha R15
Parent company Yamaha Corporation
Production 2008–present
Class Sport bike
Engine 149.8 cc (9.14 cu in) liquid-cooled 4-stroke 4-valve SOHC single-cylinder (2008–2017)
155.1 cc (9.46 cu in) liquid-cooled 4-stroke 4-valve SOHC single-cylinder with Variable Valve Actuation (2017–present)
Bore / stroke 57.0 mm × 58.7 mm (2.2 in × 2.3 in) (2008–2017)
58.0 mm × 58.7 mm (2.3 in × 2.3 in) (2017–present)
Compression 10.4:1 (2008–2017)