

# BikesMedia

Everything About Two Wheelers

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## Aprilia SR 150 Test Ride Review

INSIDE



HORNET ROAD REVIEW



DUCATI ENDURO 1200 INDIA



HARLEY MILWAUKEE EIGHT

# Honda CB Hornet 160R Road Test Review

If we look at Honda's offerings for India, especially the 150cc street bikes, there is something we feel it misses out in every single motorcycle. All the Honda motorcycles lacked attractiveness, which is one of the most important things needed for a buyer, especially the college-going students. Guess Honda finally woke up and took this seriously and finally after came up with a motorcycle that not only has got their super-smooth engine, slick gearbox and Honda's reliability but also something that is hotter. Yes! Honda finally came up with the Hornet CB 160 R, which for us looks like the perfect street fighter from Honda. Without wasting anymore time, let us find out what the Honda Hornet 160 has got.



## Rider's Note:

*I loved the design on this motorcycle, especially the tank and the taillight, which just makes it look like a proper muscular street fighter, accompanied with the Honda's butter smooth engine and super smooth gearbox and also CBS for safety, this seriously is a good overall package.*

## Styling:

The bike looks close to the concept Honda showcased in the 2014 Delhi Auto-Expo, the CX-01. Muscular, that is exactly how this looks. The headlights reminds us a little of the Hunk and it goes with the overall design of the motorcycle. Coming to the tank, it is muscular, something which we always wanted to see, which makes it even better and beefier. The nice finishing on the motorcycle gives it a premium look. The rear end is sharp and finished off with an X-shaped taillight which again gives us another reason to love this motorcycle's design. Overall the motorcycle looks really great, muscular and sharp, thereby giving it a sturdy and premium motorcycle feel.

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#### Instrument Cluster and Switchgear:

The instrument cluster is the same as that of the Honda Unicorn 160, a LED display that displays odometer, trip meters, tachometer, fuel gauge and time. The instrument cluster goes well with the overall design of the motorcycle and is placed neatly.

The switchgear on the other hand are the same old commuter derived switchgear, which sticks out like a sore thumb. Honda seriously, we mean seriously needs to consider updating the switchgear for their motorcycles, at least for the premium ones.



#### Engine and Performance:

The engine on the Hornet is the same as that of the Unicorn 160 but makes slightly more power than the Unicorn 160. The engine is a 160cc single cylinder one that churns out a maximum power of 15.6 bhp at 8500 rpm and a good torque of 14.7 Nm at 6500 rpm. The engine feel is just like any other Honda engine, butter-smooth and so is the gearbox which makes it a joy to ride. The NVH levels on this motorcycle is low too.

The Hornet loves to be revved hard and it is close to the redline that the bike really comes to life. We feel it is best to ride the bike between 80 km/h to 100 km/h which it does effortlessly. With such less NVH levels, top-end performance and a butter smooth engine and gearbox, the Hornet performs really well.



#### Ergonomics:

Since the bike is a sport commuter, you may expect a slightly aggressive seating posture, but you sit upright. The centre-set footpegs, the straight handlebar all adds up to the upright stance. The knees does fit in perfectly to the curve of the tank shrouds which helps in cornering. The seat is very comfortable as both the rider and the pillion sit comfortably on the motorcycle.



#### Riding Dynamics:

Considering the centered set footpegs and also a relaxed seating posture, one might expect the Hornet to not fair well in the corner, but that is where you are wrong. Telescopic suspension at the front and mono-suspension at the rear aids in good handling. The Hornet CB 160R is super stable in the corners and riding around the corner is a joy with it, also thanks to the wide MRF tyres which offer good grip.

Regarding braking, Honda has again made options for braking to this model as well, with the base variant having just front disc brake while the top end model has got disc brakes at both front and rear along with CBS which makes stopping very quick.

**Pros:**

1. Super smooth engine and gearbox.
2. Honda reliability.
3. Styling.

**Cons:**

1. Poor quality switchgear.
2. No engine kill switch.



**Verdict:**

Honda might have taken a really long time to come up with what we can call a perfect street fighter for our markets but it finally came with one. At almost close to 1 lac rupees (on-road), the Hornet 160 might be slightly overpriced than it's close competitors but considering everything it has to offer (smooth engine, slick gearbox, Honda's new technology and CBS) it does make for a good overall package. Sure Honda misses out few basic things like engine kill switch and better quality switchgear, everything else on this bike is just perfect.

**GENERAL:**

Price	Rs. 79,900 (ex-showroom, Delhi)
Launched	Dec, 2015

**ENGINE:**

Engine Displacement	162.71 CC
Engine Type	Air cooled, 4 stroke
Number Of Cylinders	1
Valves Per Cylinder	2
Max Power	15.9 PS @8500 rpm
Max Torque	14.8 Nm @6500 rpm
Bore x Stroke	57.30 x 63.09 mm
Fuel Type	Petrol
Starter	Electric-Kick

**TRANSMISSION:**

Transmission Type	Manual
Number Of Gears	5
Final Drive	Chain

**WHEELS & TYRES:**

Front Tyre (Full Spec)	100/80-17 Tubeless
Rear Tyre (Full Spec)	140/70-17 Tubeless

**BRAKES:**

Front Brake Type	276 mm Disc
Rear Brake Type	220 mm Disc

**SUSPENSION:**

Suspension Front	Telescopic forks
Suspension Rear	Monoshock Damper

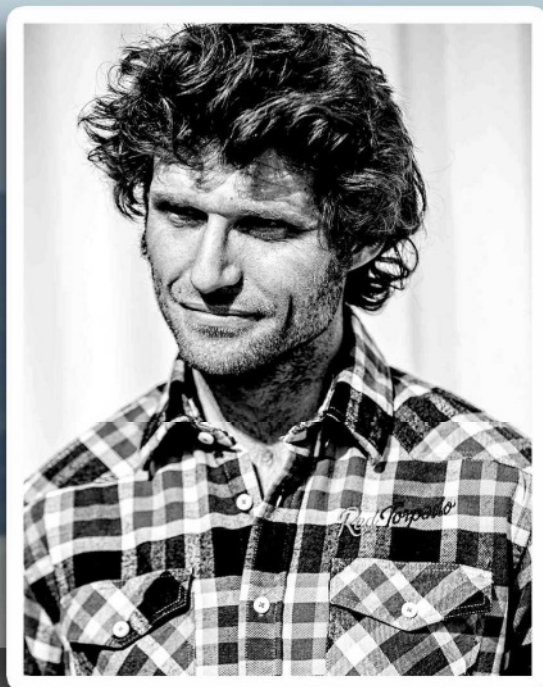
**DIMENSIONS:**

Overall Length	2041 mm
Overall Width	783 mm
Overall Height	1067 mm
Wheelbase	1345 mm
Ground Clearance	164 mm
Kerb Weight	142 kg
Fuel Capacity	12.0 Litres

# Triumph Breaks Their Own Speed Record On Bonneville



Triumph Motorcycles' Infor Rocket Streamliner has become World's fastest ever Triumph motorcycle. In a record breaking attempt Triumph has achieved this success on Bonneville Salt Flats. The Triumph Infor Rocket Streamliner attained a speed of 274.2 mph. The TT legend Guy Martin helped Triumph to break their own previous record that stood at 245.667 mph and an unofficial Triumph record of 264 mph. Both these speed records for Triumph Motorcycles have been set by "Bob Leppan" in the Gyronaut X-1.



**Before the record attempt  
Guy Martin said,**

*I can't wait to take the Triumph Infor Rocket Streamliner onto the salt at Bonneville for the first time this summer. The Triumph engineers have built an amazing machine, giving us the very best chance to beat the two-wheeled land speed record.*

APRILIA SR 150 TEST RIDE REVIEW

# Beginning of sport scooter era



What if I told you, there was a scooter which rode like a regular automatic scooter, but with the slight twist of the throttle can take you almost close to motorcycle nirvana? Yes, I am talking about the new Aprilia SR150 automatic scooter, designed and made in India, for India. Aprilia, the brand owned by the Piaggio group which owns brands such as Aprilia, Moto Guzzi, and Vespa has begun its individual journey in India. So when a brand such as Aprilia who makes litre class motorcycles, manufactures a scooter of 150cc, you do happen to expect a different sort of a miracle in terms of a perfect machine. Let's see if this Italian war horse holds true to it.



### Design and Looks:

To be honest, how much ever you say that the looks are subjective, at the end of the day you are going to be pretty judgmental about the scooter and so am I. So if you ask me what the Aprilia SR150 looks like, I would say it is either love it or hate it!! Introduced as a brand new product the Aprilia SR 150 has also opened the doors for the rest of the manufactures to get their bidding in a very different segment altogether. Part scooter part motorcycle, owing to the bigger alloy wheels, the SR 150 looks distinct for sure.



The SR 150 gets a dual headlamp at the middle of the front, not the top, not the bottom, but at the middle. The dual headlamps though happen to work one at a time, one for the low beam and another one for the high. The rest of the body looks sporty, but when you actually look at it in person, you know you will be seated in a cramped area. The split type single seat is designed from an ergonomic point of view, but it really is not. Sitting on that saddle for prolonged periods is not something you would want. Especially with the cramped room for your legs if you are about six feet.

Aprilia has made a very smart design choice with the scooter by providing foot recesses on the floor board to accommodate large feet just like mine. But again, you happen to become a lot conscious about the less amount of room available on the scooter that once the glass in your mind breaks, getting a total piece of mind for a serene ride is something that might not be exactly possible. The one thing that is commendable about the design is the rear seat which is moderately comfortable on longer hauls and the split type grab rails are good enough to grab on to in case of a panic attack.

I like the dashboard on the scooter, though it is an all analogue unit in a world where the entire competition is offering a digital something, Aprilia looking to keep the cost down has decided to go back to the 1990s with this. The dashboard then is a clean and neat unit with large numbers printed to know what speed you are doing. There is also an honorary mention of the figures in Miles per Hour in a smaller font which makes me think, will this scooter be Made in India and exported globally? Sounds interesting, let's see how that goes.



The plastic quality on the Aprilia is nothing commendable. It feels exactly the same as any other scooter on the street, no wait, make that any other premium scooter on the street. Though you do get a regular auto scooter only with a beefed up engine and minus the bells and whistles which you actually would from Aprilia. There is no cell phone charging unit, the under seat storage is less than par with the competition, and the overall feel of the scooter is a little on higher side in terms of riding on the road, but when riding it, there is nothing special other than it being different in terms of styling and the eyeballs the Aprilia grabs when on the road. Its headlamp, stickering, and the large wheels are what makes the scooter stand out among the competition.

### Features:

Now that most of the important stuff is covered, it is time for the small things that we noticed about the scooter. The RVMs are decent, they do not display the entire rear of your scooter and you do happen to encounter a bit of elbow in them, but they can get the job done. The good part being, they do not rattle as much at high speeds making them a lot usable compared to the competition. The location of the ignition key socket is a bit on the lower side to my liking. Makes it a little hard to reach in the beginning, but it is something you can get used to. The quality of the overall switchgear is pretty decent, and the presence of a pass light is a boon to have, though the way to access it is a bit odd and again, it is a matter of getting used to. I always ended up shifting to high beam in the first place before actually using the pass light.

The exhaust on the scooter is nothing remarkable, but the exhaust sound is something that makes you feel that the scooter is trying really hard to be a motorcycle. The exhaust is crisp and not something you would regret, unlike the Enfields. It settles in well, and after sometime you don't even realize that it is there. The tyres are good and comfortable. Since Vee rubber is uncharted territory in India, it will be left to be seen how long they last and if we can get other companies to launch 14 inch rubber for the Aprilia SR150.





**Performance:**

Now we are coming to the actual serious stuff. People will tell you that it is a 150cc motor, which means it will be powerful and crisp to ride. You will be really surprised, but the scooter did not behave exceptionally different than a regular 100-125cc auto scooter. Yes, the acceleration is a tad bit better, but the CVT transmission on the Aprilia SR150 seriously made us feel as if we are riding any other regular scooter. That is how much the company has tamed the SR 150. The transmission though is crisp and the performance is quite peppy and it is any day better than the rest of the clan, but then again, the 50cc difference does make a difference in performance.

The scooter gets a 154cc air cooled mill with a 6.5 litres fuel tank, and with a decent mileage, you could be able to travel about 200-250 kilometres on a fuel tank. Good enough for the city, not something you would want on the highway in case you happen to accept some dare and go touring on the Aprilia SR150. What would help you though in case you got for touring, is the engine. The engine on the SR150 is refined, I have to say that. After riding the Honda scooters, the Hero scooters and even the TVS and Mahindra, the engine on the Aprilia SR150 is one of the most refined I have found, even though it is borrowed from the Vespa 150.

There is a bit of buzz when idle, but once you get on the road and go, the vibes are greatly reduced and you get a plush ride. The engine is definitely re-tuned to improve its performance, but I am sure it has an impact on the efficiency of the scooter as the company has not revealed any mileage figures. Still if you ask me, they should range something in between 30-35 kmpl if you happen to ride with a sensitive wrist. Pull that thing on, and watch the mileage drop down to 25-30 kmpl (again, these are my estimations and not tested or company claimed figures).

Talking about pulling the accelerator, the scooter picks up speed at the rate of any other scooter in its competition or below. But if you happen to wring the accelerator a bit harder, the scooter then comes in its real character, unleashing all the 10.4 BHP to reach 60 kmph before you can blink twice. It does have the capability to reach triple digit speeds, but the engine will be stressed, and with the automatic transmission, the scooter will be sipping your fuel tank dry faster than I can gulp down a pitcher of beer.

The suspension on the SR 150 is on the firmer side, so all the undulations on the road get pretty much transmitted to you. This is great on the highway, but if you are making the scooter for the city, the suspension could be a bit softer for a better, smooth sailing ride. But then again, I am not complaining as much as it makes me wring the throttle with full speed and make sure the suspension is not going to budge. It also aids in the braking as the front disc brake, with a strong bite brings the scooter to a halt quickly and the hard suspension makes sure there is not much front dive. The large 14 inch Vee Rubber tyres do come handy with the 120/70 section size on both the front and the rear. Though it is doubtful how much you would be pushing them in terms of cornering.

### Final Thoughts:

If you ask me, Aprilia is playing a wonderful marketing strategy, launching the scooter at INR 65,000/- ex-showroom Delhi. People have started ogling at the scoot, only to miss the point that the on road price of the scoot is almost INR 74,000/-. For this amount you can get the Honda Unicorn, or Bajaj Pulsar 150, or many other 150cc bikes which make a lot more power, lot more torque, give almost double the mileage and low maintenance cost. But then if you are looking for a scooter with automatic transmission, you would rather be better off with a 125cc mill which is more than enough to ride in the city and also provide better comfort and fuel efficiency without compromising much on the performance factor.

If I was asked to put my money on the Aprilia SR150, I would only do it for boasting the fact that I own an Aprilia, and a scooter of 150cc that can do triple digit speeds when I want it to.

So, finally, if you wish to own a major brand and a piece of Italian history and also want a scooter able for peppy performance, the Aprilia SR150 can be yours for INR 74,000/- on-road Pune. Oh! And also did I forget to mention that the side stand is not available as standard but an added accessory for which you will have to pay more? Think about it and let us know what your thoughts and queries in the comments section below while we bring you a comprehensive review soon.



aprilia

**GENERAL:**

Price	Rs. 65,000 (ex-showroom, Delhi)
Launched	Aug, 2016

**ENGINE:**

Engine Displacement	154.4 CC
Engine Type	Air cooled, 4 stroke
Number Of Cylinders	1
Valves Per Cylinder	3
Max Power	11.6 PS @7000 rpm
Max Torque	11.5 Nm @5500 rpm
Bore x Stroke	N/A
Fuel Type	Petrol
Starter	Electric-Kick

**TRANSMISSION:**

Transmission Type	Auto
Number Of Speed Gears	-
Final Drive (Rear Wheel)	Direct

**WHEELS & TYRES:**

Front Tyre (Full Spec)	120/70- 14 Tubeless
Rear Tyre (Full Spec)	120/70- 14 Tubeless

**BRAKES:**

Front Brake Type	220 mm Disc
Rear Brake Type	140 mm Drum

**SUSPENSION:**

Suspension Front	Telescopic Fork
Suspension Rear	Spring Loaded

**DIMENSIONS:**

Overall Length	N/A
Overall Width	N/A
Overall Height	N/A
Wheelbase	N/A
Ground Clearance	N/A
Kerb Weight	122 kg
Fuel Capacity	7.0 Litres

# MOTORING NEWS

MOTOGP AUSTRIAN GRAND PRIX- DUCATIS TAKE CHARGE AT SPIELBERG



After a long summer break, the 2016 MotoGP World Championship was back at the Redbull Ring, Spielberg in Austria. The race began with the Factory Ducati riders and Valentino Rossi being clear favorites, by looking at the Qualifying results. The race started with Andrea Iannone on pole followed by Valentino Rossi and Andrea Dovizioso completing the first row.

As the lights went off, Andrea Iannone took charge to lead the pack at Turn 1, while Marc Marquez came in too hot and went wide affecting Jorge Lorenzo's pace onto the corner. Meanwhile at the back of the grid, a handful of riders jumped the start leading to a "Ride through penalty". With Iannone being the only leading rider on a Soft front-Medium rear tyre combo, pulled off at the front who was closely followed by his teammate Andrea Dovizioso. The Yamaha duo were fighting for the 3rd place, with Rossi trying his best to pass Lorenzo in order to get on charge at front.

Just after a few laps Iannone was passed by his teammate Dovizioso, who held on to the top spot for a pretty good number of laps, after eventually being overtaken by Iannone yet again. Without much of overtakes, the Austrian GP looked too easy for the Ducatis who had an upperhand over their rivals with a higher horse power. At the end, Andrea Iannone crossed the finish line at first place in joy, which is his Career first victory in MotoGP class.

It was the Bologna manufacturer, who was on cloud nine after making a first 1-2 finish since 2007. Andrea Iannone won a race for Ducati after about 06 years, previously won by Ducati's current test rider Casey Stoner in Phillip Island, 2010. The podium was completed by Andrea Dovizioso and Jorge Lorenzo. Valentino Rossi took a close fourth place after trying to catch Lorenzo all through till the end. After suffering a blow in the Practice session, the hurt Marc Marquez finished in the 5th place, closely followed by Maverick Viñales for sixth. The top 10 spots were completed by Dani Pedrosa, Scott Redding, Bradley Smith and Pol Espargaro.

The points table doesn't see much of any changes, as the top 3 riders stay exactly at where they were, at the end of the previous race in Germany. Marquez is on top of the table with 181 points, followed by Jorge Lorenzo and Valentino Rossi with 138 and 124 points respectively.

The MotoGP Championship moves to Brno in the Czech Republic next weekend, where the fight for the title will be continued. Until then it's a sign off from us. Stay tuned for future updates on the 2016 MotoGP Championship.



Harley-Davidson released shots of their 2017 tourers along with brand new “Milwaukee-Eight” engines. The 2017 product lineup of HD is said to be equipped with their Ninth only big V-twin engine ever manufactured in the 102 years of Harley Davidson’s history. Along with the brand new powerful engine the upcoming product lineup of Harley is also going to be featured with revised rear and front suspension setup.

The brand new Milwaukee-Eight HD V-Twin engine comes in two variants, Milwaukee-Eight 107 and Milwaukee-Eight 114. The new engine is been designed keeping the heritage of the company in mind, the sound and the feel of Harley is kept intact with the new engine as per the company. Both the variants of Milwaukee-Eight are featured with 4-valve setup in each cylinder making it a total of “Eight” valves depicting the same in the name of the engine. However, the 107 and 114 denote the cubic capacity of the engine in cubic Inch, which on converting comes to 1745cc for 107 and 1870cc for the bigger Milwaukee-Eight 114 engine.

The Milwaukee-Eight engines are said to be by far the most powerful V-twin engines from the stable of Harley Davidson. Despite of the increased performance figures the new Milwaukee-Eight engines are claimed to return better fuel economy as compared to the earlier V-Twin engines made by HD. The 2017 lineup which is said to be equipped with the new engines include- CVO Limited, CVO street Glide, Road King and Road King Classic.





Chennai based company VOLTA MOTORS has come up with a new Crossover electric bike- Volta Zap. The product is completely designed and developed in India, boldly representing the Make In India policy. The product is built considering all the parameters like design, engineering, overall weight balance, Center of Gravity, placement of batteries etc. eliminating the failures present in existing e-bikes in the market. The overall usage cost of Volta ZAP is claimed less than 10 paise per km which is very economical when compared to the usage cost of other two-wheelers and especially other electric bikes.

The battery of Volta Zap weighs just 3kgs which is claimed to be the lightest battery for an E-bike till date. This provides easier access and portability for the user to charge the battery anywhere, anytime. A purpose-built box frame, first of its kind in India, allows you to quickly insert and remove the battery in and out comfortably which give a peace of mind for people living in the urban areas. The frame is developed to provide even weight balance and distribution.

The Volta Zap is the first cross-over electric bike in India, it is also the first purpose-built E-bike designed for Indian road conditions unlike any other e-bikes which are available in the market. The Pedal assist feature helps the user to pedal the bike with an ease as it gives 3 full cycle wheel rotation for every single pedal rotation made. The LED reflectors placed on the bike makes it safer to ride during nights.

Integrated facilities for smart phones with customizable body panels and a wide range of colour choices make the product even more attractive. Since there is no license and registration process involved, the product reduces unnecessary customer strains for transferring the product all over India. The company is going to launch the new Volta Zap on 5th August 2016 in Bangalore, test rides will begin from the same place.

By: Farhan Kashif

## Bosch Demonstrates Range Of High Pressure Washers

In an event held in silicon city Bangalore, Bosch India has demonstrated their efficient range of High Pressure Washers. The event was focused on the biker groups and Jeep enthusiasts, addressing the specific challenges of vehicles during monsoon. The aim was to demonstrate the ease of keeping the mean machines clean, effortlessly.

In an attempt to replicate the challenges that riders would have to endure during long and off-road driving, the participants took centre-stage to clean their cars and bikes. While at it, the gathering of passionate automobile enthusiasts shared their experiences and challenges encountered in keeping their vehicles spick and span after a long and adventurous journey.

The HPW AQT 35-12 and AQT 37-13 from Bosch Power Tools are specifically engineered to remove stubborn dirt and grime. The products are designed to perform in the most rugged of environments. This makes it a tool useful for home and garden purposes. The High flow rate and powerful pressure together combine in significantly reducing the water consumption when compared to the traditional belt driven pressure washers. The high-pressure washers are easy to connect and can be used universally for almost all tasks. They are perfect for effective cleaning of courtyards, driveways as well as cars and bikes. The very efficient and useful products from the house of Bosch Power Tools India are available between price tag of Rs 8500- 9500.



## Indian Scout Sixty now available in Hyderabad



Polaris India Pvt. Ltd. has launched the all new 2016 Indian Scout Sixty in Hyderabad at their exclusive dealership- Mahavir Deccan Auto Pvt. Ltd. The new Indian Scout Sixty is the latest entrant to the fleet of Indian Motorcycles. The 2016 Indian Scout Sixty shares same chassis, suspensions and brakes, all these mated to a new 60 Cubic Inch engine. The new mill is geared with 5-speed manual transmission and it is also capable to produce 78 Bhp and 88.8 Nm of peak torque at 5800 Rpm.

At the unveiling ceremony Pankaj Dubey, MD, Polaris India Pvt. Ltd along with Yashwant Jhabakh, Managing Director, Deccan Auto Pvt. Ltd was present. The all new Indian Scout Sixty is launched in three classic Indian Motorcycle colors- Thunder Black, Indian Motorcycle Red and Pearl White color with a price tag of Rs.12.21 lacs (Ex-Showroom Hyderabad).

## Bridgestone Tyres Now Available For Two-Wheelers In India

Bridgestone a world renowned company and a market leader in rubber and tyre announced its entrance in two-wheeler segment in India. Bridgestone makes its debut in two-wheeler segment in India by launching exclusive tyres for scooters and motorcycles by the brand name- NEURUN.

As per company the NEURUN tyres are designed to deliver exceptional riding pleasure with proficiency for dry and wet braking. The tyres are made to showcase high durability coupled with its excellent grip for a comfortable and safe ride. The tread blocks and grooves deliver superior grip with comfortable maneuverability for riders.

Initially the brand NEURUN will be available in 5 sizes and 9 SKUs which will cater to 70% of the market demand. The tyres will be available at Bridgestone's current dealer network across the country and they will be available for sale from this month onwards.



# DUCATI LAUNCHES MULTISTRADA 1200 ENDURO IN INDIA





Ducati has launched the Enduro version of their Multistrada 1200 model in India. The Multistrada 1200 Enduro is touted to be the most adventurous motorcycle amongst the entire Ducati product lineup. The bike is the fourth model from the current Ducati Multistrada 1200 series available for sale in India. The Multistrada 1200, Multistrada 1200S and Multistrada 1200 Pikes Peak are the three existing products from Multistrada series that Ducati has to offer in the country.

The new Ducati Multistrada 1200 Enduro is capable of doing off-roading with ease. The bike is equipped with Euro-4 compliant Ducati Testastretta Desmodromic Variable Timing (DVT) engine. The mill is capable of churning out 160 horses at 9500 Rpm and 136 Nm of peak torque at 7500 Rpm. The liquid cooled L-Twin engine of Multistrada 1200 Enduro is mated to 6-speed transmission gears.

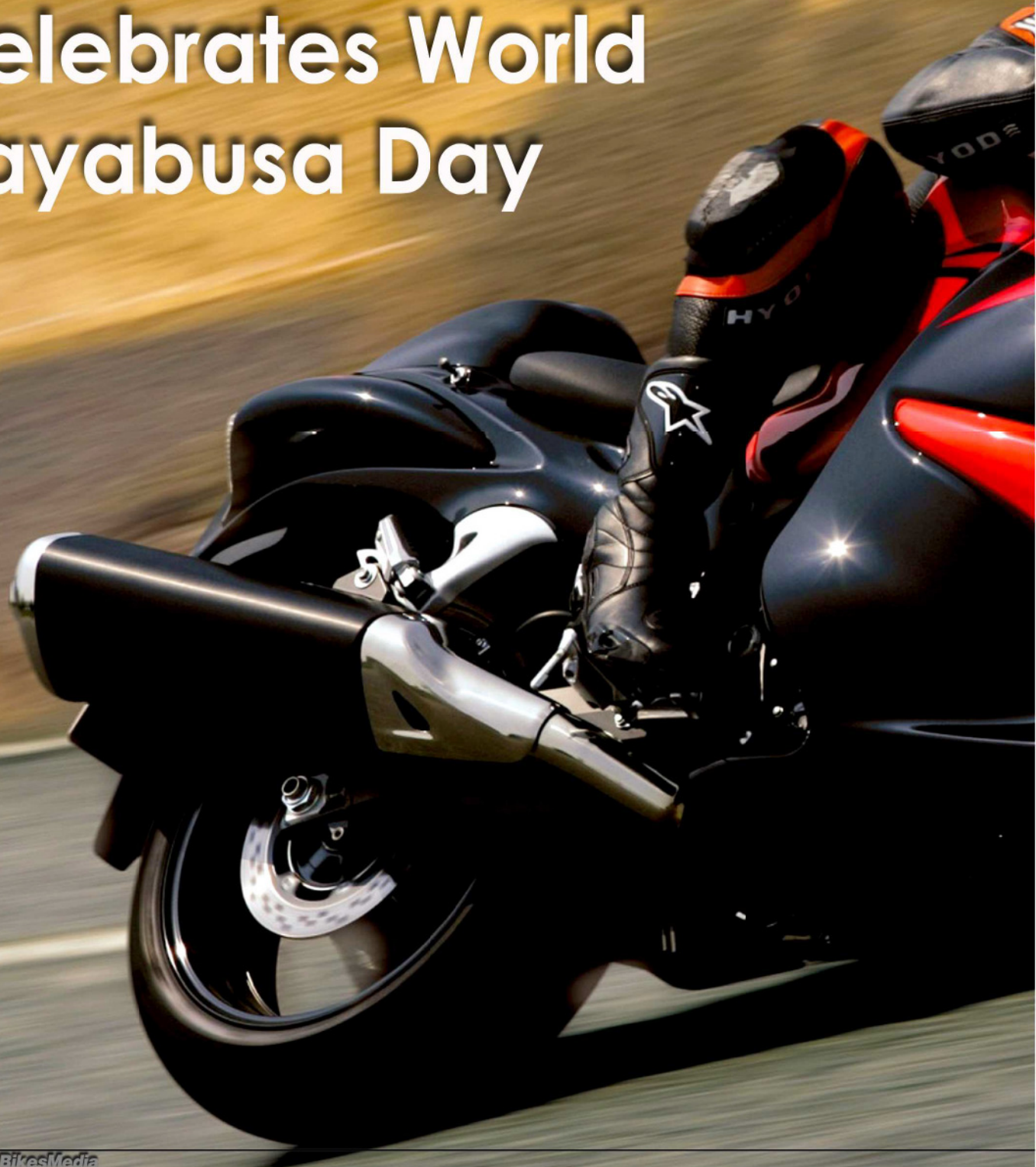
The Ducati Multistrada 1200 Enduro is specially featured with 19 inch front spoke wheel and 17 inch rear spoke wheel for better off-roading capability. The motorcycle comes equipped with semi active electronic front and rear Sach's suspension on board and a brand new twin sided aluminum swingarm. There is massive 30 liters of fuel tank featured on the Multistrada 1200 Enduro giving it a range of around 450 Km.

Apart from the on and off road capability the Multistrada 1200 Enduro also comes featured with Four riding modes, Hands-free ignition, Cruise Control and Ducati Multimedia system with Bluetooth. The new Multistrada 1200 Enduro is available at a price tag of Rs. 17,44,000 (Ex-Showroom, Delhi) and now available across all four Ducati dealerships in Delhi, Mumbai, Pune and Bangalore.

By: Farhan Kashif

MOTORING NEWS

# Suzuki Motorcycle India Celebrates World Hayabusa Day

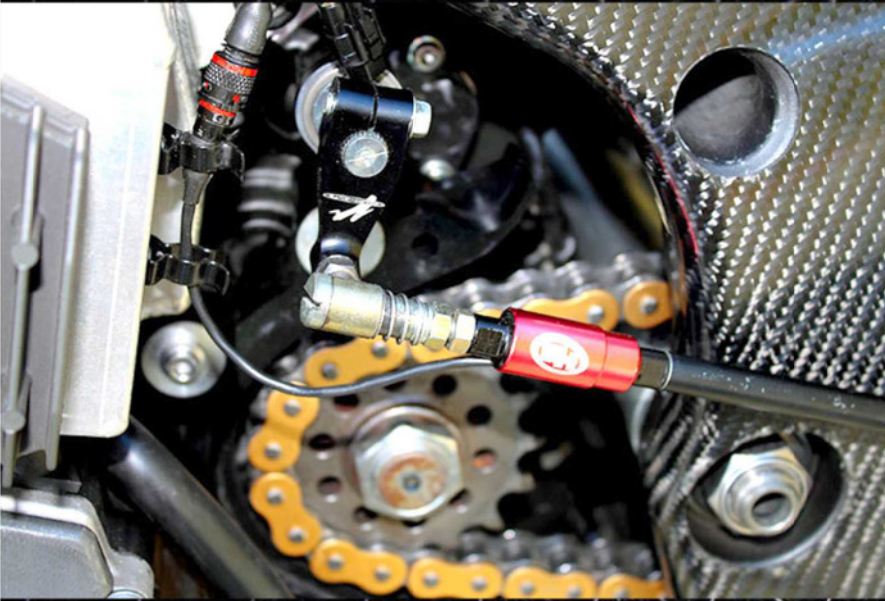




Suzuki Motorcycle India (SMIPL), which is the Indian subsidiary of Suzuki Motor Corporation, Japan has celebrated the world “Hayabusa Day” in 8 cities including Delhi, Mumbai, Pune and Kolkata on 21st Aug. The Hayabusa Day is observed in its native country Japan on 23rd Aug, on the occasion motorcycle enthusiasts and Hayabusa owners get together and celebrate the day.

For the very first time Suzuki has brought this tradition to our country, where the legendary and one of the fastest motorcycles on the face of this earth- Hayabusa has been celebrated. On the day of celebration the Hayabusa riders get together and ride their bikes to celebrate the event. On the occasion the riders were also distributed memorabilia to commemorate the Hayabusa Day.

# Advanced Electronics In Modern Bikes



In the world of advanced technology, motorcycles got their own unique advancements in terms of the electronics package, closely linked with its mechanics. What follows will be a list of those advanced electronics used on motorcycles that aid to the betterment of riding experience. The motorcycles considered here are also mechanically advanced (read Superbikes). For better understanding, simple language has been used instead of complex technical terms. Videos have also been attached for better understanding.

## 1. Traction Control

This is the first and foremost system that helps the rider to get along with all the power the engine has to offer (in a smooth way), without any rear wheel spin or power wheelie. The job of the system is that, it measures the speeds of both the front and rear wheels for many number of times within a second. By using that data it senses whether there is an unusual increase in speed at rear wheel compared to the front.

When the system senses such difference, the ECU controls the output power of the engine which eventually brings up the traction in the bike. This is done by either reducing the fuel input to the injectors or cylinders, cutting down the spark sequence in one or more cylinders, or closing the throttle valve internally (if the motorcycle comes shod with "Ride by Wire" technology).

As each rider has different types of skill sets, the Traction Control system comes usually in 3 or 4 modes ranging from minimum to maximum intervention. Modern racing machines also make use of the Traction control systems, to put most of the engines power on the ground by avoiding wheel spins.

## 2. Wheelie Control

Wheelie Control is a similar technology like TC, where the bike senses a power wheelie even before it's about to happen and it substantially avoids the circumstance. The Wheelies can be sensed by using a Pitch gyro sensor in the motorcycles sensor package. But instead, most of the manufacturers rely on the data gathered for Traction control. When the front wheel speed decreases gradually while the rear continues to accelerate, the system detects a wheelie. This in turn makes the system to intervene, and prevent the wheelie from happening. All these happens in fraction of seconds that the amateur riders won't even know that he/she is being helped by these electronics.

In recent times, the manufacturers are bringing in their Flagship models with 6 axis sensors (pitch,roll,yaw) for extreme precision and to make use of them in WSBK Championship (Only Homologated bikes are allowed in WSBK Championship). The 2015 Yamaha R1 and 2015 BMW S1000RR are a few to name, with these ultra modern electronics.

### 3. Launch Control

A race start needs to be very precise so that the bike doesn't wheelie or have a wheel spin. Having the throttle fully open at start would also damage the motorcycles engine. In order to overcome these, the Launch control was developed. What the system does is, it doesn't allow the engine RPM to cross a certain limit (10,000 RPM in case of Superbikes). The Launch control maximises the power that's put on to the tarmac right at the race start in a controlled manner. This works just like the Traction control, limiting the amount of power and torque sent to the rear wheel. But the difference is that, it works during race starts whereas TC is always ON (unless the rider switches it OFF).

### 4. Slide Control

The Slide control is a technology evolved in MotoGP racing. The 2015 Yamaha YZF R1 was the first production motorcycle to incorporate this technology. This system requires the 6 axis sensors for its working. Whenever a slide is detected during acceleration along with extreme lean angles, chances of getting a high side is higher. The system intervenes and reduce the power at the rear wheel, controlling the slide in a corner. The Slide control in production bikes have a few levels to choose from, according to the skills of the rider.

### 5. Anti lock Braking System

Being around for a few years now, it is one of the most important features in production bikes. As most of our readers know, the ABS stops wheel lock/locks during braking. At first there was only one predefined setting for ABS intervention, which is now developed to various levels so that it could be selected by the rider depending upon his need. The ABS system uses wheel speed sensors on both wheels and a sensor that detects a wheel lock, by which it prevents locking. The ABS modes come in various levels with minimal to maximum intervention. Racing bikes don't use this technology though, as it spoils the riders unique braking techniques.

### 6. Quick Shifters

In motorcycle racing every tenth of a second matters. As riders lost few tenths by closing the throttle during every gear shift, the Engineers developed a new technology in the form of a Quick Shifter. Upon use, the gear can be shifted clutch less with the throttle being fully open. A small sensor is attached to the gear lever of the motorcycle, so that it detects an up or down shift. The system cuts the fuel supply or Ignition in that very moment, which unloads the transmission. During that period of time, the gear can be shifted up or down. All these happens in milliseconds, saving almost a second in one lap for racers.

### 7. ECU Remapping

The ECU remap chip is a fuel injection adjustment unit, that is connected with the stock ECU of the motorcycle. These chips change various parameters of the engine and injectors as soon as it is powered. The changes are made to the bikes fueling and ignition timings, which results in better performance without making any permanent changes to the stock ECU. These chips come in different tuning states that can be changed manually. The chips vastly increase the horsepower, torque and acceleration of the motorcycle. The latest chips also support advanced electronic components like Quick Shifters. Some of the famous aftermarket tuning chips are manufactured by Power Commander and Bazzaz.

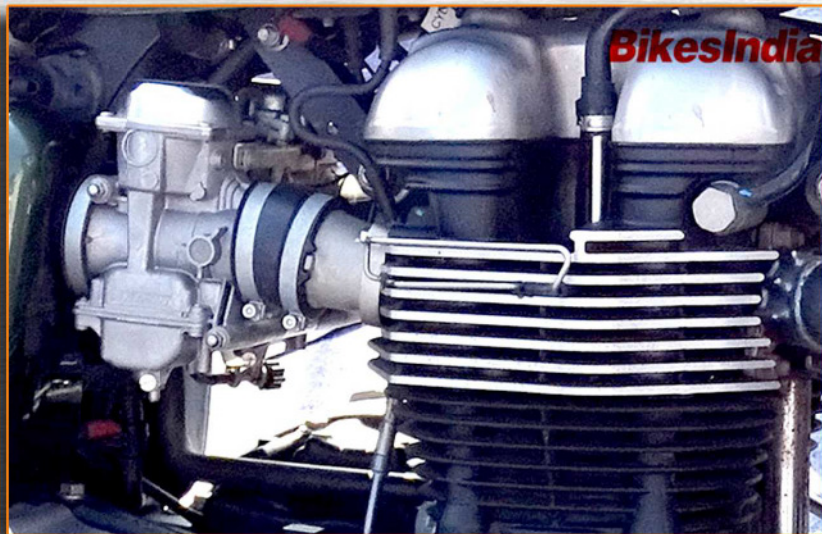




# How Carburetor Works?

**P**retty sure most of you must have heard about this term along with fuel injection. Many of you must also have a faint idea about the working of carburetors. But we are going to dive deep into the working of carburetors in complete detail here. So gear up to absorb the knowledge of carburetors and their working. Just to clear a few things, most of the bikes plying on the roads today consist of carburetors are cheaper and easy to maintain and tune. On the other hand Fuel Injections (EFI) are expensive, but provide a much smoother performance.

Come 2020, carburetors are going to be extinct on all the new bikes being launched into the market owing to adoption of BS VI emission standards in India which required fuel injection as standard on all bikes for being compatible.



## What are Carburetors?

**B**efore the days of the launch of fuel injection, carburetors were the ones responsible to provide the fuel and air mixture for the engine to run on. As we know, internal combustion engines require fuel and air to burn to produce energy. Carburetors are responsible for generating the fuel-air mixture and delivering it into the combustion chamber. They are the basic block to the proper functioning of the motorbike and the amount of fuel entering the engine for each combustion cycle is controlled by the carburetor. The system is not as sophisticated, neither is it electronically controlled in any way. But the efficiency of the system is based on the basics of physics allowing the system to be functioning till date owing to the cost-efficient nature and easy maintenance nature of the carburetors.

A basic carburetor is a small mixing tank with valves in it on two ends. There are inlet valves and an exhaust nozzle on it. The valves on the carburetors are known as butterfly valves owing to the butterfly shape which open from either side and contain a hinge for its movement in the middle. The amount of opening in the valve is controlled by the accelerator cable which allows the air to enter into the carburetor along with the fuel. The fuel from the tank and the air through the air filter mix inside the carburetor and the vacuum pressure generation from the combustion chamber creates a suction force to push the air-fuel mixture from the carburetor into the combustion chamber and that is how the carburetor functions.

The tuning of the carburetor is the adjustment of the slit for the air entering into the carburetor. In case the amount of air flow is less, the amount of air compared to the fuel present is less resulting in a rich mixture and could result in incomplete combustion. On the other hand if the air flow is high, the amount of air compared to fuel will be more resulting in a rich mixture leading to low power output as well as overheating of the engine. So during the tuning process of the carburetor, special care needs to be taken.

## Multi-Cylinder Carburetor System

**I**n case of multi-cylinder engines which are carbureted, equal number of carburetors are required for the number of engines in the bike. So for a twin-cylinder engine, two carburetors are required, whereas for a three cylinder engine, three carburetors are required and so on. The reason being, handling the task of providing the air-fuel mixture on a single carburetor for all the cylinders could result in improper provision and lead to discrepancies for the air-fuel mixture being supplied to each cylinder. This could result in improper functioning and lower power generation as well as efficiency of the engine and also improper functioning due to excess induced stress on the engine. This is the reason why the number of carburetors in the engine is equal to the number of cylinders.

This is how the carburetor functions. So the next time if you feel that your bike is under-powered than before or there is a drop in mileage as well as smoke exiting your exhaust pipe, make sure to check your carburetor in case of a failure. And also make sure to regularly service your carburetor after every 10,000 kilometers interval at the least, as the actual recommendation is to get it cleaned and checked out at every servicing. Take care of your carburetor and it will take care of you when riding your bike.

## HD's New Milwaukee Eight Engine



When it comes to Harley Davidson motorcycles, it is all about cult, legacy, and a huge fan following throughout the world. The American motorcycle company Harley-Davidson is known for their peculiar V-Twin engines making a very distinctive sound, which is more popularly known as “Potato- Potato”. This sound comes from the V-Twin engine configured for producing maximum torque, here the engine refinement is never been a concern for the hardcore HD fans.

Whatever the case it may be Harley-Davidson always strives hard to get a balance between the feel of their engines to the avid HD riders and between the technological advancement which comes hand in hand. Since the inception of the company, the Harley-Davidson has brought only eight engines as a major change to their product lineups. Recently HD has introduced their ninth brand new engine, which they have christened as “Milwaukee Eight”. The engine comes with plethora of changes brought by the company; let’s find out what all changes have been made by the company to the new engine and how they have addressed to challenges came into their way. The new Milwaukee Eight engine is featured with 4-valves per cylinder, hence the name. There are three different variants of the new engine-

- \* Milwaukee Eight 107 (107 cubic inch/ 1750cc capacity) with Oil Cooling system
- \* Milwaukee Eight 107 (107 cubic inch/ 1750cc capacity) with Liquid Cooling system
- \* Milwaukee Eight 114 (114 cubic inch/ 1870cc capacity) with Liquid Cooling system

The oil cooled Milwaukee Eight 107 is meant for 2017 models of Street Glide, Road Glide, Electra Glide and Road King. Whereas the same engine with liquid cooling system is designated to the likes of HD Ultra Limited, Road Glide Ultra and Tri Glide Ultra models. On the other hand the bigger Milwaukee Eight 114 is meant to be featured on the Harley Davidson CVO Limited and CVO Street Glide.

As per the company the new engine has higher Compression Ratio and it has 10% better torque figure as compared to the previous HD Twin Cam V-twin engines. The company has brought multiple changes in the engine ranging from the Valve Train to addition of Counter Balancers. With the help of 4-valve per cylinder configuration the new engine is now able to breathe better than the previous gen engines. The engine not only able to breathe better but it also has 50% better gas flow through the exhaust and Intake valves.

The company has also included counter balancers in the engine for better vibration control, the new engine is claimed to be silent as never experienced before. To further cut down the vibrations the new Milwaukee Eight engines are to be mounted on rubber mounts present. Harley Davidson also claims that they have also made the exhaust sound richer than before as they managed to curtail few mechanical noises.

The new engines are going to be sit on majority of the touring bikes, hence the company has paid special attention towards the electrical charging as all the modern day gadgetries like heated grips, heated seat and other devices tend to draw more energy. Noticeably, Harley did not compromise on the looks and design of the engine as it contains all the aesthetic elements that were always present on the HD engines irrespective of their sizes. The new Milwaukee Eight engines, be it oil cooled or liquid cooled version, all are featured with air cooling fins, maintaining the trademark looks of a typical Harley Davidson engine.

# Motorcycle Racing- Ice Speedway



**I**ce Speedway is the most unique type of racing across not only track racing but amongst all other racing types as well. As the name suggests, it is done on a track made up of ice. Wondering how can bikes race on Ice? Read on. It is claimed that Ice Racing took place as early as the 1920's on the frozen lakes of Sweden but it was in the 1930's that the now familiar spikes were first used. The Ice Speedway races are staged on frozen lakes, indoor ice skating rinks or flooded oval stadiums. Like other track races, this has also been developed from Speedway Racing.

In fact, the scoring system and other rules are similar to Speedway. The race is held in an anti clockwise direction and the track length is same as in Speedway. There's one major difference though, in the form of riding technique, you won't find racers broadsiding while turning in the studded tyre category. Ice Speedway is divided into full rubber and studded tyres categories.

**Full Rubber:** This is similar to Speedway. The technique used here is broadsiding. The racers must have some extra ordinary skills to control the bike on the icy surface with regular treaded tyres.

**Studded Tyres Category:** The bikes used here are similar to speedway but have a longer wheelbase and a two speed gearbox. The 500cc Jawa bikes are the most preferred choice for racing, followed by the GM motors. Interestingly, the engines in these bikes are mounted upright instead of the laid down ones which are used in other track racing categories. The reason for this is that the forces extended on the extended wheelbase frame are more severe in ice racing and a rigid frame becomes necessary. Lay-down engines reduce the rigidity and hence the bikes have duplex down-tube structures.

The bikes used in this category have spikes screwed into their treadless tyres. The spikes are 28mm in length and there are about 150 spikes on the front tyre and 200 on the rear tyre. As the spikes can cause fatal injuries to the riders in case of an accident, they use special protective guards over the wheels to prevent injuries. Expectedly, the spiked tyres produce a huge amount of traction even on ice. This factor makes it impossible to use the familiar broadsiding technique used in track racing. Hence, the riders lean their bikes into the turns. If you think that the ice surface makes it slower than the other track races then you are wrong, they touch speeds of 130 km/h on the straights and around 95 km/h on the bends.

Being a winter sport, it is mostly popular in the north and east Europe and North America, mainly in Scandinavia, Russia, Germany, Czech Republic and Netherlands. The FIM sanctioned Ice Speedway Gladiators World Championship (Individual) and Team Ice Racing World Championships take place annually. Russia's Nikolai Krasnikov and Sweden's Per-Olof Serenius are famous racers with the former being a medalist from 2005 – 2012. Dmitri Khomitsevich is the reigning champion. In the Team Championship, Russia is the dominant force, winning all but three tournaments since it began in 1979 till present. They are also the current champions with a winning streak of 12 championships which started from 2003.

## Czech Grand Prix Race Report

# Cal Crutchlow Swims While Jorge Lorenzo Sinks



After a completely wet Moto3 and Moto2, the rain gods showed some mercy while it was time for MotoGP. As the track was completely wet, the chances for a flag to flag race was very high. After a small sighting lap, most of the grid settled with Michelin's soft wet tyres while Rossi, Lorenzo and Crutchlow were the few exceptions with the Hard compound rubber.

As the lights went off, the Pole man Marc Marquez had a terrible start and was soon overtook by Andrea Iannone and Jorge Lorenzo. Soon the Ducati boys Andrea Iannone, Scott Redding and Andrea Dovizioso rocketed to the front leaving the in form Marc Marquez behind.

Meanwhile the Yamaha duo dropped positions gradually and was seen below P10. Though the Ducati boys lead at front, the British rider Cal Crutchlow started putting in fastest laps of the race, proving the worth of Hard front and rear tyres. This made Crutchlow to swim through the field from P15 to the front with ease. Andrea Dovizioso ran off onto the gravel suffering a tyre problem, which made him to retire midway.

Halfway through the race, the soft compound tyres of the riders began to degrade much faster, paving way to the Italian master Valentino Rossi. Rossi soon grasped the opportunity with open arms to overtake a handful of riders, and found himself behind the race leader Cal Crutchlow. Marquez tried his best from P5 to overtake Iannone and Hector Barbera, and saw himself at 3rd position.

Jorge Lorenzo fought with his own ability in finding pace on wet track. After riding behind P12 throughout, he took a catastrophic decision to swap bikes. This saw him at P17, one lap behind along with the front runners.

Cal Crutchlow became the first British rider in 35 years and second independent team in 2016 to win at the 2016 Czech GP. After so many years in the Premier class, Cal Crutchlow finally won his first ever GP. Valentino Rossi and Marc Marquez completed the podium after a great run in P2 and P3. They were followed by Loriz Baz, Hector Barbera and Eugene Laverty for top 6. Danilo Petrucci, Andrea Iannone, Maverick Viñales and Tito Rabat completed the top 10, while Rabat had his first top 10 finish in the Premier class.

Jorge Lorenzo finished the race in a lonely P17. Marc Marquez leads the table while Valentino Rossi climbs one place ahead of Lorenzo to claim second position in the Championship standings. MotoGP moves to Crutchlow's home circuit in two weeks time at the Silverstone. Will he be able to make the most of it? Stay tuned for further updates on the 2016 MotoGP Championship on BikesIndia.

## Top 4 Affordable 200cc - 250cc Bikes



We Indians need power. Now it could be in any kind really, but I am not going to into something that might have me thrown into prison, as people have the tendency to get offended really fast. Speaking of fast, the current Indian biking scenario is witnessing a lot of fast bikes being launched. Going at the speed of 100 kmph is really not fast enough anymore, and we have been looking for bikes that could surpass this figure quite easily. So it is no surprise when the 200-250cc class of bikes made it to India to decimate the 100 kmph figure and breathe a new adrenaline rage in the youth of the country. But then as Indians we always want something that is not just fast, but also cheap, and so for all those, we have for you the list of top 5 affordable 200-250cc bikes in the Indian market.

### 1. Hero Karizma R:



Now interestingly, you would have has never expected the Karizma to make it to the list if you were to say, compile a list of the best 5. The bike is old, the update really didn't make any headway into the market, and most importantly, the other options available to us today are far better than the Karizma to be fair. But what Hero has an ace up its sleeve is the price factor, since the Karizma R is the cheapest 200cc bike in the country.

In terms of performance, the bike is not all that bad. It comes with an air cooled 223cc engine churning out 19.2 bhp of power at 7500 RPM and 19.35 Nm of torque at 6000 RPM. The figures are not the best, but they are not really the worst either. The bike is quite a capable performer and complaints in terms of build quality and after sales have been negligible.

The bike is a solid performer under any circumstances, but the new EBR based looks have pretty much killed its presence in the market. You can make the Karizma R yours for just INR 84,550/- ex-showroom Delhi, and mind you, this cost is less than some of the 150cc bikes out there today. You could give it a serious thought.

## 2. Bajaj Avenger 220:

Bajaj really hit a sweet spot with the Avenger as the country was longing for a cruiser and was bored with the usual Royal Enfield bikes. The rest of the crop in Harley Davidson was way beyond the reach of the normal man, while the cheaper versions in the Yamaha Enticer was too much for the eye to fathom. The Avenger has everything in just the right proportions with a modern classic look, an able engine at its heart and the comfort to ride into the wilderness without a spot of bother.

The bike went through multiple revisions and upgrades, the latest being a year ago where it received two new versions in the Cruise and Street, both built for the purpose they are named as.

The engine though remained the same 220cc mill as in the other Bajaj bike which is oil cum air cooled and putting out 19.03 PS of power and 17.5 Nm of torque which is just a slight rise over the previous version. The bike is all yours for the cost of INR 85,497/- ex-showroom Pune.



## 3. Bajaj Pulsar 220F:



What made the Bajaj Pulsar 220F so special was the big engine with the displacement only on the Karizma twins from Hero Honda, and yet it provided so much more power for so much less, it really was the fastest Indian until the Pulsar 200NS made it to the market. Even after the multiple upgrades earlier and nothing at all later, the bike still manages to sell in huge numbers, co existing along with the Pulsar 200cc bikes. The Pulsar 220F is the bike everyone wanted once upon a time, and given an option, will still do. The Bajaj Pulsar 220F was the first Indian made bike to breach the 150 kmph speed barrier and hence made all the headlines for the right reasons. The bike is powered by the same engine as in the Avenger which is an air cooled 220cc engine, but is tuned for more performance out of it. The output figures stand at 21.05 PS at 8500 RPM and 19.12 Nm of torque at 7000 RPM. The bike was also the first from Bajaj to get a half-

fairing and hence allowed the bike to slice through air on the open road with a lot of ease. The bike currently retails for INR 88,195/- ex-showroom Pune and is one of the top selling bikes even today.

## 4. TVS Apache 200 4V:

The TVS Apache 200 4V is the newest entrant to the market and is already creating quite the storm due to its immaculate design, and most importantly the low cost. After lots of R&D and testing, TVS finally has launched the bike in the market and the sales are already starting to rack up. TVS is offering loads of options with the bike as add ons, but the basic form is available for just INR 88,990/- ex-showroom Delhi.

What you get with the basic version is the entire bike with a 197.75cc oil cooled engine with RAM cooling system to aid faster cooling and a composed engine. You also get twin discs and the rest of the toys that come with it. The tyres though are the new Remora compound tyres that TVS launched along with the bike. With a little extra investment, you can even get fuel injection, Pirelli tyres, and ABS, but that would rile the price of the bike quite high. But then again the basic is what we are checking out. The engine is capable of 20.05 PS at 8500 RPM and 18.1 PS of torque at 7000 RPM for the carbureted version of the bike that we are discussing here.



## Racing Legends- Casey Stoner

Here we are with the next iteration of the "Racing Legends" series. This time we bring you the only motorcycle racer who has a title to his name on a Ducati, the Australian "Casey Stoner". He is touted as one of the most talented racer ever to have raced a MotoGP machine.



### Early Days:

Casey Stoner, born on 16th October 1985 in Queensland, Australia started riding motorcycles at a very young age. Stoner started off as a Dirt racer at the age of 4 in Australia, and won his first race when he was just 6 years old. Stoner once raced 35 races in 5 different categories, all in one weekend and also bagged 32 victories to his name. Just at 14 years of age, Casey had managed to win 41 dirt races and a staggering 70 state titles.

At the age of 14, Stoner's parents gave a nod to his passion for Road racing prowess. Casey Stoner along with his parents decided to shift to the United Kingdom, where he could race legally at the age of 14. He started off on a 125cc Aprilia, competing in the Spanish and British championships from 2000 to 2002.

**125cc and 250cc Class:**

In the year 2003 Stoner finally moved to the 125cc World Championship, again on an Aprilia. He finished his rookie season in 8th position with one win and 3 second places to his name. The next year he got a ride from Redbull KTM Factory team and went on to win one more race, along with 5 podium finishes eventually finishing the Championship in 5th place.

Casey Stoner moved up to the 250cc class in the year 2005, once again riding an Aprilia. Stoner found it very comfortable on the bike, as he was so competitive throughout the season becoming a threat to the then Championship contender Dani Pedrosa. Stoner though, ended the season in second place with 5 race victories and 5 podium finishes.



**MotoGP:**

A Rookie, Casey Stoner started off his rookie MotoGP career in 2006 on a Satellite Honda RC211V motorcycle. Stoner learned the tricks of riding a MotoGP motorcycle in his first outing, who also crashed several times throughout the season. Stoner took his first pole position in MotoGP class in just his second race weekend. He secured a 2nd place at the Turkish GP, which was his best in that season. Casey Stoner ended his first season at the top level in 8th place overall.

**The Italian Fortune:**

Casey had a very fortunate start in 2007, where he secured a deal with Ducati to ride their 800cc Ducati Desmosedici GP7 alongside Loris Capirossi. Stoner gelled with the bike very well and started producing miraculous results for Ducati, which the manufacturer never tasted before. Stoner went on to win the very first GP at Qatar, followed by 9 more victories in that season. Stoner made 6 pole positions in that progress. Casey Stoner clinched his very first World Championship in the Premier class at Motegi, Japan making him the first and only rider to win a Championship on a Ducati. Stoner outplayed every other rider in the track including the likes of Valentino Rossi and Dani Pedrosa. Stoner was named as the Young Australian of the year for 2007.





## Racing Legends- Casey Stoner

### A Close Call:

The following year saw Casey winning the Qatar GP yet again in succession. Stoner made an impressive seven successive pole positions in 2008, converting 3 of them into victories. The most famous race of the decade happened at Laguna Seca, involving Casey Stoner and Valentino Rossi. Both had an intense battle with each other, putting in some brave overtaking maneuvers making it a treat to all MotoGP fans worldwide. The final corner of the last lap saw Valentino Rossi winning over Stoner, as he crashed into the gravel. Stoner however picked up the bike and finished the race in second place, as both of them were well ahead of other riders. Stoner ended up in the gravel for the next two successive races which made him lose points. At the end of the year, Rossi clinched the Championship and Stoner ended it in second place with 280 points.

### Downfall:

Stoner extended his contract with Ducati for 2009, with an option for 2010 too. But Casey Stoner suffered health issues in 2009, which made him tired before the race finishes. Stoner was diagnosed with an inflammation in his stomach and Anaemia. So he decided to take a break in order to recover from illness, and missed three consecutive rounds who was later diagnosed with lactose intolerance. Stoner returned in the later part of 2009 for the Portuguese GP, and won the next race at Australia. At the end Stoner ended the championship at fourth position with the top spot grabbed Valentino Rossi.

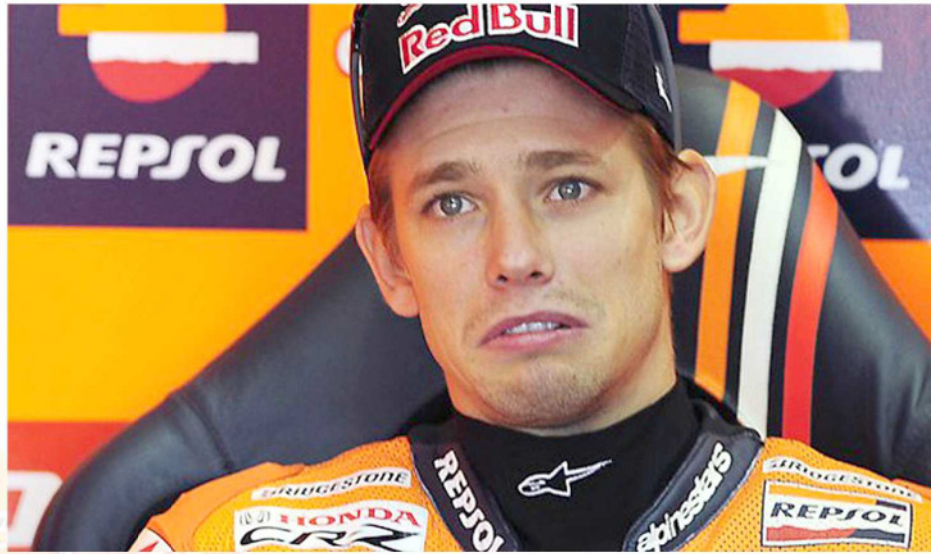
2010 was the last season for Casey Stoner with Ducati. Stoner qualified for the opening race on Pole position, only to crash out in the race due to a mistake. He further crashed in 4 more races in the season, and ruined his position in the points table. It was not that Casey Stoner went out of form, the Ducati became worse year by year. To prove that, his victories went decreasing year by year with 10, 6, 4 and 3 victories respectively from 2007 to 2010. The year ended with the newbie Jorge Lorenzo winning the Championship. Casey Stoner ended the year at 4th yet again.

**The Honda Relationship:**

The end of 2010 season saw many big names switching teams, including Valentino Rossi. Rossi joined Ducati to fill in Stoner's spot while Stoner was welcomed by Repsol Honda. Stoner quickly adapted to the Honda very soon, and also won the season opener at Qatar from pole position. Stoner went on to win 9 more races tallying to a total of 10 wins in 2011. With 350 points to his name, Casey won his second World Championship in 2011.

Stoner continued the 2012 championship with Repsol Honda. He went on to win 4 races from the first 10, along with 4 pole positions. Casey announced that he will retire from MotoGP at the end of the 2012 championship, as he stated that he did not enjoy competing in the series, which was one of the major reasons for his retirement.

Stoner had a hard blow at the Indianapolis GP, resulting in a torn ligament in his ankle making him undergo a surgery. This made him to miss 3 races on a trot, and he lost major points for the title. After a successful surgery, he was back at the Australian GP and won the race for the 5th time. Stoner ended the championship in fourth place, and the team had a board saying "GOING FISHING" relating to his retirement. Stoner stated that he was enjoying his life after retirement with his family, dismissing any chances of a comeback.



**Return to Motorcycling:**

Stoner returned as a test rider for Honda in 2013 to aid the development of their MotoGP machine RC213V. He tested the bike for two seasons on a limited basis. Due to a good relationship with Honda Racing Corporation (HRC), he agreed Honda's offer to ride in the Suzuka 8 hours for 2015. Stoner rode the Honda CBR 1000RR, and suffered a heavy crash due to a throttle malfunction. He eventually hit a barrier at a very high speed, fracturing his left Tibia and breaking his right Scapula. Honda found that the throttle valve was defective and was stuck open at 26 degrees. These series of events saw the relationship sour between Stoner and Honda.

**Present:**

At present Casey Stoner works as a test rider for Ducati Corse team for the development of the Desmosedici GP16. There was a chance for a Wildcard entry, but Stoner denied and remained only as a test rider. Only time has to say, if Casey Stoner will revert his decision of retirement and get back to racing at 2'O clock in the afternoon.

As fans of MotoGP, we would very much like to see Casey Stoner back to racing. Till then imagine the fierce competition "(in dreams....)" and stay tuned to BikesMedia.



## QUESTIONS & ANSWERS

### Q. Nandan

Hello, my mom is planning to buy a scooter and she is confused between dio and fascino. She has narrowed it down to these two vehicles as of now. The online comparisons show dio to have certain advantages like better ground clearance and torque. However, I doubt the body strength of dio. Can u plz suggest me with the better one of the 2:)

*Hi Nandan,*

*The Fascino will be my choice, reason behind is pretty simple for me, the longer wheelbase and telescopic front suspension makes the Fascino ergonomically better scooter than Honda Dio. Go for it!!*

### Q. Sonali

I want to buy a gear less bike. I like fascino. but I heard some bad reviews. like after some Km body gets loose, engine make sound, bike make more vibrate, mileage gets low, engine OFF during driving.

I am beginner, I am 5.7". I want to use daily 30Km for office. I am confused with honda 3G, Jupiter, Mestro & fascino. I like fascino more.

I want durable bike. I don't want any technical issue up to 2 to 3 Years.

I want better performance.

*Hello Sonali,*

*The Yamaha Fascino is an excellent product and nothing such issues have been reported to us so far. Go a head with Fascino you won't regret with your decision.*

### Q. Pavan

Hi Sir, I am in confusion with Activa 3g or Dio and few will suggest with TVS jupiter and also recently very good features released by Mahindra in Gusto 125. Which one you suggest? It should be comfortable and good mileage.

*Hi Pavan,*

*From the above mentioned options I would suggest you TVS Jupiter as it will return you good mileage and is packed with loads of features.*

### Q. Pratik

Which bike would be better between Pulsar RS200, Pulsar AS200, Apache RTR 200, and Yamaha R15 V 2.0? In terms of maintenance as well as performance.

*Hi Pratik,*

*The Yamaha R15 v2.0 is best in terms of reliability, low maintenance and performance in its segment. Rest of the bikes belongs to different 200cc class and hence they should not be compared with R15. However, if you ask me to choose from the given 200cc class I would go with Pulsar RS200.*

### Q. Shson

I want to buy a bike on which I would learn riding too as I have no other option, so would hero ignitor or achiever be good for me? kindly reply quickly friend, thank you. P.S.- I am on the heavier side

*Hi,*

*As you mentioned it is going to be your first bike and you would rather learn riding on this bike. I would suggest you any 125cc agile bike as you also mentioned that you are on a little heavier side. The Hero Ignitor is good for you but since it is featured with fairing (half though) there is a good chance of damaging it, therefore either Honda Shine or Yamaha Sahuto or Honda Livo would do the job perfectly for you.*

# Hero Splendor iSmart 110 Vs Old iSmart



When Hero part their ways with the Japanese giant Honda and became Hero MotoCorp they were having loads of technical knowhow and tremendous experience, hardly incurring them any losses especially in terms of brand image. Slowly the Indian automaker is proceeding towards rewriting the success story. The Hero MotoCorp is not only having tie ups with various global OEM firms but also acquired quite a few talents from the industry. The company has already rolled out two of its indigenously built auto gear scooters- Maestro Edge and Duet, and trecently they have also launched new Splendor iSmart 110 built entirely on their own.

We've test ridden the promising new iSmart 110 and found it quite impressive, since Hero has not discontinued the older iSmart it will be very interesting to find out how these two bikes fare against each other. Here we bring you a shootout between the old Splendor iSmart and the newly launched Hero Splendor iSmart 110.

Both new and old Splendor iSmarts carry almost identical silhouette, one can identify both the bikes as brand "iSmart" from quite a distance. However, Hero has worked on the new iSmart 110 from its headlight to tail lamp. The new iSmart 110 is featured with newly designed headlamp and its cowl, the more flat looking headlight of the older iSmart is now being replaced with a trapezoidal headlamp. Hero has incorporated industry first Automatic Headlight On (AHO) feature on the new Splendor iSmart, this noble safety feature keeps the headlight on in all conditions (day or night) and one cannot switch off the headlight as there is no switch has been given to do so.

Major work has been done on the rear end of the bike as a new tail lamp is been featured on the new iSmart 110. Not only the tail light, the rear fender and the number plate assembly are also changed. Now the entire rear end of the bike looks sharper and edgier with new tail light assembly, new rear fender and pointed blinkers with clear lens. The new Splendor iSmart 110 is also featured with pointed leaf like rear view mirrors which also come in body color. However, somehow we found the rear view mirrors on the older iSmart more convenient and practical in use. Apart from these small changes that add to the overall looks of the bike, there is newly designed fuel tank that gives a big bike feel to the new iSmart despite of its reduced capacity of marginal 0.2 Lt.



## Instrument Cluster & Switchgear:

The new Hero Splendor iSmart 110 comes equipped with new meter console which is part digital and part analog. There is small digital console given on the board featured with Odometer and Trip meter. The Speedometer sits right in the center of the console featuring Side stand indicator and Neutral light. The other dial belongs to fuel meter which comes as analog and the entire meter console is lit by Blue color light making the instrument cluster legible.

On the other hand the old Splendor iSmart is featured with all analog meter console having the Odometer, Speedometer and Trip mater all stuffed into one big center dial. The other dial belongs to analog fuel gauge, whereas the Neutral light, Side stand indicator and turn signal lights sit on the dash of the instrument cluster.

As far as switchgear and its quality is concerned, Hero apparently cut the manufacturing cost and featured the same old switchgear on the new Splendor iSmart 110 which we found a little sub standard. Hero either should have come up with brand new set of switchgear or at least they should improve the quality of switchgear.

### Handling & Comfort

The ride quality of the new Splendor iSmart 110 is certainly a notch up from the older version. We found the seat of the new iSmart 110 softer and comfortable along with the softer handle grips. Overall the ride quality of the new iSmart is plusher and we enjoyed it on both rough terrains as well as on good roads.

The new iSmart 110 is featured with brand new chassis which is responsible for better handling, the longer wheelbase and increased ground clearance play vital role in handling of the bike especially while going off roads. However, the kerb weight of the new iSmart has been increased by 5 Kg but that seems to be compensated by the increased torque and power figures that the bike is capable to achieve with the help of brand new 110cc engine.



### Engine & Performance:

The older 97.2cc Honda engine which is featured on the old iSmart is been replaced with the brand new engine on the new Splendor iSmart 110, designed & developed by the home team of Hero MotoCorp at their Indian facility. The new 110cc engine is banked at an increased angle and is capable of producing 9.1 Ps of power at 7500 Rpm and 9.0 nm of peak torque at 5500 Rpm. The performance figures at the new iSmart 110 is increased by 0.7 Ps and 1.0 Nm from the older iSmart, making the difference felt with smoother power delivery at all rev range. Both the engines are mated to 4 speed transmission gear box and the transmission on both the bikes is smooth and precise. We found the new engine refined and smooth, the power delivery is also very linear and we could able to pull the bike in top gear when at speed as low as 20 Kmph. However, the trait of linear power delivery and the evenly distributed torque is common on both the bikes but the smoothness of the engine at the new iSmart 110 is what made all the difference. However, the Hero patented iSmart technology

comes handy only while you are at traffic signal, other than that there is nothing as such which makes this technology aiding to the fuel efficiency of the bike. Both the bikes share the same iSmart tech, which can also be switched off with the help of a switch present on the right side of the switchgear.

### Verdict:

So, is the new Splendor iSmart 110 any better than the older one?

This intriguing question was there in our minds even before we started doing the review of both the bikes. And the answer is YES, the new Hero Splendor iSmart 110 is certainly an updated version of the older iSmart and Hero has successfully managed to improve a popular product.

We can now only imagine as Hero already has its platform ready, how quickly the company not only updates the other existing products but also come up with brand new products in future, only time will tell the same.

