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Everything About Two Wheelers

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American GP 2017 Race Report

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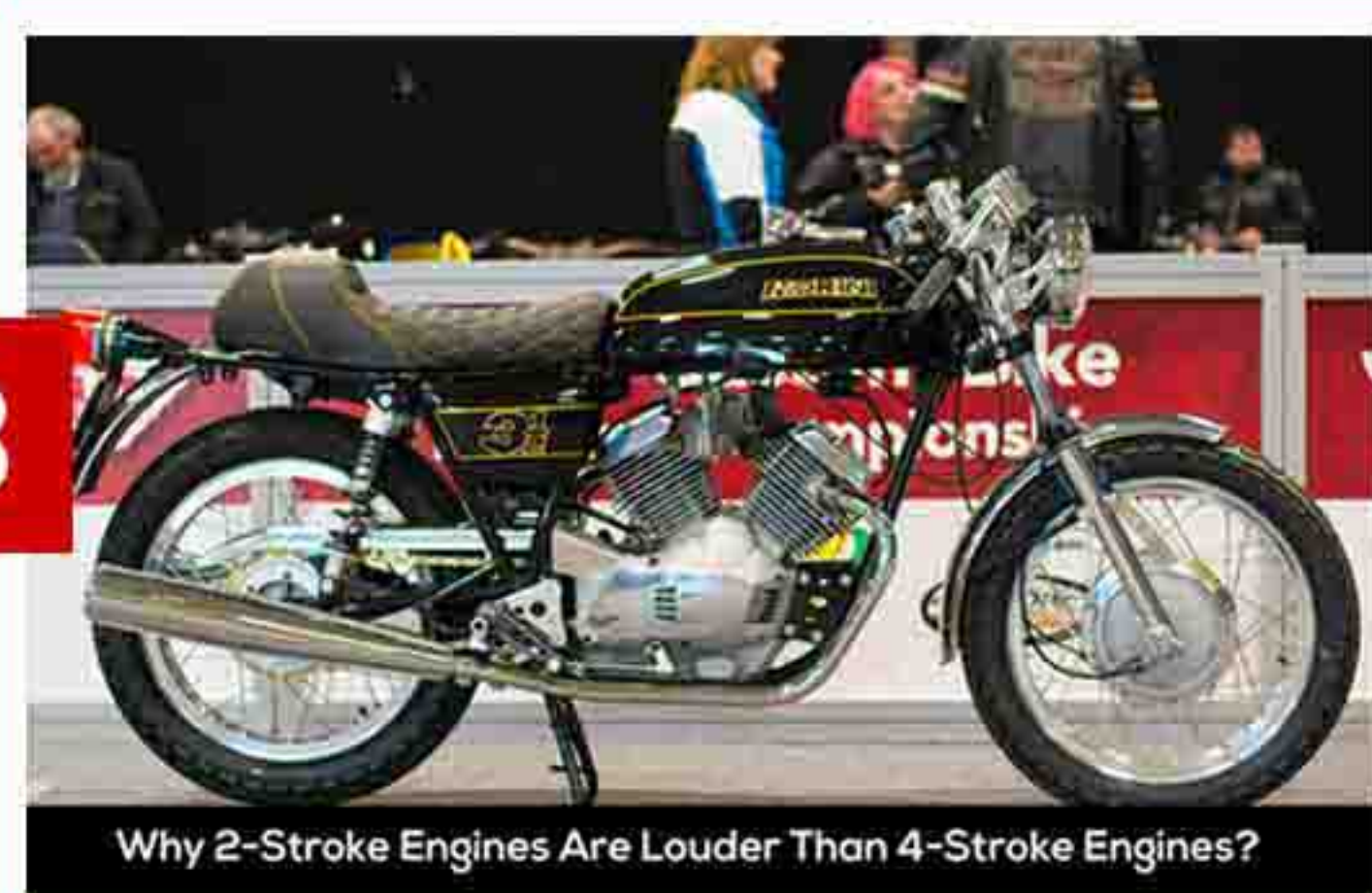
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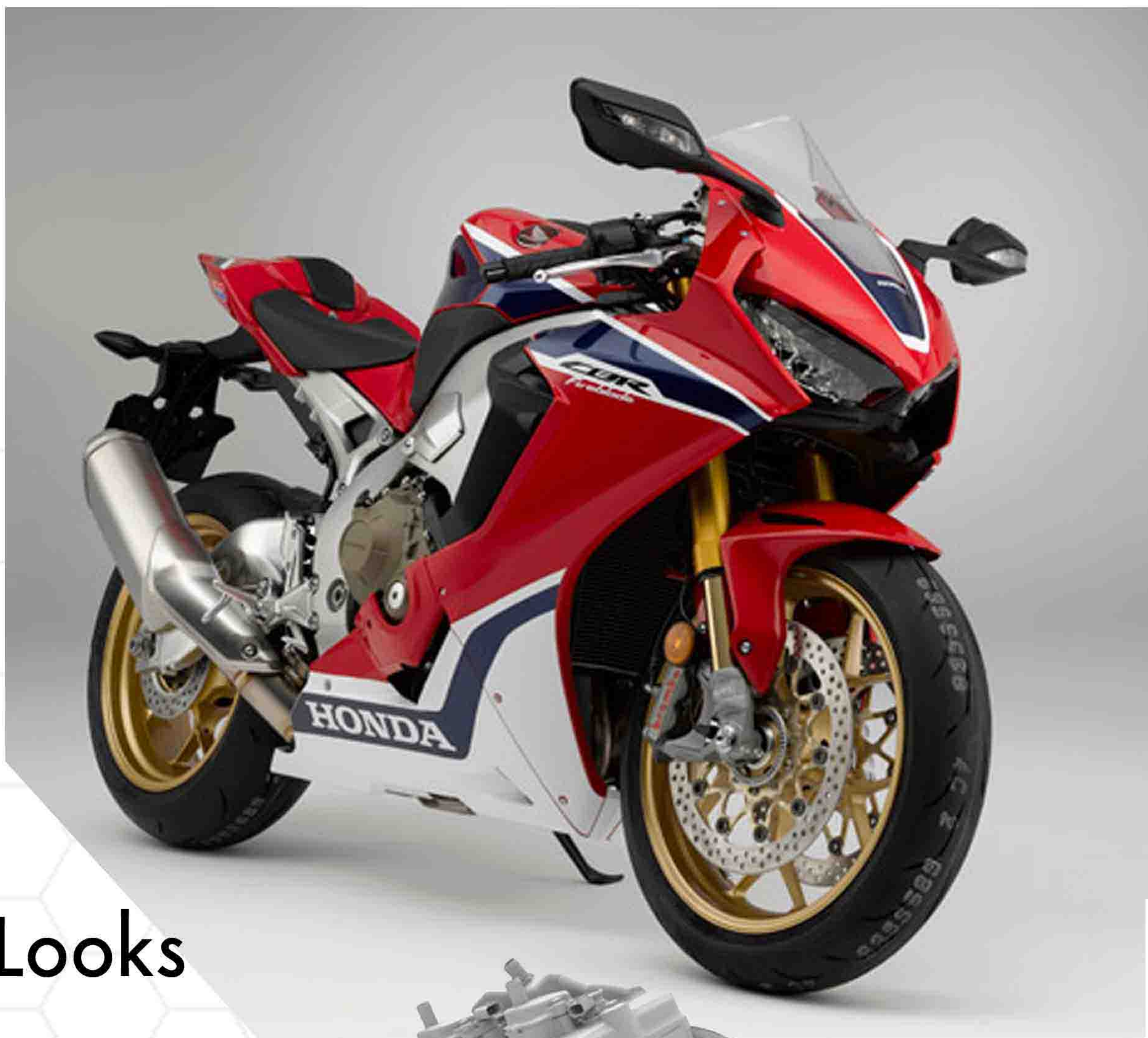
It was really long since the Honda thoroughly updated its CBR 1000RR, which made the bike left behind in the era of advanced electronics incorporating Liter class bikes. The 2016 model was still heavily based on the yesteryear 2008 Fireblade, with just ABS and digital instrument console. Honda has now thoroughly updated its flagship CBR with a host of electronics, thanks to the technology developed for MotoGP. Here we make an overview of the 2017 Honda CBR 1000RR SP, for which the bookings were made open today in India.

Honda CBR 1000RR Fireblade SP 2017

Overview



The design of the Fireblade SP is very simple and compact, built over the chassis very much similar to the previous generation bike. As the Fireblade was highly appreciated for its handling and feel by racers and street riders, Honda decided to build the new bike on the same good old chassis but with thinner walls. The aesthetics of the bike still remains similar to that of the older generation CBR, yet has some unique design cues. The bike gets an all new LED headlamp unit, just like the Ducati Panigale. The overall design is very much based on one of the very first CBRs, the CBR 900RR.



Design & Looks



Engine & Performance

The 999cc liquid cooled inline four heart of the CBR 1000RR SP

The new CBR 1000RR SP has an updated engine which not only produces more power, but is also significantly lighter than the previous generation. The engine gets new pistons with Diamond like Carbon (DLC) coated piston rings, and the compression ratio goes up from 12.3:1 to 13.0:1. This combined with a higher rev limit at 13,000 rpm in turn makes the peak power to 178 bhp at crank. The updated motorcycle also gets redesigned air box, all new air intake ducts and a 2mm larger throttle body.

The engine gets many premium components as the ignition cover and casings are made from Magnesium, lightweight pistons and valves saving up 4.4 pounds all together. The exhaust canister is an all new design built using Titanium, which saves 6.17 pounds. The 999cc liquid cooled inline four motor produces 191.7 PS at 13,000 rpm and 114 Nm torque at 11,000 rpm. The clutch is a Seamless Shift Slip-assist Unit, while the transmission is a 6 speed unit with Quick shifter and Auto blip functionality.

Equipment



*** Titanium fuel tank, Öhlins semi active suspension, Brembo dual 4 piston radical calipers and Titanium Exhaust canisters

The 2017 Honda CBR 1000RR Fireblade SP has a premium build quality with top notch components. The fuel tank is made up entirely of titanium, while the fairing is much thinner to reduce the weight of the motorcycle. The bike gets Öhlins semi active suspension system as a standard equipment. The braking duties are carried out by Brembo dual 4 piston radical calipers upfront, while there is a single piston Brembo caliper at the rear. For seamless gear shifts, the Fireblade SP now gets a Quick Shifter for up and down shifts along with Auto blipping functionality.

The Instrument console is a single large TFT liquid crystal unit, it displays a plethora of information. The dash also gets an on-board computer for calculating average fuel economy, fuel consumption, remaining fuel and average speed. The Marchesini wheels of the Fireblade SP is also made from Magnesium alloy to reduce weight. The bike comes shod with Bridgestone rubber in standard 120/70 ZR17 front and 190/50 ZR17 rear dimensions.

Electronic Package

The electronics package is where the new Fireblade is leaps ahead. The motorcycle incorporates a Bosch 5 axis Inertial measurement unit (IMU) that collects real time data required for the electronic rider aids. The electronic package includes a Wheelie Control System, Traction Control System, Rear Wheel Slide function, Engine Brake Control, Rear Wheel Lift Control and Cornering Angle Sensitive Anti lock braking system.

The engine behavior can also be modified by using 5 separate riding modes. Mode 1, 2 and 3 are pre programmed while the User 1 and User 2 modes can be programmed by the rider by selecting suitable modes of traction control, 5 level power selector, engine braking and Öhlins semi active electronic suspension. Honda classifies Mode 1 for fast riding, Mode 2 for fun riding and Mode 3 for comfortable riding.

Riding Mode: List of the options available

MODE Riding feel	P Power Selector 5 Levels <small>Output characteristics Throttle response</small>	T Honda Selectable Torque Control 9 Levels + Off	EB Selectable Engine Brake Control 3 Levels	S OHLINS Smart EC MANUAL 3 MODE A 3 MODE
MODE 1 Fast riding	1 Linear	Control intervention: Small	Control intervention: Small	A1
MODE 2 Fun riding	2 Power increasing a little gently	Control intervention: Moderate	Control intervention: Moderate	A2
MODE 3 Comfortable riding	3 Gentlest power increase	Control intervention: Extensive	Control intervention: Extensive	A3
USER 1 Select according to preference	Choose as the rider likes	Choose as the rider likes	Choose as the rider likes	Choose as the rider likes
USER2 Select according to preference	Choose as the rider likes	Choose as the rider likes	Choose as the rider likes	Choose as the rider likes

Final Impression

Honda has finally updated its long-term flagship Superbike after a really long time. The amount of work gone through for the new motorcycle is immense and is pretty evident as soon as you look at the spec sheet. With an electronic package almost equal to the RC213V-S, smooth engine and a well proven lightweight chassis, the new Honda CBR 1000RR SP is a thorough bred Superbike capable of competing with its rivals at the highest level.



Specifications

GENERAL:

Price	Rs. 48,400 (ex-showroom, Delhi)
Launched	Oct, 2015

ENGINE:

Engine Displacement	110.9 CC
Engine Type	Air cooled, 4 stroke
Number Of Cylinders	1
Valves Per Cylinder	2
Max Power	8.4 PS @8000 rpm
Max Torque	8.3 Nm @6500 rpm
Bore x Stroke	N/A
Fuel Type	Petrol
Starter	Electric-Kick

TRANSMISSION:

Transmission Type	Manual
Number Of Gears	6
Final Drive	Direct

WHEELS & TYRES:

Front Tyre (Full Spec)	120/70ZR17 58W
Rear Tyre (Full Spec)	190/50ZR17 73W

BRAKES:

Front Brake Type	. mm Double Disc
Rear Brake Type	. mm Disc

SUSPENSION:

Suspension Front	Telescopic Upside Down (USD) Fork
Suspension Rear	Gas Charged Mono Suspension

DIMENSIONS:

Overall Length	2065 mm
Overall Width	720 mm
Overall Height	1125 mm
Wheelbase	1405 mm
Ground Clearance	129 mm
Kerb Weight	195 kg
Fuel Capacity	16.0 Litres







The road in our heart - always.

Kawasaki Z1000R Overview

New 2017

Kawasaki recently launched the Z1000R along with its base version Z1000 yesterday. The Kawasaki Z1000R is a tad high spec bike, when compared to the non R version of the bike. The motorcycle has some exclusive components like the Brembo calipers, Brembo discs and Öhlins fully adjustable shock absorbers. Here is an overview of the new Kawasaki Z1000R across all aspects.

Design

The design of the motorcycle is same as that of its sibling, the Kawasaki Z1000. The bike retains the Sugomi design philosophy, with sharp cuts and a demonic overall design. The design of the motorcycle is commonly touted to be like an "Alien" amongst the motorcycling communities. The low headlamps, huge fuel tank and two twin barrel exhausts make the motorcycle look out of the world.



Engine & Performance

The new Z1000R has exactly the same 1043cc mill from its sibling that churns out 142 PS of raw power at 10,000 rpm and 111 Nm torque at 7,300 rpm. Though the bikes have the same engine, the ECU is reprogrammed for the R version to get a smooth acceleration and power curve. The bike is fueled by four 38mm Keihin fuel injectors with oval sub throttles. The Z1000R still misses out on a slip-assist clutch, and has a normal wet multi disc manual clutch unit. The transmission is a standard 6 speed unit.

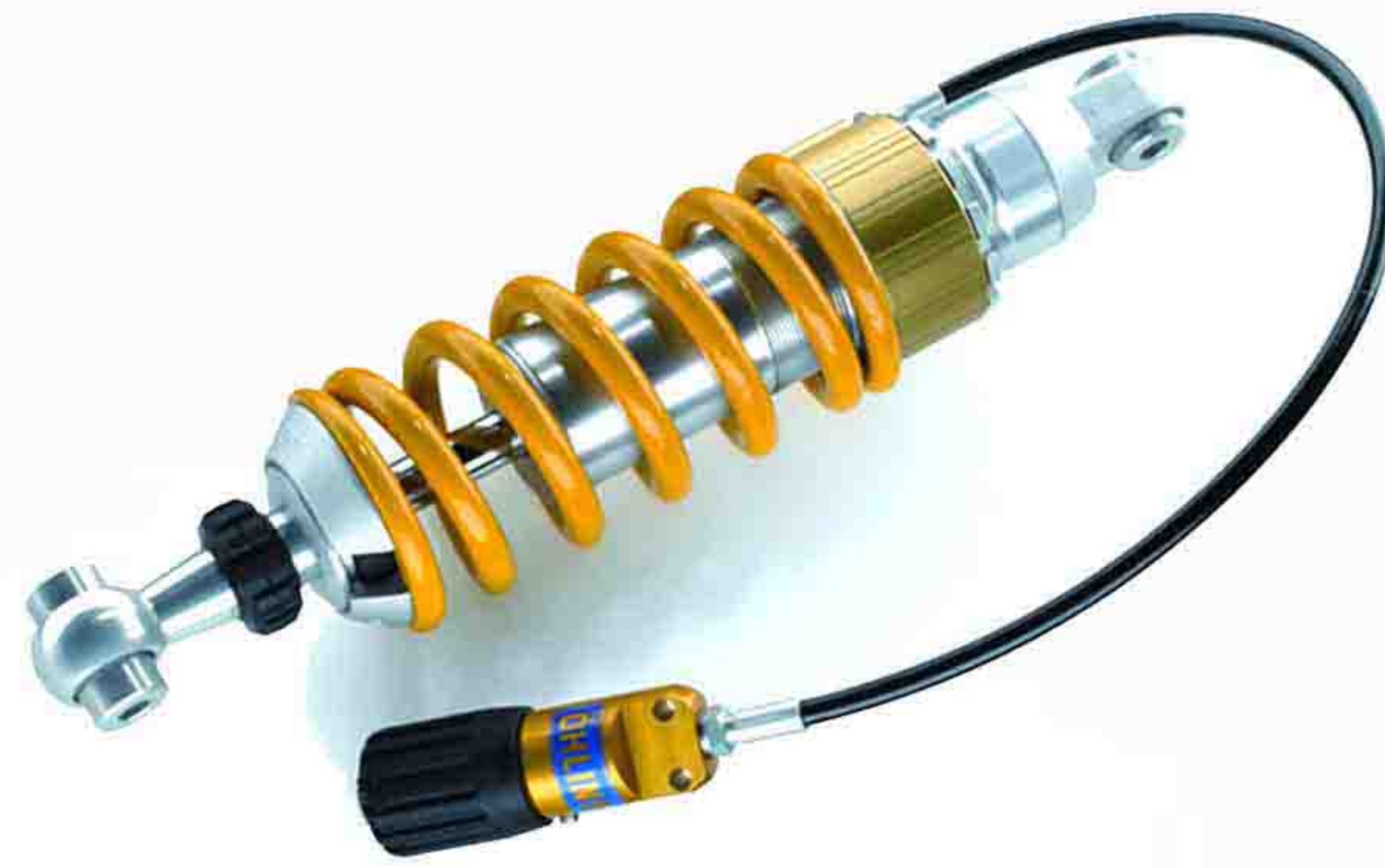
Brakes & Suspension

The brakes and suspension is the place where the bike is leaps ahead of its sibling. The bike features 310 mm dual semi floating Brembo discs with class leading Brembo M50 monobloc 4 piston calipers upfront and a single 250mm disc at the rear.



Chassis & Dimensions

The motorcycle has a Twin-tube aluminium chassis and a wheelbase of 1,435mm with a ground clearance of 125mm. The fuel tank has a capacity of holding 17 litres of petrol. The curb weight of the bike is a bit high at 221 kilograms. The tyres have a dimension of 120/70 ZR17 M/C (58W) upfront and a 190/50 ZR17 M/C (73W) at the rear end.



Suspension duties are carried out by 41mm Showa USD forks at the front with top-out springs, stepless compression and rebound damping with spring preload adjustability. The rear of the bike features an exclusive Öhlins S46DR1S gas charged shock with rebound damping and remote spring preload adjustability. Though the front looks unchanged, Kawasaki has reportedly worked to revise the setting in order to match the rear Öhlins suspension. With the new Öhlins suspension, the rear wheel travel has now changed from 131 mm to 135 mm.

Final Impression

The motorcycle costs Rs. 15,49,000 (ex showroom Delhi) and comes in a single Metallic Spark Black shade. Though the motorcycle gets updates in brakes and suspension, it still doesn't do justice to the little "R". Addition of a fully adjustable Öhlins front forks, twin Akrapovi? (or any other high performance) exhausts, reduction in kerb weight and a few electronic aids like traction control system and power modes would've made the Kawasaki Z1000R the best litre class naked bike one could buy hands down. But still one lac rupees premium seems lucrative for a prospective buyer who is going to purchase the updated 2017 Z1000 and can get Z1000R with the above mentioned updates by paying extra Rs 1.0 Lac.

GENERAL

Price	15,49,000 (ex-showroom, Delhi)
Launched	Apr, 2017

ENGINE

Engine Displacement	1043CC
Engine Type	Liquid cooled, 4 stroke
Number Of Cylinders	4
Valves Per Cylinder	4
Max Power	142.0 PS @10000 rpm
Max Torque	111.0 Nm @7300 rpm
Bore x Stroke	77.0 x 56.0 mm
Fuel Type	Petrol
Starter	Electric

TRANSMISSION

Transmission Type	Manual
Number Of Gears	6
Final Drive	Chain

WHEELS & TYRES

Front Tyre (Full Spec)	120/70-ZR 17M/C (58W)
Rear Tyre (Full Spec)	190/50-ZR 17M/C (73W)

BRAKES

Front Brake Type	310 mm Double Disc
Rear Brake Type	250 mm Disc

SUSPENSION

Suspension Front	41 mm Inverted Fork (USD)
Suspension Rear	Öhlins Gas-Charged Mono Shock

DIMENSIONS

Overall Length	2045 mm
Overall Width	790 mm
Overall Height	1055 mm
Wheelbase	1435 mm
Ground Clearance	125 mm
Kerb Weight	221 kg
Fuel Capacity	17.0 Litres

Specifications



10 Points To Keep In Mind Before A Long Ride In The Summer

Summer time is fun time, especially for bikers. It is the time when all the college students finally get free from the exam humdrum and it is time to swing your leg over your babe and ride away into the golden sunshine. But as exciting as it sounds, riding during the summer is really not as much of a honeymoon as it seems to be. In fact it is much easier to ride in the winters than in the summer. Summers are really taxing, both on you as well as your bike. Plus bikers don't have the luxury of a car with the air-conditioning and what not. But then that raw feeling is exactly what separates us from the bunch of boys, isn't it?

1. ATGATT: **I**t means "All The Gear, All The Time". Just because it is summer and you do not want to perspire under the thick jacket and body armor does not mean it is the way to go. Safety is always of the utmost importance and hence one has to always be geared up. So do not even think of dropping any of your protective gear to beat the heat. After all shedding a little sweat only makes you brave.

2. Keep A Hydration Pack Handy: **H**eat means your body will be losing out on body fluids faster than ever. So always make sure you have your water handy. A good plan would be to invest in a proper hydration pack to keep your fluid intake up to optimum levels on the go. That way you would not have to make frequent stops to get hydrated. Unless you have one of those back killing machines, then the hydration break might do you some good. Maybe stretch your back out a bit.

Simple water generally does not help all the time. Most of the times the body loses out on quite some amount of salt and that can make you feel pretty drained down after a hard day of riding. Though you would not feel it while riding, but then again suddenly you might end up feeling all weak and that is not good while on the road. Hence a quick shot of those salts in water can help replenish your body's vitals back in no time.

3. Plan Sensibly: **J**ust because it is summer and you have a couple of hours of extra sunlight, does not mean you can ride for those extra hours. Keep in mind that a body can only tolerate so much. Hence do not try to test your stamina here; there are other places to do that. Plan your travel accordingly such that you would not have to ride for over 600 kms in a day on a maximum limit, less than 600 is really the way to go. That way you get to ride a considerable amount of distance through the day and also get loads of time for relaxation.

4. Always Carry Tool Kit & Spare Parts: **N**ever forget to carry

the tool kit along some of the important spare parts like spark plugs and fuses. The tool kit must contain all vital tools including sparkplug wrench, wrenches of all sizes and tyre puncture repair kit. However, the tubeless tyres are now common site, which is comparatively easier to repair but even tubed tyres can also be dealt with prudence. If you are riding with tubed tyres never forget to carry spare tube which you can change yourself in case of emergency.



5. Get Your Bike Properly Checked Out And Serviced:

You do not want your bike to break down in the middle of nowhere leaving you to face the heat all by yourself. Make sure all the nuts and bolts are fastened and most importantly your bike chain is properly cleaned and lubricated. You do not want to be stuck with a broken chain now, is it?

6. Make Sure You Plan Proper Breaks For Your Bike:

Summers are trying times for your bikes as well. Luckily most of the modern day bikes come with Oil or Liquid Cooling technologies so that is something to relax about. But if you are planning to go touring on an Air Cooled bike, make sure you give your bike enough breaks to let the engine cool down. Else there could be chances of a blowout due to excess stress.

7. Never Fill Fuel To The Brim:

Going on long hauls means tanking up as much as possible to avoid incessant fuel breaks in between. But in the summers this is not really a good idea. Due to the heat the petrol tends to expand in the tank and thus there are chances that the bike could catch fire. This could be fatal for the rider as well as many others around him/her. There have also been such incidences which were reported. So better to take some extra fuel stops rather than tanking up. One trick here would be to carry an extra fuel container to carry some spare fuel if you find yourself stranded away from a filling station.

8. Carry Spare Engine Oil:

If you are planning a really long trip and have not changed your engine oil at the very beginning of the trip, then carrying a spare container of oil is a good idea. This way you can change the oil of your bike in case the need arrive. Also if you happen to face any oil leakages, then the spare oil will come to your rescue for a top up after fixing the issue. In the summers, the engine oil comes under a lot more stress from the heat. Hence there are chances of it to not go on for as long as it usually might.

9. Invest In Good Luggage Accessories:

It is true that touring accessories for your bike costs quite a lot, but it is better if you have them. Keeping your belongings under wraps can make sure they are protected from the sun and heat. This hold true in case you are carrying any fragile electronics or else your medication. Plus it is better to ride without any more stress of a backpack on you so that you feel freer in terms of movement and also allows for improved air circulation for you.

10. Plan To Start As Early In The Morning As Possible:

Riding through the day in the summers can be a real test on the body. So to ease up that stress it is better to start up early in the morning. That way you can ride through the morning when there is hardly any traffic anywhere you can munch up miles with superb ease and also the heat is really pleasant allowing you to ride in a relaxed manner rather than sweat it out in the afternoon sun. So here is our compilation list of the preparations you need to do before going on a road trip in the summers. After all road trips on a bike are not as simple as just get up on it and ride. It takes meticulous efforts of planning and readying everything. A biker is always exposed to everything the world has to throw at him/her and that is what makes a brave heart. So always keep the above mentioned points in mind and have a lovely ride ahead.

Do share your summer ride pics with us and also if you know of any other preparations required which we might have missed, do mention them on BikesMedia.

Wish you safe and happy miles.



2017 Hero Glamour 125 PGM-Fi

Overview



It was way back in 2008 when the Glamour was first launched under the "Hero Honda" branding. Few years down the line, the all new 2017 Hero Glamour 125 was showcased and launched in Argentina on January 13th 2017, making it the very first model from Hero Motocorp to have an International launch. Let's discuss about the new indigenous bike from Hero on various aspects.

Design & Style

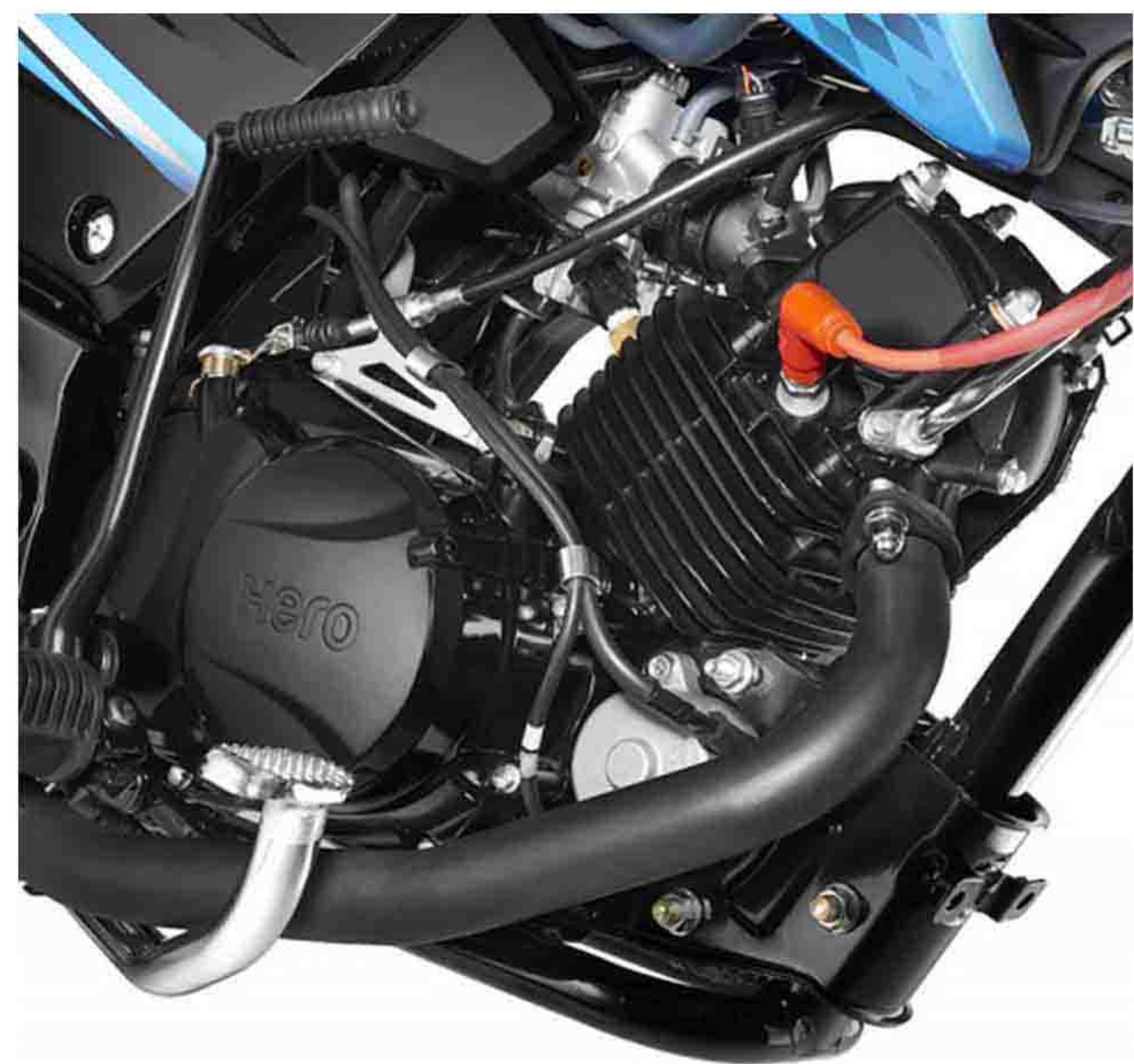
The updated design of the bike now looks more civilised, having similar lines of the yesteryear Hunk. The fuel tank now looks larger along with the tank shrouds donning the chiseled Glamour logo. Hero has reportedly increased the overall quality of the motorcycle right from the switchgear, paints and plastics. The tail lamp is now a LED unit while the headlights has AHO feature, complying to the BS4 guidelines. The alloys get a design update along with a matte black paint scheme.



Engine & Performance

The new 2017 Glamour 125 has an all new BS4 compliant engine which is completely in-house developed. The bike comes in two variants - Carbureted and Fuel injected. The air cooled 125cc engine produces 11.4 Bhp at 7,500 rpm and 11 Nm torque at 6,500 rpm. With this update, the engine now produces 27% more power and 6% more torque. The motorcycle has an usual 4 speed transmission. The new engine head now stands upright, while the yesteryear engine head was almost horizontally placed. The bike also gets Hero's patented i3S start/stop technology, which would help in milking out some extra kilometers from a litre of petrol.

Fuel efficiency of the Glamour is claimed to be around 60 kmpl for the carbureted version and 62 kmpl for the fuel injected counterpart.



Equipment & Features

Fuel efficiency of the Glamour is claimed to be around 60 kmpl for the carbureted version and 62 kmpl for the fuel injected counterpart.

The quality of the plastics in the switchgear looks to be better than the other outgoing models. The paint quality is now said to be improved, making the motorcycle shine for a longer period of time. The seat looks chiseled which is long and wide enough for an average commuter. There is also a pillion grab rail which comes painted in the same shade as the motorcycle.



Final Impression

The updated indigenous Hero Glamour 125 and 125 FI with updated design, paint scheme and new engine, is a great product which offers a good value for money. The increase in the power and torque sure does impress, looking to the fact that Hero is now all alone. The motorcycle is priced at Rs. 59,280 for carbureted engine with drum brakes, Rs. 61,506 for carbureted engine with disc brakes and Rs. 69,908 for fuel injected engine with disc brakes (all at Ex showroom Mumbai price).

Specifications

GENERAL:

Price	69,908 (ex-showroom, Delhi)
Launched	Apr, 2017

ENGINE:

Engine Displacement	124.7 CC
Engine Type	Air cooled, 4 stroke
Number Of Cylinders	1
Valves Per Cylinder	2
Max Power	11.7 PS @7500 rpm
Max Torque	11.0 Nm @6000 rpm
Bore x Stroke	52.4 x 57.8 mm
Fuel Type	Petrol
Starter	Electric-Kick

TRANSMISSION:

Transmission Type	Manual
Number Of Gears	4
Final Drive	Chain

WHEELS & TYRES:

Front Tyre (Full Spec)	80/100- 18 47P
Rear Tyre (Full Spec)	90/90- 18 51P

BRAKES:

Front Brake Type	240 mm Disc
Rear Brake Type	130 mm Drum

SUSPENSION:

Suspension Front	Telescopic Fork
Suspension Rear	Adjustable Hydraulic Shocks

DIMENSIONS:

Overall Length	2023 mm
Overall Width	766 mm
Overall Height	1091 mm
Wheelbase	1262 mm
Ground Clearance	159 mm
Kerb Weight	127 kg
Fuel Capacity	10.0 Litres



List Of Superbikes On Sale In India- **Honda**

Next up is a Japanese brand that needs no fancy introduction. Honda sells four of its top of the line models in India, ranging from a 650cc sport bike to a 1,800cc ultimate tourer. We will have an overview of the products offered by the Japanese manufacturer in India.

1. **Honda Goldwing**



The Honda Goldwing is commonly touted as a four wheeler to be on two wheels. The motorcycle has a plethora of features ranging from air bags to electronic reverse gear.

The motorcycle has a 1,832cc liquid cooled flat 6 cylinder (you read that right) engine which is capable of making 118 Bhp at 5,500 rpm and a mammoth 167 Nm torque at 4,000 rpm. The clutch is a hydraulically actuated unit while the transmission is a 5 speed with electric reverse.

The motorcycle features five position heated grips, independently adjustable heated seats and foot warming systems to keep the rider warm even during the coldest days. The infotainment system includes GPS system and a dedicated 6 speaker 80W SRS surround system with various multimedia connectivity options. The bike also gets electronic cruise control system, while there is optional Air bag feature. To help accommodate all the luggage for touring it incorporates a 150 litres luggage capacity. The bike retails at Rs. 29,95,014 (ex showroom Delhi) and is available in Dual tone candy prominence Red and Pearl glare White shades.

2. **Honda CBR1000RR Fireblade**



The Fireblade is a motorcycle that needs no introduction with a very long legacy. Though the new 2017 version is globally launched, Indian launch still remains on the cards. The 999cc liquid cooled inline four cylinder engine chunks out 175.6 Bhp at 12,000 rpm and 112 Nm torque at 8,500 rpm. This is the last motorcycle of the generation with minimal electronic interference that gives us the real superbike adrenaline.

The flagship CBR is the easiest to ride among the liter class bikes, thanks to its critically acclaimed chassis by racers and riders around the globe. The only electronic aid that the bike gets is Combined Anti lock braking system, a patented technology of Honda. The motorcycle is sold at Rs. 16,10,092 (ex showroom Delhi) and is available in White and Red, White and special Repsol edition colors.



3. Honda CB 1000R

Honda CB 1000RR is a liter class naked bike, with the same engine and components as the Fireblade but in a toned down state suiting the character of the motorcycle. The bike is beautifully built with a high handlebar, single sided swingarm and chiselled exhaust canister. The 998cc liquid cooled inline four cylinder engine derived from the WSBK Championship winning 2007 Fireblade, produces 129 Bhp at 12,000 rpm and 112 Nm torque at 8,000 rpm. The bike incorporates Combined Anti lock braking system as standard equipment. The motorcycle is available in 3 shades - Black, Sports Red and Pearl Sunbeam White, and retails at Rs. 13,38,093 (ex showroom Delhi).

The latest in the line up is the new CBR 650F, a mid range sports cruiser. The bike has a 648.7cc liquid cooled inline four engine which churns out 84.1 Bhp at 11,000 rpm and 62.9 Nm torque at 8,000 rpm. Though the bike makes less power compared to its other counterparts, the difference comes in the ride quality and superior engine refinement. The inline four motor is butter smooth suitable for long distance touring. The CBR 650F is offered only in a single paint scheme- HRC inspired white, red, blue tricolour. The motorcycle retails at Rs. 7,30,214 (ex showroom Delhi).

4. Honda CBR 650F



Why 2-Stroke Engines Are Louder Than 4-Stroke Engines?

Have you ever thought why the 2-stroke engines are always louder than the 4-stroke engines? It is often seen that the 2-stroke motorcycles can easily be identified by the loud and peculiar sound they produce. The reason behind the same is as interesting and mysterious as the 2-stroke engines are in itself. There are more than one reasons behind the loud characteristic of a 2-stroke engine, we will try to explain all of them in this article in detail.



Why 2-Stroke Engines Are Louder Than 4-Stroke Engines?

The first and foremost reason behind the high decibel sound produced from the 2-stroke petrol engine is the basic functioning of it. As compared to the 4-Stroke petrol engine which produces power in 4- cycles, the 2-stroke is characterized by producing power in two complete cycle of crankshaft. In simple terms a two-stroke engine fires at every cycle as compared to its counterpart, which fires at every alternate cycle. This means at a given RPM a 2-stroke engine fires twice than the 4-stroke engine, producing not only almost twice the power of a 4-stroke engine but also double the sound of a 4-stroke engine.

Another reason lies with the simple structure of the two-stroke petrol engine, the 2-stroke engine is known for its simple design hence it is devoid of complex engine parts as opposite to a 4-stroke petrol engine.

In typical four-stroke petrol engine there is Valve Train, which includes Input and Exhaust Valves. On the other hand the 2-stroke engine comes devoid of any valve; the Exhaust Port of the engine is regulated by the piston against the dedicated Exhaust Valve given in a 4-stroke engine.

The Exhaust Valve present in a 4-stroke petrol engine provides better sound insulation and it acts as a muffler for the sound wave generated at the combustion chamber. Opposite to this the simple design of a

2-stroke engine has no exclusive valve train or valve system in it. The Exhaust Port present on the wall of the Block gets covered by the Piston and it gets opened and closed by virtue of the movement of the Piston itself. This whole setup is effective yet crude in form doesn't work as good as a 4-stroke engine as far as sound muffling is concerned.

The Exhaust system of a 2-Stroke engine is another reason for the loudness of it, the Exhaust Chamber plays vital role in functioning of a 2-stroke petrol engine. The Two-Stroke engine works on pressure wave theory and hence highly dependent on the exhaust gasses for the efficient fuelling. The importance of the

Expansion Chamber cannot be overlooked in a 2-stroke engine, it must be designed in such a way that the exhaust gasses get enough space to expand. Overall volume of the gasses must also be calculated before

designing the expansion chamber of a 2-stroke motorcycle.

A properly designed Expansion Chamber of a two-Stroke machine is generally big enough to accommodate substantial space on a motorcycle; if you try to put a muffler on it to suppress the sound

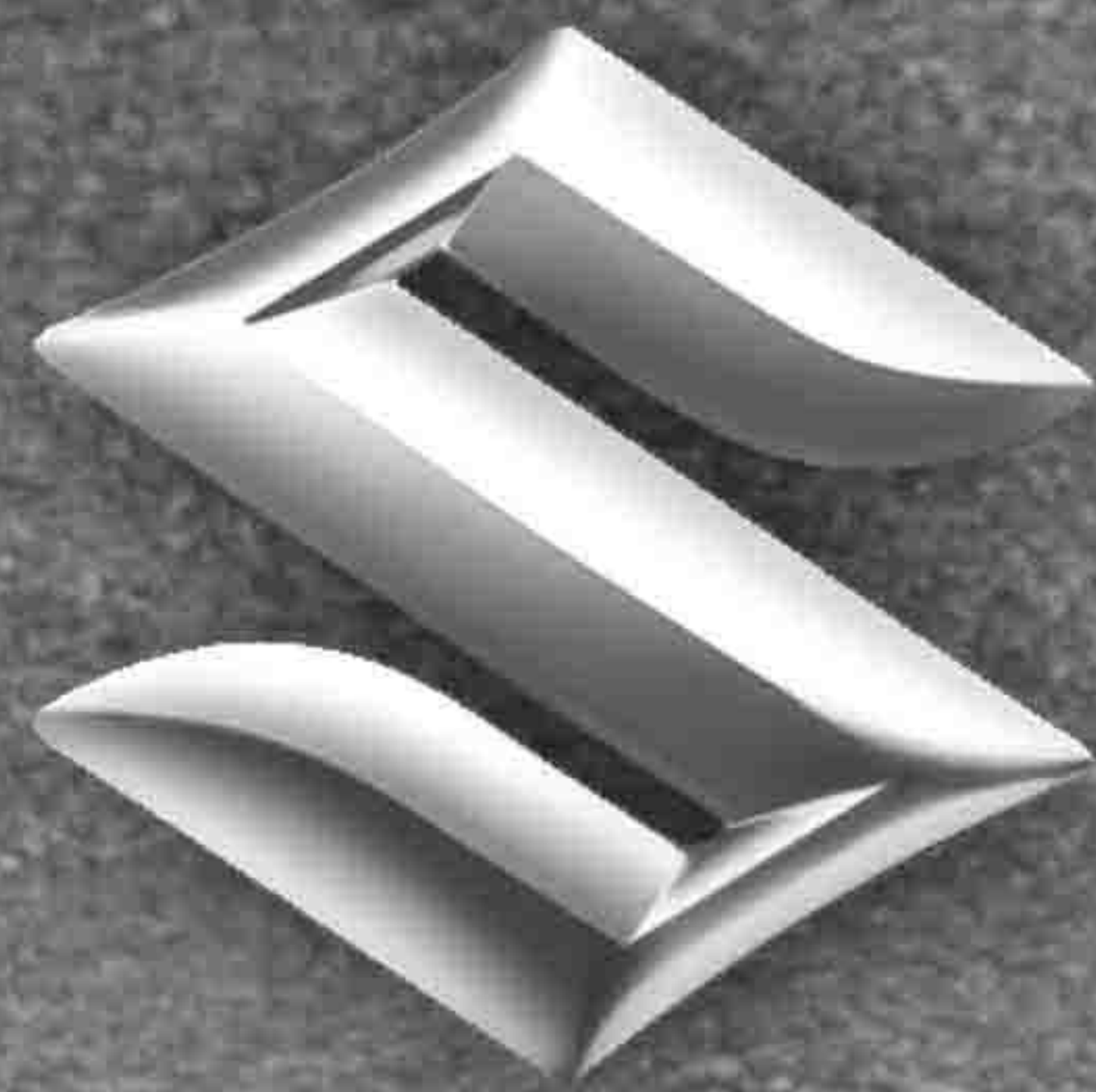
decibel the exhaust system will become huge. You can take the infamous "Bazooka" CatCon silencer of Yamaha RXZ (5-Speed) for example. Yamaha had put the Catalytic Convertor and some muffler to silent the exhaust of the RXZ, resulting a big Bazooka like silencer with subdued exhaust notes. However, one point is to be noted here that the capacity of the engine featured on the Yamaha RXZ was only 132cc and you can easily imagine how big a silencer could be if it would featured on a motorcycle with a capacity of 250cc or more.

No wonder noise pollution was being taken as one of the major factors for banning the 2-Stroke petrol engines apart from the stringent emission norms. It is not that the manufacturers were unable to meet the emission norms related to the 2-Stroke technology; it was moreover easier/ feasible for them to move

towards cleaner 4-Stroke technology. However, company like Honda is still trying to get the puissant

2-Stroke machine back with cleaner technology; it seems unlikely to see a 2- Stroke modern motorcycle with a Bazooka Silencer (pun intended).

We love the two stokers with all its shortcomings and certainly not consider the mesmerizing sound of it as a SHORTCOMING. Who wouldn't like to see the 2-stroke motorcycles on our roads with all the modern gadgetries, better and cleaner technology?



SUZUKI

List Of Superbikes
ON SALE IN INDIA



Coming up is the final manufacturer out of the four Japanese biggies- Suzuki. Suzuki sells 7 motorcycles across different categories ranging from the once World's fastest accelerating Hayabusa to a massive power cruiser- Intruder M1800R. These finest motorcycles are discussed in detail below.

Faired Sport Bikes:

1. Suzuki Hayabusa GSX 1300R



Once upon a time, the World's fastest accelerating bike, the first motorcycle to break the 300 kmph barrier and the first bike to be termed as Hypersport - Hayabusa is the most powerful Suzuki sold in India. Launched more than a decade ago without any electronic aid, the latest iteration has developed so much that now it has a plethora of features. Hayabusa in Japanese means "Falcon", as the bike does justice to its name. The motorcycle has a massive 1340cc liquid cooled inline four engine churning out 197 Bhp at 9,500 rpm and 155 Nm torque at 7,200 rpm.

The top speed was said to be in excess of 310 kmph, though the later generation bikes were electronically limited at 299 kmph. The Hayabusa has Suzuki - Drive mode selector (S-DMS) to select the different power modes depending upon the conditions, and ABS comes as a standard equipment. The motorcycle is sold at Rs. 13,88,000 (ex showroom Delhi) and is available in Pearl Vigor Blue, Pearl Glacier White and Glass Sparkle Black. Adding icing over the cake, the Hayabusa is now locally assembled in India making it much more cost effective.

2. Suzuki GSX-R 1000



Suzuki's litre class offering, GSX-R 1000 has one of the best inline four engines in its class. The 999cc liquid cooled inline four engine is butter smooth and produces 160 Bhp of power at 9,500 rpm and 110 Nm torque at 8,000 rpm. The engine has two throttle valves, one controlled by the rider and the other by the ECU in order to have efficient combustion and linear throttle response.

The S-MDS is also available with 3 different fuel maps to choose from. It also gets Showa fully adjustable suspension upfront and a rear shock absorber with adjustable rebound and compression damping. The motorcycle retails at Rs. 16,00,000 (ex showroom Delhi), and comes in Pearl Mira Red/Metallic Matte Black and MotoGP inspired Metallic Triton Blue shades.

3. Suzuki GSX-S 1000F

The GSX-S 1000F is the faired variant of its naked counterpart, the GSX-S 1000. The motorcycle has a tagline of "Born on the racetrack and raised on the street", as the K5 engine is derived from the highly successful Championship winning GSX-R 1000. The bike also gets advanced TCS, power modes, Brembo brakes and ABS as standard.

The motorcycle has a 999cc liquid cooled inline four heart capable of 144 Bhp at 10,000 rpm and 105.75 Nm torque at 9,500 rpm. The sport tourer is yours at Rs. 12,70,000 (ex showroom Delhi) and comes in 2 shades- Glass sparkle black/Candy daring red and Metallic triton blue.



Naked And Adventure Bikes:

1. Suzuki GSX-S 1000

The GSX-S 1000 is exactly similar to the GSX-S 1000F, except for the external aesthetic dissimilarity. The GSX-S 1000 loses out the fairing and gets a belly pan instead. The naked motorcycle locks its horns with the Kawasaki Z1000 and Honda CB1000 in India. The bike is sold at Rs. 12,50,000 (ex showroom Delhi) and comes in Glass sparkle black/Candy daring red and Metallic tritom blue shades.



2. Suzuki V-Strom 1000 ABS

The Suzuki V-Strom 1000 ABS is an outright Adventure motorcycle capable of travelling on every terrain thrown at it. The motorcycle has a lightweight chassis coupled with an advanced suspension, making it easy to ride in the toughest of terrains. The bike gets traction control system, ABS and power modes as standard equipment. The motorcycle has a 1037cc liquid cooled 90° V-twin engine which chunks out 99 Bhp at 8,000 rpm and 101 Nm torque at an early 4,000 rpm. It also gets a large 20 litre fuel tank suitable for long distance journey.

The bike comes in Metallic Matte Fibroin Gray and Candy Daring Red shades and is sold at Rs. 13,45,000 (ex showroom Delhi).



Cruisers:

The Intruder M1800R is a motorcycle from Suzuki's stable which can compete with the likes of Harley Davidson Fat Boy and Triumph Thunderbird. The power cruiser has a unique style quotient, thanks to its classy retro design. The motorcycle has a monster 1783cc liquid cooled fuel injected 54° V-Twin engine which produces 127 Bhp at 6,200 rpm and a whopping 160 Nm of torque at a meagre 3,200 rpm. The engine is said to produce an aggressive and throaty exhaust note, which would go hand in hand by the looks of the motorcycle. The bike is available only in Glass sparkle Black and is priced at Rs. 16,04,229 (ex showroom Delhi).



1. Suzuki Intruder M1800R

The Intruder M1800R B.O.S.S. Edition is exactly same as its Base version, but has some cosmetic upgrades. The motorcycle is completely blacked out right from the engine, exhaust system, handle bars, levers and wheels. Apart from this there is no other mechanical difference in the BOSS Edition. The motorcycle is priced at Rs. 16,54,229 (ex showroom Delhi).

2. Suzuki Intruder M1800R



After introducing five models from their current lineup last month India Kawasaki Motors has launched the updated 2017 Z1000 and premium Z1000R. After departing from the Bajaj partnership the Japanese manufacturer is on their own and establishing their setup steadily. The massive Z1000 is the flagship product from the naked Z series of Kawasaki. The 2017 Z1000 is equipped with 1043cc inline-4

cylinder engine now comes with updated ECU to comply Euro IV emission norms. The mill is capable to produce 143Ps of power and 111 nm of torque.



Z1000
R Edition

Kawasaki India Launches

2017 Z1000 & Z1000R

Kawasaki has launched the updated 2017 Z1000 at a price tag of Rs 14.49 Lac and the new Z1000R is available at a price tag of Rs 15.49 Lac (all prices, Ex-showroom, Delhi).



2017
Z1000

The updated 2017 Kawasaki Z1000 is featured with tweaked front Showa suspension for plusher ride quality and the rear linkage mono shock is also changed for better feeling at the rear wheel. The updated rear linkage results into increased

travel by 13mm. The 2017 Kawasaki Z1000 now comes with improved brake pad compounds for better feeling. The right lever for front brakes is now adjustable for better reach. Apart from these two changes the new Z1000 also received an updated instrument console; the new instrument cluster is now featured with gear shift indicator and a shift light.

Kawasaki has also introduced "R" version of the Z1000, the premium Z1000R has similar underpinnings as Z1000 apart from few changes that actually make Z1000 more premium. The new Z1000R has all the updates as Z1000 and in addition to those updates the Z1000R edition comes with fully adjustable Ohlins rear shock absorber. The front shock absorber remains same Showa unit as in Z1000 but the setup is been tweaked to match the performance with the rear premium Ohlins unit. The brakes have been updated similar to H2R configurations making the braking department as efficient as the superfast Kawasaki H2R.

25th Anniversary

Honda CBR1000RR Fireblade

Bookings Open

Commenting on the occasion, Yadvinder Singh Guleria, Senior Vice President - Sales and Marketing, Honda Motorcycle and Scooter India Pvt. Ltd. said,

Since 2009, when the Fireblade was first introduced in India, it has redefined the benchmarks for refinement, reliability & performance. With an unmatched thrilling experience for the rider on board, the all-new Fireblade will leave the riding enthusiast spellbound. The new and extremely advanced Fireblade, will be the most powerful, faster and lighter CBR1000RR from Honda's stable and we are very excited to add another chapter to the success story with its introduction in India.



Honda Motorcycle & Scooter India Pvt Ltd (HMSI) has announced commencement of the bookings for their flagship product 2017 CBR1000RR and CBR1000RR SP in India. The 2017 models of Fireblades will be sold in India through Completely Build Unit (CBU) route. For more booking related enquiry one can contact Honda's exclusive Wing World outlets located in Delhi and Mumbai. The prospect customers can also log on to the official website on Honda in India - Honda2WheelersIndia.com.

The 2017 Honda CBR1000RR SP was first showcased at the 2016 EICMA motor show, Milan, Italy. Commemorating 25th anniversary of the Fireblade brand the all new Honda CBR1000RR SP is equipped with 999cc inline-four cylinder engine, capable of producing raw 189bhp of power at 13,000 rpm and 114 nm of torque at 11,000 rpm. The all new 2017 models of Fireblade tips the scale at class leading 195 Kg, which is 16 kg lesser than the older models.



The new 2017 CBR1000RR Fireblades are featured with loads of electronics and modern equipment to compete with modern day super sportbikes. Stay tuned as we will bring you the detailed overview of the motorcycle soon. The price of both the variants (CBR1000RR and CBR1000RR SP) starts at Rs 17.61 lacs (Ex-Showroom, Delhi).



Top
5

Motorcycles

That Badly Need India Launch





BikesMedia exclusively brings you a list of top five motorcycles that straight away needs to be launched in India. Though there are a handful of manufacturers currently selling their Superbikes in India, we wish the following bikes were launched for the betterment of Indian motorcycling. Here is the list of bikes along with their exquisite features explained.

1. Honda Africa Twin CRF1000L



The Africa Twin CRF1000L is an one of its kind model by Honda, that brings you a tall, light weight (for an Adventure) motorcycle which handles exceptionally well across all terrains you throw at it. The bike has got a compact 998cc liquid cooled parallel twin mill which produces 94 Bhp at 7,500 rpm and 98 Nm torque at 6,000 rpm. The bike also has a host of electronics to help the rider with maximum traction. The electronic package includes 3 level Honda Selectable Torque Control (HSTC), 3 different riding modes, and ABS which is switchable for the rear wheel. An icing on the cake, is the news that we have got just days before.

The Honda Africa Twin CRF1000L is scheduled for an Indian launch within months, via CKD method. The bike is to be assembled at the all new Rs. 1,000 crore manufacturing plant, for which Honda has tentatively started its trial production.

The bike after the launch would cost anywhere between 13 to 14 lakhs INR (ex showroom). The bike would lock horns with the likes of Triumph Tiger variants, Ducati Multistrada and Kawasaki Versys 1000 in India.

2. Yamaha MT-10



The Yamaha MT-10 is that bike which would become the most sophisticated and best looking litre class naked in the Indian market. The MT-10 has such a huge host of electronic systems and technology from the YZF R1. The form factor of the MT-10, is almost similar to an R1 without fairings. The bike has the same toned down 998cc liquid cooled engine of the R1, which produces 158 Bhp of raw power at 11,500 rpm and 111 Nm torque at 9,000 rpm.

The motorcycle gets advanced three mode traction control system, three riding modes and ABS as standard equipment. The bike looks menacing with a brutal looking front end and a subtle rear. The motorcycle maybe priced close to Rs 20 lakhs, considering the prices of the outgoing R1M and R1 models. We expect the motorcycle to be launched in Q4 of 2017 or early 2018.

3. KTM 1290 SuperDuke R

If there is a motorcycle that would give the looks of Kawasaki Z1000 a run for its money, this is it. The KTM 1290 SuperDuke R is an absolute beast both in terms of looks and power figures. The LC8 engine produces a peak power that certain litre class sport bikes would feel ashamed of.

Everything right from the design, engine and equipment is top notch. The Austrian bike has a 1301cc liquid cooled V-Twin engine which is capable of producing a mammoth 177 Hp at 8,800 rpm and a ground breaking 141 Nm torque at 7,000 rpm.

It has advanced systems like ride by wire throttle, Traction control system, selectable rider modes and cornering ABS. The expected price can go sky high up to Rs 25 lakhs (ex showroom), as the bike is already sold at a premium price in Europe.



4. KTM 1290 Super Adventure R/S/T



Next up is another motorcycle from the Austrian's stable, the 1290 Super Adventure. The bike has been built with all the experience KTM gained in its Enduro racing legacy. The 1290 Super Adventure gets the same 1301cc LC8 engine from the SuperDuke R but in a different state of tune. The power output is claimed to be 160 Bhp at 8,750 rpm and 103 lb-ft at 6,750 rpm.

The Super Adventure S has WP semi active suspension, while the R variant has a fully adjustable WP suspension. The bike gets large 21 inch spoked wheels upfront and 18 inch spoked wheels at the rear.

Electronic package includes Brembo brakes with cornering sensitive ABS, Traction control system and various rider modes. The bike when launched in India, would become the most sophisticated Adventure bike in the market as the Triumph 1200 Explorer would be dethroned. Pricing would be approximately higher than 20 lakhs (ex showroom) if launched.



5. Kawasaki Vulcan 900

Kawasaki's Indian line up has motorcycles across all platforms ranging from naked to hyper-ports, except cruisers.

The addition of Vulcan 900 would monumentally increase the sales figures for Kawasaki in India. The Vulcan 900 would give a tough fight to the Harleys, while

providing exceptional quality to the customers. The bike has a 903cc liquid cooled V-Twin engine which churns out 58.2 lb-ft of torque at an early 3,500 rpm. The options for

customisation is also very large. The motorcycle if launched would cost anywhere between Rs 11 to 13 lakhs

(ex showroom).



Tech Talk: SKATOCROSS

A new gen motorsport in the making



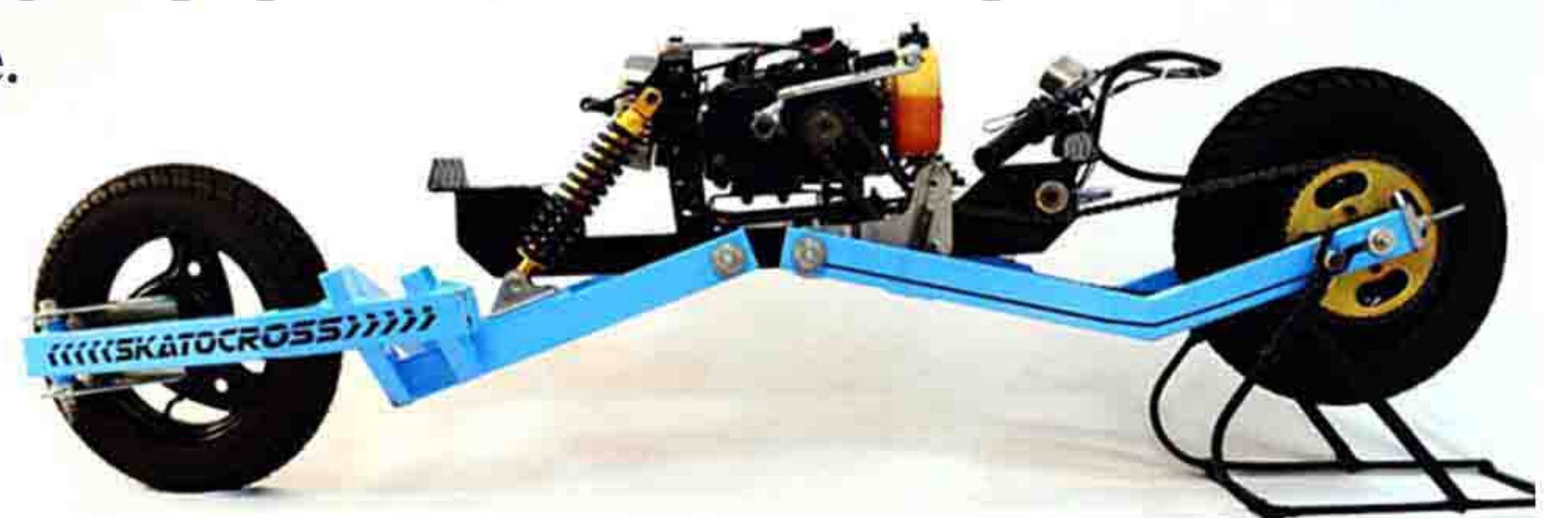
Remember the epic Moto GP commentary from Catalan GP 2009?? Sounds good as a main stream motorsport commentary. How about some alternative motorsport in near future with new age machines, updated ergonomics, totally different adrenaline rush? Wondering what it might be!?

Yes, we at BikesMedia would like to take our readers through a different machine which has all the capabilities of making it to World Motorsport culture. Budding engineers, entrepreneurs, mechanics, designers, interns etc are working towards achieving this.

Before going technical, ever tried balancing on a 2 wheeler!? Something sort of skateboard! Motorized? Hand actuated control! Sounds futuristic !! isn't it? Company named VIVRT motors is coming up with a product named SKATOCROSS, which is first of its kind from all possible angles. Yes first of its kind, we are taking about a patented product.

Let's keep this technical only for now.

- Powered by 1K watt Motor
- Producing nearly 3.68 N-M of torque @ approx. 2500 RPM and reaching a top speed of [Let this be a surprise element].
- This vehicle can go off-road, light weight design, good ground clearance.
- Wheelbase of 1300mm
- Weighing 32kilos
- Foot peg space of 600mm
- Ground clearance of 105mm



All the glamour's products starts with a raw prototype. Skatocross is no different, started with a working prototype, team of 4 young lads had a visionary concept of how this can be alternative motorsport pulling the adventure population of the world through this product.

VIVRT team is doing lot of research on the futuristic model which enables the user to have a hand held control, detail design, vehicle dynamics, multiple models for different terrains, etc. Let's hope we shall have an update in machine in due course of time.



American GP 2017 Race Report

Marquez remains the King of COTA, while Rossi tops the Championship

After a blistering pole position in yesterday's Qualifying, Marc Marquez went on to take the victory making it 5 out of 5 at the Circuit of the Americas in Austin, Texas. "The Doctor" rode an incredible race to finish the race in second position, potentially leading the World Championship points table as teammate

Viñales crashed out in early stage. Dani Pedrosa pulled a rabbit out of his helmet, ended the race in P3 after an incredible start.

As the lights went off at the COTA, Repsol Honda rider Dani Pedrosa made a great start to take the hole shot into the turn 1, followed by teammate Marquez. The two factory Honda riders were shadowed by Valentino Rossi right from the turn 1. Jorge Lorenzo also had a good start off the line and overtook Maverick Viñales, soon after Johann Zarco got into attack. Meanwhile disaster struck Maverick Viñales, as the Championship leader lost his front and slid into the tarmac at turn 18 taking 0 points for the first time in 2017.



Cal Crutchlow soon joined Johann Zarco at P5 eventually trying to make an overtake, while Andrea Iannone tried to grow his aggression over Lorenzo for a P6. Later on Johann Zarco created a zealous incident with Valentino Rossi, trying to get better of the latter. That made Rossi forcibly go out of the track, which at the end gave him a small advantage by closing the gap at front. Though the mistake was still at Zarco's end Race Direction penalized Rossi with a 0.3 second penalty.

With half way through the race, it was time for Marquez to get at the front.

Marquez started pulling off at the front making up 0.5 to 1 second each lap. Dani Pedrosa started dropping off soon, due to some issues with the front tyre. With 3 laps to go "The Doctor" passed Dani Pedrosa, only to pull away for a 2 second odd advantage and zeroing out the 0.3 second penalty making any serious damage. Cal Crutchlow meanwhile passed Zarco for a P4 to become the top Satellite rider. Johann Zarco was followed by Andrea Dovizioso at P6, who was the top Ducati rider.

The top 10 of the table were completed by Andrea Iannone, Danilo

Petrucchi, Jorge Lorenzo and Jack Miller respectively. The Tech3 Yamaha rookie Jonas Folger came home at P11, followed by Scott Redding and Tito Rabat. Hector Barbera and Alvaro Bautista drew the last blood, as they finished at point scoring positions.

With Valentino Rossi leading the World Championship, the grid now moves on to Europe with the next race scheduled at Circuito de Jerez in Spain on the 7th of May. Until then stay tuned to BikesMedia for further updates on the 2017 MotoGP World Championship.



5 Tips To Get Maximum Mileage **From Your Motorcycle**

You buy a motorcycle and later realize that its not returning you the mileage that it is supposed to. You are dissatisfied and disappointed with the bike and want to sell it off. Wait, read this article before taking any further step. Do you know that by following these simple steps and changing your riding habits, you can get better mileage from what you are getting now.

1. Ride at a constant and controlled speed and Don't indulge in rash riding.

If getting a decent mileage is your concern, ride at a constant speed of 40-55 kmph and don't accelerate abruptly and ride rashly. Use brakes when needed rather than accelerating for fun and then braking suddenly. You need to choose between riding for fun and riding for decent mileage.

2. Take proper care of your bike

This is a very important step, service your motorcycle properly and regularly, maintain correct tyre pressure and inflated. Keeping your bike's engine clean will not only give you good power but will also return good mileage. This key step will help your bike to work smoothly and efficiently too.



3. Avoid traffic when possible

Take roads in which you can avoid traffic and traffic jams, more traffics means more braking and acceleration, which results in lesser fuel economy. Even if you are in traffic halt switch off the engine if it is more than 40 seconds. If there is a lot of traffic, it will require more gear shifts and then it furthermore reduces your bike's mileage.

4. Be sure to fill the fuel tank of your bike with good quality fuel

Select a petrol pump which gives good quality petrol it will take some time to get one but you will get it, then fill the same type of petrol and with the same petrol pump whenever possible. Good quality petrol will increase your fuel economy and will keep the engine in good condition while the bad quality petrol will do vice versa. So be sure choose good quality of petrol in your tank and try to fill it in morning as you will get a bit of more petrol than filling in afternoon due to the evaporation of petrol in afternoon.



5. Take care of small things

Some of the steps are avoided by the people to get better fuel economy, try to follow these steps, clean and adjust the chain of your bike after certain intervals, Be sure to not press the rear brake pedal while riding as it will cease the rear tyre which will increase pressure on engine thus you will get reduced fuel economy, always try to run the engine in higher gears and avoid riding in lower gears for long periods, try to park your motorcycle in shadow whenever possible as parking in sunlight can evaporate your hard earned petrol.

Steelbird Launches “Adonis Majestic” Helmet

Steelbird Hi-Tech India limited, which is Asia's largest Helmet manufacturer has introduced a new chapter to its helmet stories with “Adonis Majestic” designed especially for the young riders. The new range of helmet from the house of Steelbird is featured with superior quality, effective performance and advanced design. As per company the “Adonis Majestic” helmets boasts of modern characteristics and unmatched safety standards.

The new Adonis Majestic helmets incorporate a number of features focusing on designer interiors and compact design. Interiors utilize air-mesh fabric to keep cool during the long rides and hot weather. Additionally the anti fog design makes it ideal for all weather and rides!

The new range of Adonis Majestic helmets comes featured with polycarbonate anti-scratch coated visor to protect the rider from pollution, dust and smoke, without hampering the view. It also allows the riders to enjoy the ride with maximum comfort. Furthermore, to allow added comfort to the riders, Adonis Majestic offers neck padding and extra comfort padding to help them ride at ease!

The new full face Steelbird “Adonis Majestic” helmet model offers the riders a wide option as it is available in eight base colours and twenty two (22) designs. It is priced at Rs. 1399/- and available in 580MM & 600MM sizes. The Adonis Majestic helmets can be bought at all Steelbird outlets across the country and you can also purchase it online from Steelbird Helmet's official website.

