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Marc Marquez takes Championship
Valencia GP Race Report

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BikesMedia

Everything About Two Wheelers

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Engine Idling
Or
Idle Speed
Explained

BBG
Navigator
Riding
Jacket



Honda
Grazia
125

Test Ride
Review

Suzuki
Intruder 150
Launched



DSK *Test Ride Review*
Benelli 302R



Hero MotoCorp Unveils
XPulse Concept
EICMA 2017



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Benelli

302R

Test Ride Review



The Benelli brand in India was known for all the naked motorcycles they produce. The TNT 300 was initially brought into the market as an entry level superbike, a 300cc naked which was known for the pleasing exhaust note it produces. It did have a few drawbacks though, a few riders wanted a fully faired version of a Benelli motorcycle and then the day came when the enthusiasts visualized the fully faired version of the TNT300 with better ergonomics, looks, fit and finish. Here we bring you the Benelli Tornado 302R review to find out how it fared.

Instrument panel and switchgear

The instrument panel actually looks a bit too dated for a modern bike, it gets a digital speedometer, analogue tachometer, two trip meters, gear shift indicator, tell tale indicators, ABS indicator. There is nothing much to describe about the instrument panel. The build quality on switchgear feels premium, the buttons have a nice and soft touch to them. The right side gets the kill switch, hazard light button, and the self start button. The left side gets an ABS switch, pass light switch, indicator switch and high beam low beam switch. The quality of the material used feels far better than what was seen on the TNT300.

Looks & styling

The motorcycle upfront looks amazing, the split headlamps with the LED DRL's make it look appealing. The silver with green color looks the most appealing amongst the colors Benelli offer us. The huge Benelli decals on the fairings look special. The indicators are LED and give a clear visibility. There is one cute thing that many might not notice, a small Benelli badging inside the windshield.

Coming to the side profile, the chiseled tank looks huge and muscular, making the whole motorcycle look beefy. Benelli has offered its trademark exposed trellis frame, a common thing that they do for all motorcycles. The exhaust looks nice and shiny, there are bits of weld marks on the exhaust, which looks a bit ugly when it is seen from closeup. The pillion rider gets a grab rail to hold on to unlike the Yamaha R3 or the Kawasaki Ninja 300. The engine gets a nice metallic Benelli badging on it. Something that I was really impressed was the carved Benelli logo on a small black pad on the sides of the tank, it looks simple and can be noticed only when you see it close.

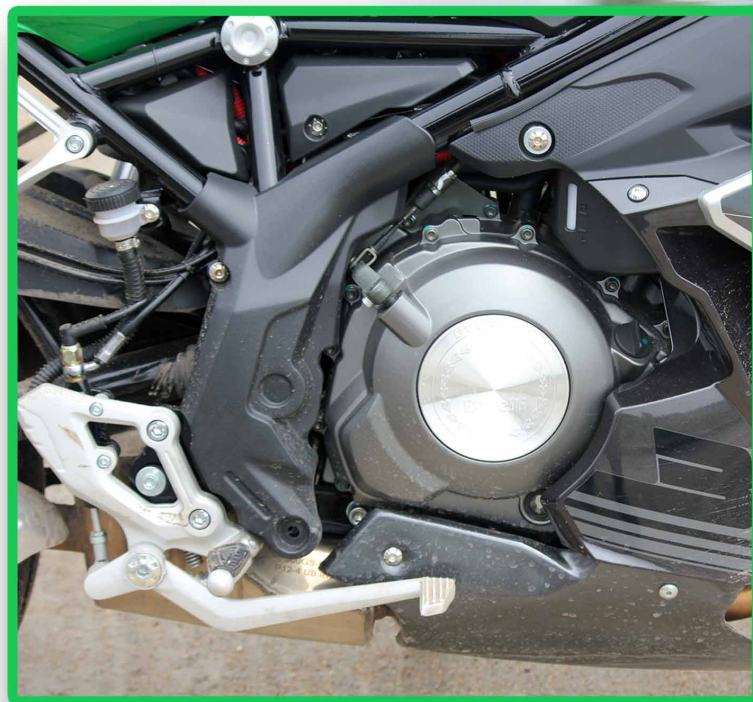


The Benelli Tornado 302R is powered by a 300cc engine that produces 38.26 BHP at 11k RPM, and a maximum torque of 26.56Nm at 10k RPM. The engine is mated to a 6 speed gear box. Crank the engine and my God, the exhaust note sounds so bassy. Rev it up post 8000rpm you can hear a totally different exhaust note from the machine. The engine feels a bit sluggish when it is compared to the TNT300. Small vibrations are felt at around 5000 RPM range.

The gearbox feels smooth in up shifts and a bit hard during downshifts. Post 8000RPM yeah, it does feel a bit active but not much, only during the red line you can actually feel some punch. The whole exhaust note changes post 8000 RPM, the motorcycle comes to life shooing off and angering all the dogs.

The engine should have been tuned more for peppiness. There is a bit of throttle lag during the initial stages. At sometimes it is felt that the power exhibited does not equal the amount of noise the exhaust produces. The motorcycle lacks any hopping clutch which helps a lot under aggressive downshifts. Engine braking too was not upto the mark as seen on the R3 or the Ninja 300. There was minimal knocking at high gears and low speeds. The third gear was the sweet spot where there was ample amount of juice in all the ranges. The engine feels like sloth at times, you need to wake it up, to extract the power out of it.

Engine & specifications



Ergonomics

The Benelli 302R is more over like a sports cruiser, with a little upright seating position. The rear set foot pegs give a nice and sporty riding position. It is comfortable to ride it even in the city roads, but there is a bit of palm aches under heavy traffic. In spite of being so heavy, the bike feels really easy to ride. The handlebars I feel are a bit too long for the motorcycle. The weight isn't felt much when the motorcycle is cornered. The cushioning on the seats feel really soft and I never had any butt aches.



Brakes and suspension

The Benelli 302R gets 150 section tires which is 10mm lesser than what the TNT300 gets. The motorcycle gets Metzeler tires, the tires offer decent amount of road grip, I personally feel that the Pirellis can do a better job. The motorcycle gets a dual floating disc upfront and a single disc at the rear. This the only 300cc motorcycle in the twin cylinder category to get ABS as standard. The motorcycle gets a dedicated button to turn on and off the ABS.

The front brakes feel progressive and lack bite. The rear brakes do a better job when it is compared to the front brakes. The brakes need a better bite. It is good that they do not lock up due to the assistance of the ABS. When the ABS is turned off, the rear wheel locks up easily, sometimes leading to a fish tail. The suspensions are the best part of this motorcycle, the cushioning are also really good. The pot holes were dampened with ease, I could hardly feel any discomfort as a rider or as a pillion. The USD and Monoshock do a great job.

Pros:

- * Exhaust note.
- * ABS.
- * Suspension setup.
- * Built quality.

Cons:

- * Feels under powered.
- * Gearbox.
- * Bad finish on the exhaust.



Specifications

GENERAL:	
Price	3,48,000 (ex-showroom, Delhi)
Launched	Jul, 2017
ENGINE:	
Engine Displacement	300 CC
Engine Type	Liquid cooled, 4 stroke
Number Of Cylinders	2
Valves Per Cylinder	4
Max Power	38.8 PS @11500 rpm
Max Torque	26.5 Nm @10000 rpm
Bore x Stroke	65.0 x 45.2 mm
Fuel Type	Petrol
Starter	Electric
TRANSMISSION:	
Transmission Type	Manual
Number Of Gears	6
Final Drive	Chain
WHEELS & TYRES:	
Front Tyre (Full Spec)	110/70-R17
Rear Tyre (Full Spec)	150/60-R17
BRAKES:	
Front Brake Type	260 mm Double Disc
Rear Brake Type	240 mm Disc
SUSPENSION:	
Suspension Front	41 mm upside-down fork
Suspension Rear	Rear swingarm with central shock absorber
DIMENSIONS:	
Overall Length	2150 mm
Overall Width	745 mm
Overall Height	1115 mm
Wheelbase	1410 mm
Ground Clearance	150 mm
Kerb Weight	198 kg
Fuel Capacity	14.0 Litres

BBG Navigator

RIDING JACKET

Product Review

Biking Brotherhood Gears shortly called as BBG, started selling custom jackets 4 years ago. The Ladhak is indeed one of their best and highest selling jackets. Biking Brotherhood Gears had recently launched their new series of jackets called the Navigator for a price tag of Rupees 8,000. We got the Navigator jacket for review and here are the findings. I have been owning the BBG Xplorer jacket for about 1 year, and let us also find out the upgrades the BBG have done to their products in this one year span.



Looks & Design

The Navigator looks very appealing with a unique design. It gets fancy fluorescent or red colored strips on the front, back and on the arms. I found the fluorescent color to be the most attractive one during the night times and the red to be attractive during the day time.

The mesh on the front, back and sides of the arm gets a slight grey color to it. Remaining bits are black in color. The jacket gets 3M reflector piping throughout the body. BBG have also added reflector design on the body as well, they look very appealing during the night times and also do a good job in reflecting light.

The jacket also gets a hydra-pack which is a smart move by the brand. The left arm gets a small secret pouch where the rider can store small things like his license or coins. It also gets two

internal and external pockets with a water proof linings. The arms and the back get rubber BBG branding and the ones on the arms looked gorgeous.

The shoulder gets a Navigator rubber branding. The quality of the rubber is soft and good. A small feature that impressed me a lot is the rubber BBG branding that is added to the zipper for easier functioning. The Navigator comes in two colors Fluorescent and Red. I personally loved the fluorescent color.



Protection

The part that has to be emphasized the most on a riding jacket is the level of protection that is provided. The Navigator gets removable CE certified armors for the elbows, shoulder and the back. The armors feel softer and are made out of sturdy material to withstand more impact.

The armors feel a lot more softer than the ones on the Xplorer. The jacket gets detachable thermal and water protection liner. Something good that BBG have included to all the variants of their jacket. The reflectors do a great job during night time.



Comfort & Ventilation

The BBG Navigator jacket is made from textile material that can be used in any weather and terrain. Comfort provided by this jacket deserves an applause. The airflow through the meshes are very good. I had tested the jacket in the peak sunny days of Chennai and I hardly sweat under moving conditions. It was a little fuzzy under standing traffic conditions though.

Since it rained, I was able to test the waterproof liner also, it indeed did a great job from protecting my shirt and body from getting wet. The pockets saved my wallet and phone too. The jacket feels very soft and light to wear. The Navigator gets adjustable straps for the hips, tab at collar upper arm and cuffs.

The jacket feels very light once both the liners are removed. The liners can be attached back with the help of zipper lines that are stitched on the inner surface of the jacket and the outer of the liners.

Post using the BBG Xplorer jacket for a year, I found that this jacket feels lighter to wear, the air flow has been improved drastically and more over the quality of materials used have been improved a lot. I can hardly find any faults with the jacket, the collar strap can get a little annoying at times.

I am not exaggerating but the quality and features that the jacket is providing is top notch and is extremely worth the price that is paid for it. For a price tag of Rupees 8000, it is very hard to find a better product with similar comfort and safety.



H

MSI (Honda Motorcycle & Scooters India Ltd.), the brand which consistently has been on the lips of the two wheelers enthusiasts and consecutively being serving to the Indian market since past many decades. En number of product line ups, mesmerizing technologies & features, and the reliability of Honda made it world's most demanding two wheeler manufacturing brand.

Indian automobile market has always been the most potential market for the two wheeler manufacturers and Honda has realized it and made the most of it. It has created an amazing bench mark in the segment of scooters here in India. The legendary and the most demanding scooter Honda Activa has truly diverted the mindset of the mileage seeking riders and took the segment of scooters to a whole new level. Soon after the grand success of Activa other brands too entered into the segment and even the International racing brand Aprilia too has come up with a 150cc scooter named Aprilia SR 150.



Honda Grazia 125 Test Ride Review

After the immense and dominating success of the Activa, Honda has kept on working for the same segment and brought some other scooters too like Honda Dio, Aviator, Activa 125, Honda Navi, and Honda Cliq these were the scooters offered by Honda to its Indian riders amongst which almost every scooter got a great response by the market. Honda Navi and Cliq didn't get much response due to their small and compact sizes. Everyone loves to ride a beefy machine no matter whether it is a motorcycle or scooter. Finally here is the new scooter from Honda has arrived into the market and they have named it Grazia 125.

We have done the Test Ride Review of it; let's go through what Honda has offered to its riders with this scooter.

Styling

All new Honda Grazia has got really cool and astonishing looks. The very first look of the scooter somehow reminds us of Honda Dio from the front and the rear end. Actually the whole scooter looks like Honda Activa has worked out, took heavy diet and transformed. Beautiful fine lines and bulky yet aerodynamic front of Grazia mesmerizes the soul. Its wide and long seat satisfies that the ride is not going to be burden for the rider as well as for the pillion. Gorgeous LED headlamp with white DRLs and indicators, spacious foot-board and strong grab rails can truly attract anyone. The most impressive feature Grazia has got is the full digital meter console.



Honda Grazia 125 Test Ride Review

Instrument Cluster and Switchgear

Coming to the Instrument Cluster, as mentioned before the all new Honda Grazia has got really gorgeous meter console and it is the first scooter in its segment that has got full digital meter console. With the upgraded technology Grazia has got the Odometer (RPM meter) which is too absolutely new in the segment. Well this isn't enough; the scooter has also got three Eco meters which show that on which mode the rider is going on.

Actually the whole Instrument console has divided into two parts the upper one shows the speed and RPM while the lower one (equipped with pale orange LED) hoses clock, fuel meter, and a trip meter. On both the sides of meter console, indicator lights (glows green), upper light (glows blue) for the head lamp, a button to trip the meter and on the top there is the Eco meter (which too glows green when we accelerate). The most attractive feature I liked is the Odometer which looks like a pro racing motorcycle and I fallen in love with that.

Let's go through to the switchgear, getting on the scooter and putting the key into the lock of the vehicle is the initial stage of riding and here the very first step shows that this is a new scooter from the house of Honda and not the regular ongoing one. There is a switch given to open the seat locates just beside the lock switch and the lock switch has got three steps.

In order to open the dickey you have to rotate it clockwise and press the button, the seat opens and in order to switch the ignition on, you have to rotate it one more time. Apart from this the scooter has got the self start switch on the right side of the dashboard just beside the accelerator and on the left side it has got upper and dipper switch, horn switch, and again a different feature the choke switch has placed just below the horn switch, as most of the motorcycles have got.

Honda has actually changed or we can say assembled some features differently like most of the scooters now a days have got the mobile charging

slot under the seat but Honda thought that it is an important gadget used frequently and must be in front so it has placed it at the left side of the scooter just below the choke switch. It has got a pocket and a charging slot inside so that you can charge your phone and keep it there only but the quality of plastic used in this particular might have been improved. Also the under seat capacity is so spacious that a full sized helmet can be kept with no trouble.



Honda
Grazia 125
Test Ride Review

Ergonomics

Every rider seeks for the comfort in his vehicle no matter whether it is a scooter or a motorcycle. Rides must be safe and comfortable. Honda has kept these criteria upfront and made its new 125cc scooter accordingly. The long and wide seat with soft foam has decreased the harshness of the roads while the short handle is placed finely which actually completes the scooter, ergonomically. Having just 107 kg of kerb weight this scooter makes itself different even from its younger sibling Honda Activa. Wide and flat footboard in the middle of the scooter helps in keeping bags and belongings easily. The rear foot pegs looks as strong as they can carry heavy legs over them.



Honda
Grazia 125
Test Ride Review

Engine and Performance

Having the same technology and displacement as Activa 125, the all new Honda Grazia is equipped with 125cc air cooled CVT engine directly taken from the Activa 125. The engine is capable of producing the power of 8.52 BHP @ 6500 RPM and 10.54 NM torque @ 5000 RPM.

Well most of the riders don't want to go through the figures so for them I must tell that this scooter has really touched my soul. The refinement of the engine and smooth ride made me its fan. Personally telling, I have never enjoyed the scooter ride as I did on the Grazia ever before. The powerful 125cc engine has a lot for you; the lightweight body of the scooter aids to its handling and acceleration. Aerodynamic built and powerful engine made this scooter away from becoming a toy in the hands of kids.



Brakes and Suspension

For a safer and comfortable ride suspension and brakes of every vehicle plays a vital role. And Honda seems to have never compromised with the safety of its riders. So with this product it has insured the level of safety by equipping the scooter with Telescopic fork as the front suspension and spring loaded hydraulic suspensions at the rear. While leaning any scooter or motorcycle on twists and turns, suspensions take all the tolls and if they are good in quality or worth according to the weight and power of the vehicle then they give a great confidence to do so and this is what I felt with the suspensions of Honda Grazia. The suspension setup gives you immense confidence while riding the Grazia on various kind of turfs.

Apart from the suspensions the most important tool of riding and driving any vehicle are Brakes. Actually there is no use of more power if the brakes of the vehicle are not worth, and I didn't feel anything wrong about that on Grazia. The scooter has got 190 mm disc brake at front and 130 mm drum brakes at the rear. And I must tell you the small disc brake cannot be underestimated, though it is small in size but works absolutely perfect. It actually gave me the confidence of going higher than the average speed even in the city riding condition. Also its 90/90-12 tubeless (front) and 90/100-10 tubeless (rear) MRF Zapper tyres are worth to mention. The tyres are paired perfectly with brakes setup to face any kind of road conditions.



Honda Grazia 125 Specifications

Verdict

The all new Honda Grazia is apparently a new scooter but technically it is the updated form of Activa 125. Technology used in this scooter is being borrowed from the Activa 125 but looks, design and some features like full digital meter console are bunch of the features which make this scooter absolutely different from others.

The Honda Grazia has been priced at Rs. 57,897 (Ex- showroom, Delhi) for the base version. With all such amazing features, technologies and en number of color options, it seems like Honda is going to repeat the history with the same segment of Urban Scooter but not with the Acitva, this time it has named the weapon Honda Grazia.

GENERAL:	
Price	62,269 (ex-showroom, Delhi)
Launched	Nov, 2017
ENGINE:	
Engine Displacement	124.9 CC
Engine Type	Air cooled, 4 stroke
Number Of Cylinders	1
Valves Per Cylinder	2
Max Power	8.6 PS @6500 rpm
Max Torque	10.5 Nm @5000 rpm
Bore x Stroke	52.4 x 57.9 mm
Fuel Type	Petrol
Starter	Electric-Kick
TRANSMISSION:	
Transmission Type	Auto
Final Drive	Direct
WHEELS & TYRES:	
Front Tyre (Full Spec)	90/90-12 (Tubeless)
Rear Tyre (Full Spec)	90/100-10 (Tubeless)
BRAKES:	
Front Brake Type	190 mm Disc
Rear Brake Type	130 mm Drum
SUSPENSION:	
Suspension Front	Telescopic Fork
Suspension Rear	Spring Loaded Hydraulic Type
DIMENSIONS:	
Overall Length	1812 mm
Overall Width	697 mm
Wheelbase	1260 mm
Ground Clearance	155 mm
Kerb Weight	107.0 kg
Fuel Capacity	5.3 Litres



The two wheeler giant Hero MotoCorp has unveiled a concept off-roading motorcycle- XPulse at the ongoing EICMA motor show in Milan, Italy. The Hero MotoCorp's motorsport division, the Hero MotoSports Team Rally also presented their plan for the upcoming 2018 Dakar Rally, including its new motorcycle, which the riders would ride at the Rally.

Hero MotoCorp Unveils XPulse Concept EICMA 2017

Speaking on the occasion, Pawan Munjal, Chairman, Managing Director and Chief Executive Officer, Hero MotoCorp, said,

Hero MotoCorp has over the recent years, rapidly expanded its global footprint and is present in 35 countries, with manufacturing facilities in three countries. We are constantly developing

Concepts for the future – keeping in mind global trends and customer aspirations. I am sure the Adventure Concept motorcycle XPulse gives you a directional guidance on the path that Hero is going to ride on in the future. We created this segment in India a few years ago and we feel it is about time that we start conceptualizing some new thoughts and ideas in this space. And in keeping with the rising global stature of Brand Hero, we are creating such Concepts not just with the Indian user in mind, but also with a focus on the evolved global markets.

We are also pleased with our motorsport team, which in its debut season made a mark in rallies across continents last year. The team is now ready for Dakar 2018. We are also taking our learning and experience from motor sports to develop new concepts and products for our customers.



Honda Launches

Grazia

Honda Motorcycle & Scooter India Pvt Ltd. (HMSI) has launched a brand new scooter in 125cc segment- Grazia. The Honda Grazia is based on Honda's Activa 125 platform and it is the second product in its respective segment after Activa 125. Company is calling its new entrant "Grazia" as Advanced Urban Scooter and considering this as the Next Big Step of Honda to lead the Scooter Segment from the front with Innovation & advancement of its product portfolio.

The new Honda GRAZIA is equipped with the same 125 cc Honda BS-IV HET (Honda Eco Technology) engine, which we have seen of Activa 125. The engine is capable of delivering 6.35 kW of power and 10.54 Nm of torque. The engine promises improved combustion, reduced friction and better cooling to bring out the best performance. The Grazia also comes equipped with Combi Brake System (CBS) with Equalizer technology. The Honda Grazia comes fitted with LED headlamp making it first in industry. A full digital instrument console is another first in class feature that Honda Grazia is featured with. Features like optional smartphone charger, 4-in-one lock with dedicated seat opener switch are few to mention.

The new Honda GRAZIA comes in six attractive colours: Matte Marvel Blue Metallic, Neo Orange Metallic, Pearl Amazing White, Pearl Night Star Black, Matte Axis Grey Metallic and Pearl Spartan Red. The scooter is available in Standard, Standard Alloy and Deluxe variants and has been priced at Rs. 57897 (Ex-showroom Delhi) onward.

Grazia

125cc Scooter



Speaking on launch occasion, Minoru Kato- President and CEO, Honda Motorcycle & Scooter India Pvt. Ltd. said,

In the last 16 years, Honda 2Wheeler India has grown exponentially from a humble 54,000 units in the first year, to 3 lakh+ scooter sales in a single month now. Today every 2nd scooter customer in India is celebrating the freedom of mobility on a Honda scooter. Adding more excitement to the premium scooter segment, the Honda GRAZIA is the most advanced scooter in its category. With many Industry first feature like LED Head lamp, fully digital meter with 3 step speed Eco speed indicator, Customers can now step into the future and see the world in new light with pride, backed by Honda's high quality and superior reliability.

2017 Valencia GP Race Report Marc Marquez takes Championship

Literally one of the most dramatic races of the season crowns Marc Marquez as the 2017 World Championship. Dani Pedrosa was a perfect wingman for Marquez in the start of the race, yet finishing on the rostrum for the second time in the year.

Johann Zarco rode an incredible race to claim P2, after leading for a long time. Marc Marquez finished the race at P3 after almost crashing at turn 1, claiming his 4th straight MotoGP Championship in 5 years. Key title rival Andrea Dovizioso crashed out of the race ending the subtle chance of winning the title.

As the lights went out Marc Marquez took the holeshot, followed by Dani Pedrosa and Johann Zarco slicing into P3. Andrea Dovizioso had a good start moving into P6, behind teammate Jorge Lorenzo. Johann Zarco had incredible pace and quickly moved to the front followed by Marc Marquez with Dani Pedrosa acting as a guardian for his teammate at P3.

Andrea Iannone felt back to P8 behind Valentino Rossi, while Alex Rins also battled with the pack. Jorge Lorenzo was at P5 followed by Andrea Dovizioso, while Lorenzo was constantly reminded to let Dovi at the front. The team used the infamous "Mapping 8" message to Lorenzo, though he continuously ignored the team orders. At the front Zarco and Marquez exchanged the lead a couple of times, before Marquez had a huge moment going into turn 1.

It was big warning for Marc as he settled down for a podium position, leaving the fight. Soon after, Lorenzo suffered a big blow and ended up on the gravel while teammate and title rival Andrea Dovizioso crashing out as well. Both the factory Ducati riders were out of the race in succession, while Dovizioso received a huge applaud from the Ducati team and pit lane. Marquez decided to play it safe after the warning and settled at P3. Dani Pedrosa hunted down on Johann Zarco at the end of the

race and took the chequered flag in first. Johann Zarco and Marc Marquez completed the podium, while Marquez started off his celebrations. Alex Rins finished at a very capable P4, who was followed by Valentino Rossi at P5. Andrea Iannone came home at P6 followed by Jack Miller. The top 10 of the standings was completed by Cal Crutchlow, Michelle Pirro and Tito Rabat. Maverick Viñales seemed to be off pace as he finished the race at P12.

Marc Marquez took his sixth World Championship, fourth MotoGP title in his five years (2013,2014,2016,2017). Andrea Dovizioso takes the runner up spot after an incredible season. Now that the Championship is done and dusted, the grid stays at Valencia for the off season testing schedule. Stay tuned to BikesMedia for an overview of the 2017 MotoGP World Championship and its further updates.



Engine Idling Idle Speed Explained

I started switching my engine off at the traffic light after two years of buying my bike. It has saved more fuel than I was expecting and the condition of my engine after 7 years is still quite good. All this was the result of an advice which I got from a guy at my gym who used to ride a Royal Enfield Electra and that wasn't it, over the years of riding and reading have also enabled me to compile everything about "engine idling speed" and hand it over to you, my fellow mates. So here's another "All you need to know" on the topic of Engine idling speed.



What is idling?

In simple words, it means that idle speed refers to the speed when your bike's engine is running but your bike isn't moving anywhere, basically, the same scenario when you come at a traffic light, put your bike in neutral, leave your engine on and your throttle in the rest position.

What happens when your bike is in this position?

When your bike is "idling", the main flow of air in the carburetor is blocked and a secondary air cavity is used to chuck in the air. Since not enough air is able to pass into the combustion chamber so more amount of fuel is pumped into it making the air to fuel mixture rich, which burns cooler but is less efficient.

What harm does this do to my engine?

Under this condition, the engine runs without any load but still consumes more fuel just to keep the bike in that position. According to a gross calculation, 10 seconds of idling equals to a restart of the engine. Idling also causes the engine to wear and even more so if you try to rev at idle speed.

How to set up idle engine speed?

Usually, there is a small screw under your bike's tank which does the job of increasing or decreasing idle RPM. The most common idle speed for motorcycles ranges from 1.2 to 1.5 K on the RPM metre.

Should I keep my engine idle after a cold start?

Some people say that you need to keep your bike idle for one minute when you start the engine because it allows the engine to reach operating temperature, usually the explanation given for doing the same is that it's very harmful to the engine to immediately start working hard from a cold start as it is not yet fully lubricated and the time given for the engine is meant to decrease the viscosity of the oil so it can bind up on all the engine parts and ensure smooth movement.

But some people say that in a country like India where already during most part of the year we face high temperatures, such a practice is futile as oil never really reaches such high viscosity in the first place. For people living in high altitudes where the temperature takes quite a big dip this can be a boon but if you live in plains like me it's the sure way to reach somewhere late.

Is it better to turn off the engine or stay idle at traffic lights?

My personal rule is, if there are more than 30 seconds left on the traffic light, I press the kill switch (put ignition off via key for Honda CB Hornet 160 R owners, pun intended.....) and it is way better to turn off your engine. This way you not only save fuel and the wear on your engine but also the environment because those small explosions of the rich air-fuel mixture are not burned efficiently and pose a huge risk of release of unburnt gases into the atmosphere.

Final thought

Every year a lot of fuel is wasted by vehicles standing at the traffic lights which result in a very inefficient use of our precious fossil fuel and an unprecedented damage to our environment. With more focus on controlling air pollution and clean energy, a demand for electric motorcycles/scooters has already risen from different parts of the world and it's only a matter of time when all of us take the required leap from fossil fuels to renewables. Until this happens follow the instructions and enjoy your ride.

Does my clutch play any role in the process?

Yes, while coming to a stop always remember to pull your clutch in fully and then change the gears. When the bike comes to a complete stop either push the kill switch and after the engine shuts down, release the clutch or find the neutral and then switch off the engine. Never try to rev hard while at a stop with your clutch lever all pulled in. It just means that in addition to the wear on your engine you're also damaging your clutch assembly.

Suzuki Intruder 150

Launched at Rs 98,340

Suzuki Motorcycles India has launched the touted Intruder 150 today at an event held at Capital city Delhi. The mini cruiser was in limelight for past few days and is finally launched. The Intruder 150 is featured with underpinnings shared from the existing Gixxer and Gixxer SF series of Suzuki motorcycles in India.

The design element of the new Intruder 150 is inspired from the mighty Intruder series of cruisers but it is subjective as from certain angles the bike looks over bulbous.

The new Suzuki Intruder 150 is equipped with same 155cc air cooled engine with different tuning; gear ratios are also being changed to justify the cruising ability of the bike. Suzuki has featured the ABS as standard feature on the mini Intruder, whereas the fueling is being done via carburetor only. A Fuel injected version is also expected in near future from the house of Suzuki India.

The latest edition of Suzuki Motorcycles comes in two color options, Silver Grey and Black. Suzuki has launched the new Intruder 150 at a very competitive price tag of Rs. 98,340 (Ex-showroom, Delhi).



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