

BIKE

VOLUME 16 ▶ ISSUE 09 ▶ APRIL 2021

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INDIA



FEATURE

Hero MotoCorp
cross 100-million
Milestone

40 YEARS OF THE TVS XL

850 SPORT

More accessible
Triumph Tiger

RIDDEN

Benelli TRK 502
Honda CB350RS

SHOOTOUT

Ducati Multistrada 950 S ✓
Triumph Tiger 900 Rally Pro



250-cc
Fight Club
COMPARO

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Danger Looms Large

THE COVID-19 CASES ARE GOING UP BY THE DAY IN MAHARASHTRA, GIVING RISE TO THE fear that we may be heading towards another lockdown. We are to blame for this. The day they got to know that the vaccine was being administered, people thought that now it was all right to stop wearing masks and do away with social distancing. That seems to be the reason for the sudden spike in the number of cases. Needless to say, if there is another lockdown, it will be disastrous for the economy. We have been suffering from an economic slow-down even before the outbreak of the pandemic.

After a lot of delay, we saw the Indian Motorcycle of the Year (IMOTY) awards for 2021 being presented last month. The main reason for the delay was that we wanted to have a ground event and not a virtual one. That posed quite a few challenges, but the event went off very well and for that we need to thank Dr Raghupati Singhania, Chairman and Managing Director of JK Tyres, Sanjay Sharma, also from JK Tyres, and the IMOTY jury.

The question was being asked as to why the Honda H'ness CB350 was missing from the shortlist. That was entirely the fault of the manufacturer. We had given them 40 days to provide the jury members with the motorcycle, but the company failed to do so and that was why the CB350 was missing from the IMOTY awards.

This month we pitch two adventure sport bikes head-to-head to find out how they perform and which is best suited to your riding requirements: the Triumph Tiger 900 or the Ducati 950 Multistrada.

The fuel prices continue their northward trend. Indeed, they have breached the Rs-100 mark for one litre of petrol in some of the states. As has been pointed out in these columns time and again, this not only adversely affects two-wheeler owners but also the sale of new motorcycles and scooters.



Aspi Bhatena EDITOR



Why **BIKE** India Stands Apart

- Team headed by the only Indian to have **raced at the Isle of Man TT**
- We don't just test **bikes**, we **build them ourselves** too
- In case there is a **problem** in a bike, we don't just **find faults**; we suggest appropriate **solutions**
- Our technical know-how makes **our reviews** that much more **technically accurate**

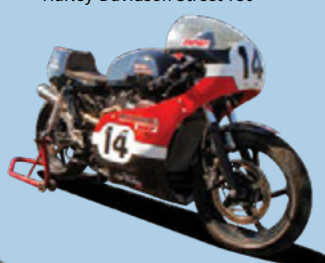
2006 We built the
Yamaha Gladiators



2016 We built the
Bajaj Pulsar AS200



2017 We built a race replica of the
Harley-Davidson Street 750



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NEXT GEN PUBLISHING PVT. LTD.
Unit No 5&6, 1st Floor, B Wing, Trade World, Kamala Mill Compound,
Senapati Bapat Marg, Lower Parel (West).
MUMBAI 400013, India. Mob No.: +91 932 154 6598

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E-mail: subscriptions@nextgenpublishing.net
Apple Newsstand & Magzter Queries help@magzter.com
Zinio Subscriptions Queries http://in.zinio.com/help/index.jsp

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Printed by Marzban Jasoomani, Next Gen Publishing Pvt. Ltd.,
Unit No 5&6, 1st Floor, B Wing, Trade World, Kamala Mill Compound,
Senapati Bapat Marg, Lower Parel (West), Mumbai - 400013.

Published by Marzban Jasoomani,
Next Gen Publishing Pvt. Ltd., Unit No 5&6, 1st Floor,
B Wing, Trade World, Kamala Mill Compound,
Senapati Bapat Marg, Lower Parel (West).
Mumbai - 400013.

Printed at Kala Jyothi Process Pvt. Ltd.,
1-1-60/5 RTCK Roads, Hyderabad - 20.

Published at Next Gen Publishing Pvt. Ltd.,
Unit No 5&6, 1st Floor, B Wing, Trade World,
Kamala Mill Compound, Senapati Bapat Marg,
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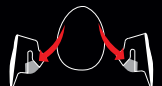
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Readers Write

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NOTE: Dear Readers, Thank you for the large number of letters! However, we request you to send them in a proper format. Firstly, please ensure that your letters are part of the e-mail itself, and not an attachment. Only pictures, wherever necessary, may be sent as attachments. Secondly, please mention the subject in the subject line. For example, if your letter is for the 'Readers Write' column, please mention READERS WRITE in the subject line. If it is a technical query to be answered by us, please mention TECHNO MAIL and so on. Otherwise your mail could land up in the spam bin. This will ensure that your letters and queries are published regularly.

– Editor



How About the TRK and Benelli's Service?

→ What is your take on the Benelli TRK 502? Is it worth the price, considering that Benelli have a rather limited service network?

Amit, via social media

Hello, Amit,
The Benelli TRK 502 is a capable touring motorcycle and it can easily cover long distances comfortably, but its heft will take some getting used to. Especially during low-speed manoeuvres. It is a good option if you have a limited budget and Benelli are improving their presence in India. For our update on this motorcycle, turn over to page 62 of this issue.



Nice Torque Spread for Daily Use

→ Which motorcycle should I buy for short rides and daily use within the city? It should also have a nice spread of torque and good fuel efficiency. I like the BMW G 310 GS but I am confused if I should go for it. Please advise me.

Ojas Jain, via social media

Dear Ojas,
The BMW G 310 GS is a well-built motorcycle with good levels of quality that make it a nice product overall. It will be perfectly at home on poor roads and good surfaces alike. Furthermore, it will fulfil your requirements quite easily. We would recommend that you take a test-ride on it prior to sealing the deal.



Retro Confusion

→ Between the Royal Enfield Classic 350 and the Jawa 42, which motorcycle should I opt for? My use is mostly within the city and I rarely go for long rides. Please advise me

Sashank Reddy, via social media

Dear Sashank,
If you are willing to wait for some time, you will be able to consider the option of the upcoming Classic 350 also. Royal Enfield may replace the current engine in the Classic 350 with the Meteor's 350-cc engine sometime this year and that will further improve the motorcycle.

TOP 3



Questions about the Benelli TRK 502

→ @anirudh_t_e_c_i_e asks: 'Does it feel bulky when being ridden?'

At speed, the motorcycle is quite well-balanced and easy to handle, but its weight becomes evident, for example, at low speed, U-turns, and parking. This particular aspect has been discussed in our update on this motorcycle on page 62 of this issue.

→ @hirakbarman_15 asks: 'How is the throttle response?'

It is smooth, linear, and progressive.

→ @nkale18: 'How is it to handle when riding off road?'

It is capable of mild off-roading, but it will be difficult to recover if it lets go.



Questions about Ducati Multistrada 950 S

→ @abhishek_xavier asks: 'How would you rate touring comfort on a scale of 1-10?'

We would give it an eight on 10 for touring per se.

→ @maitreyanath asks: 'Which riding mode did you use the most?'

We used mainly Sport and Urban with a short stint of Enduro when riding off-road.

→ @aswinani007 asks: 'Is the engine heat manageable in the city?'

Yes, to a certain degree, keeping in mind the fact that this is a motorcycle built for performance.





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Your Rides



La Moto Mexicana

- **Who I Am:** Abhishek Iyer
- **Riding:** The Honda XR 150L (2019 model)

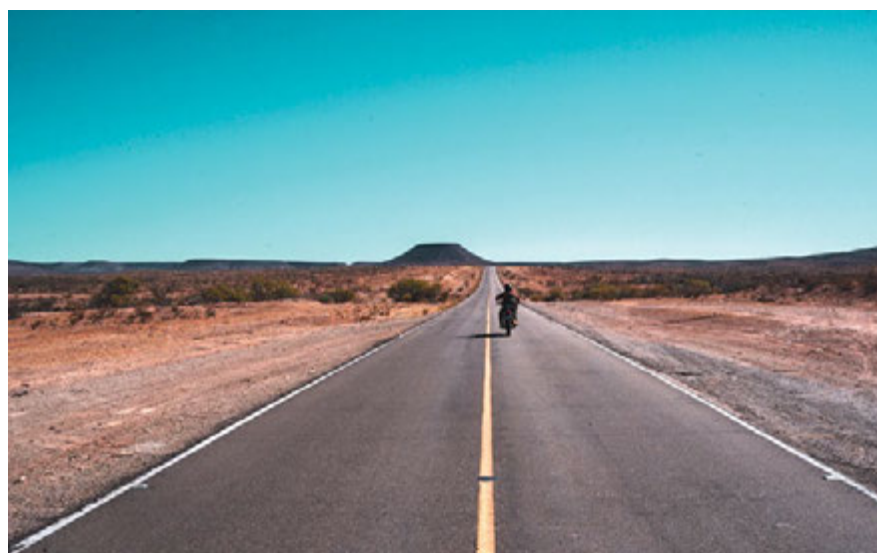
THIS STORY HAS ITS ORIGIN IN ME spending a month studying an adventure on a bicycle. Let me fill you in first, though. A few years ago, I bicycled across southern India, then, a step further, along the length of Nepal, and, a year later, the length of Norway. It had been a whole two years since the Northern Lights and the mind yearned for another epic adventure.

I found a slick-looking website about a six-week route through a desert in northern Mexico and, a couple of weeks later with visa formalities taken care of, I was on a 24-hour bus ride across Mexico to the border wall: my starting point for this bicycle ride.

Little did I anticipate that this time things would be different. Just two days into the ride I would have to abandon my bicycle trip as I had packed too much for the ride and was paying for the weight of it. With a heavy heart, I headed back to a town from the desert and decided to work on Plan B while sipping a cold local brew. Plan B would be to ditch the pedals and consider horses; not the quadrupeds, but the two-wheeled beauties we call motorcycles. A request for a motorcycle was posted on the social media, hoping that Plan B would be successful.

The next morning, I waited patiently for replies on Facebook Market Place and, with a little resourcefulness with Google Translate, I headed to a garage across town to meet Eduardo. Eduardo, with whom I got along very well, agreed to sell me his motorcycle and even offered to hold on to his name in its registration since there was no way I could legally buy a vehicle there. A really nice fellow that. Thus, a few excited runs to the ATM and about 35,000 pesos later, I was now the proud owner of a 2019 Honda XR 150L. Now the ride was most certainly on.

The plan? Ride across Baja California from the north to the south, zigzagging along the desert with the Sea Cortez to the east and the Pacific to the west, scenic beauty at its best. Now,



although this motorcycle was not exactly a long-distance performance machine, it sure was a legitimate upgrade from a bicycle. So, I stuffed a cheap duffel with my camping gear, strapped it on to the motorcycle with bungee chords, and hit the road. I made a quick pit-stop at an Autozone to pick up two litres of 15W20 oil, an open-face helmet, and a key-chain.

And there I was, about to live my own *Motorcycle Diaries* (devoid of any revolutionary thoughts, though) across the Baja peninsula, setting the asphalt ablaze with a top speed of ... er ... 90 km/h. While I don't consider motorcycling a passion, something about the circumstances leading up to this moment really had me fired up.

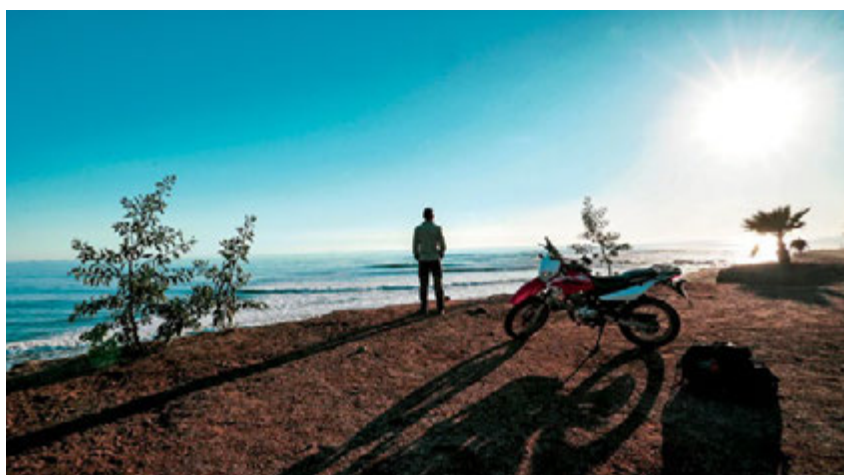
Over the next couple of weeks, I was in for adventures I was not fully prepared for. Wild camping overlooking the Pacific, sharing magic moments with a surfer on a cliff one sunset, swapping bikes for a Kawasaki KLR 650 to ride up to a national park, fishing for octopus with a local fisherman, grey whale watching in a lagoon in calving season, and stuffing myself with an abundance of *tacos de pescado* (fish tacos) and Birria.

Of course, there were several lows, too, such as a painful ride through a storm to catch my flight back in time, having my phone run over by a lorry, and snapping my tent poles midway into the trip. But then that is the kind of drama that makes motorcycling adventures so worthy.

The fact I realised for myself over those few weeks on the road was that when life gives you lemons, having a 150-cc

motorcycle between your legs and miles of long, lonesome road ahead makes a good lemonade. Today, I find myself ogling at 650-cc mean machines here in India and fantasising about an excuse to buy one of those and have my own Himalayan (mis)adventure.

Meanwhile, if any of you happen to be in Mexico and have time on your hands, you can go and use my Honda that is stashed away in Tijuana. [BIKE](#)



Harley-Davidson Pan America 1250



Revealed



H-D finally widen their horizons and make a move on the ADV bike space

AFTER YEARS OF TEASERS AND MOTORCYCLE SHOW APPEARANCES, THE production version of Harley-Davidson's adventure bike has finally been launched in international markets. It is powered by a revvy 1,252-cc V-twin that makes 152 hp at 9,000 rpm and 127 Nm of torque at 6,750 rpm.

Continuously variable cam timing ensures that enough twist is delivered at lower revs without sacrificing top-end performance. Harley-Davidson have also done away with valve clearance service intervals by incorporating automatic hydraulic valve clearance adjusters.

Other interesting bits include the linked braking system that automatically sends some braking force to the rear wheel when the front brake lever is squeezed, fully adjustable suspension at both ends with electronic semi-active suspension on the top-end model, and a comprehensive suite of rider assistance systems that includes riding modes, lean-sensitive traction control and ABS, and more. The rider interface is a 6.8-inch touch-enabled colour display that includes Android Auto, Apple CarPlay, and full map navigation rather than just turn-by-turn directions.

The bike is available in two variants, with the Standard variant priced at US\$ 17,100 (Rs 12.4 lakh) and the Special at US\$ 20,000 (Rs 14.5 lakh). We may expect to see the Pan America in Indian showrooms by the end of this year and we estimate the Standard model will be priced in the region of Rs 20 lakh and the top-of-the-line Special probably around the Rs 24-lakh mark to go up against the BMW R 1250 GS.

Watch this space for more.



Indian Motorcycle of the Year 2021 Announced

INDIAN MOTORCYCLE OF THE YEAR (IMOTY) is a prestigious accolade awarded annually to the motorcycle that has raised the bar in its segment that year. For the year 2021, one motorcycle stood head and shoulders above the competition.

IMOTY is India's most sought-after award for two-wheelers and it has been that way for 14 years in a row. Since 2007, a jury comprising the most experienced automotive journalists in the country decide which motorcycle is the most deserving. They scrutinize every motorcycle launched that year on numerous parameters. Points are awarded for performance, innovation, and excellence in the Indian auto sector. Of course, parameters such as price, fuel efficiency, styling, comfort, safety, performance, practicality, technical innovation, value for money, and suitability are also taken into consideration. Above all else, the motorcycle must be a product that has become the benchmark in its segment.

IMOTY 2021 was tougher than usual because the jury had to deal with the complications brought about by the COVID-19 pandemic. However, all activities related to IMOTY were conducted under controlled environments by exercising

the strictest of safety norms and social distancing. This year's jury was chaired by Aspi Bhatena, Editor, *Bike India*. The jury comprised Rahul Ghosh (Associate Editor, *Auto Today*), Dipayan Dutta (Senior Special Correspondent, *Auto Today*), Jared Solomon (Assistant Editor, *autoX*), Ravi Ved (Content Development Editor, *autoX*), Sarmad Kadiri (Executive Editor, *Bike India*), Sirish Chandran (Editorial Director, *Evo India*, *Fast Bikes India*, and *Motor Sport India*), Aatish Mishra (Assistant Editor, *Evo India*), Pablo Chaterji (Executive Editor, *Motoring World*), Kartik Ware (Managing Editor, *Motoring World*),

Bertrand D'souza (Editor, *Overdrive*), Rohit Paradkar (Assistant Editor, *Overdrive*), Vikrant Singh (Editor, *CarWale*, *BikeWale*, and *CarTrade*), and Kranti Sambhav (Editor and Lead, *Times Drive*).

For IMOTY, motorcycles that have had cosmetic facelifts or small mechanical changes do not qualify for contention. Although the country of origin does not matter, they have to be manufactured or assembled in India and should have been on sale in showrooms before the 30th of November of the previous year. Motorcycles imported through the completely built-up unit (CBU) route are not considered for this award.

The contenders for IMOTY 2021 included the Bajaj Dominar 250, Hero Glamour 125, Hero Passion Pro, Hero Xtreme 160R, Honda Hornet 2.0, Husqvarna Svartpilen 250, KTM 390 Adventure, and the Royal Enfield Meteor 350. The Honda H'ness CB350 did not make it to the list because the manufacturer was unable to make the motorcycle available for testing prior to the deadline.

The Royal Enfield Meteor 350 emerged as the winner with an unassailable 96 points. Right behind the Meteor were the KTM 390 Adventure at 81 points and the Hero Xtreme 160R at 59 points.



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Triumph Electric Bike Concept Renderings Revealed

PROJECT TE-1 IS TRIUMPH'S ALL-ELECTRIC CONCEPT AND THE British marque has been working on making it a reality for some time now. The company has just revealed final design sketches, giving us an idea of what the production machine could look like, alongside details of its electric powertrain and high-density battery pack. The motor, weighing just 10 kg, will produce 130 kW (180 hp) putting it up there with the brand's flagship naked roadster, the recently-launched Speed Triple 1200 RS.

Alongside Triumph, Williams Advanced Engineering, Integral Powertrain Ltd, and Warwick Manufacturing Group (WMG) at the University of Warwick are all involved with the development of this electric motorcycle and Triumph Motorcycles CEO, Nick Bloor, had this to say, "The completion of Phase Two, and the promising results achieved to date, provide an exciting glimpse of the potential electric future and showcase the talent and innovation of this unique British collaboration. Without a doubt, the outcome of this project will play a significant part in our future efforts to meet our customer's ambition and desire to reduce their environmental impact and for more sustainable transportation."



Bajaj Pulsar 250 Coming Soon

BAJAJ AUTO HAVE BEEN BUSY DEVELOPING THE all-new Pulsar range and the first model is likely to be launched around August 2021.

Bajaj Pulsar, the iconic sporty motorcycle brand, is being overhauled. The original Pulsar engine has not received a major update in the new millennium and it had to borrow the base of the powertrain from its sibling, KTM. This changed the much-loved Pulsar's character and brought it closer to the high-revving KTMs.

Die-hard Pulsar fans still miss the torquey nature that the original Pulsar 220 had and most buyers continued to buy it, preferring it to the newer Pulsars.

Finally, sources close to Bajaj Auto have confirmed that the new Pulsar is on its way and, although it will be modern in most ways, the 2021 bike will retain the first generation's charm and charisma. Among the first models is expected to be the Pulsar 250 based on a new platform and powered by a new engine developed by Bajaj. Unlike the Pulsar NS 200, the new model will not be equipped with a perimeter frame; instead it

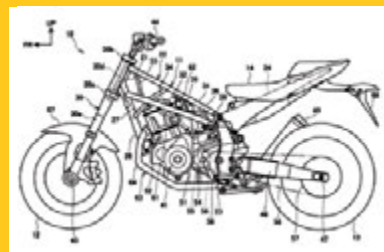


will get a single-downtube chassis with standard telescopic front fork and a rear monoshock. The overall design has also been altered and will be more muscular and heftier than that of the NS 200. It promises to get stylish tank extensions, a split seat, a sharp belly-cowl, and a proper upswept exhaust while the headlamp, tail-lamp, and indicators are expected to be LEDs.

More importantly, Bajaj have developed a new 250-cc, single-cylinder engine that will be air-cooled and not liquid-cooled as in the current Pulsar NS 200. Our guess is that it will produce around 25 hp and close to 22 Nm of torque and will come mated to a six-speed gearbox. Also, it will be a two-valve, SOHC engine with Bajaj's trademark twin-spark ignition and not the triple-spark technology. These, along with a simpler frame, will help Bajaj make the Pulsar 250 more accessible than the KTM 250 Duke, which is about Rs 50,000 more expensive than other 250-cc models.

As mentioned earlier, the new Bajaj is expected to be unveiled around August this year.

SNIPPETS



Honda Developing NT1100 Sport Tourer with Africa Twin Motor

Honda have recently applied for a patent for a motorcycle called the NT1100. The last time the Japanese manufacturer used the NT designation, it was for the NT700V — a middleweight, road-going, touring bike powered by a 680-cc V-twin motor. The discontinuation of this bike in 2013 left a void in Honda's line-up; a void that they didn't seem too concerned about until now.

The company's 1,100-cc parallel twin from the CRF1100 Africa Twin adventure bike has already been used in the Honda Rebel 1100 cruiser and this latest patent application leads us to believe that the motor will also find a home in the new NT1100 that is being developed. The patent images reveal a steel trellis frame with the engine as a stressed member, upside-down fork, and stepped seat and high handlebar, typical of an upright motorcycle with a spacious rider triangle. While we haven't received any official word as yet, we expect Honda to announce this bike as part of their 2022 line-up. Watch this space for more.

Recall Issued for Honda H'ness CB350

Honda Motorcycle and Scooter India (HMSI) have issued a recall for all units of their retro-inspired H'ness CB350 manufactured between 25 November and 12 December 2020, citing an issue with the transmission.

The company has identified an incorrect material grade used in one of the shafts within the five-speed transmission which may lead to undue wear with extensive use. No failures have been reported as yet, but Honda aren't taking any chances and are getting in touch with customers to bring their bikes in for inspection and free replacement of the affected shaft, if necessary.



First New Ducati Monster Rolls off Production Line

THE FIRST EXAMPLE OF Ducati's new Monster recently rolled off the production line and the Italian marque's MotoGP riders — Enea Bastianini, Francesco Bagnaia, and Luca Marini — were present at the occasion.

The Monster line has featured some of the best-selling Ducatis over the years and the naked streetfighters have earned quite a cult following.

The all-new Ducati Monster does away with the steel trellis in favour of a lighter aluminium

frame and is powered by a 937-cc Testastretta V-twin that makes 111 hp and 93 Nm of torque. Expect this one to make its way to India by the second half of the year to shake up the naked middleweight segment.

INDIAN MOTORCYCLE HAVE ANNOUNCED that the prices for the 2022 Chief range will start at Rs 20.76 lakh. The range comprises the Chief Dark Horse, Chief Bobber Dark Horse, and the top-of-the-line Super Chief Limited. You can now book any of these motorcycles for an amount of Rs 3 lakh.

All three bikes share their underpinnings, tubular steel chassis, and the Thunderstroke 116 motor, a 1,890-cc air-cooled V-twin that makes a massive 162 Nm of torque at just 3,200 rpm. The bikes get three riding modes, cruise control, and keyless ignition, while the rider interface is a round, full-colour touch display equipped with smartphone connectivity and navigation. We expect deliveries to start in the second quarter of this year after the official launch.

2022 Indian Chief Range Prices Announced; Bookings Open



Triumph Rocket 3 Special Editions

TRIUMPH MOTORCYCLES HAVE REVEALED limited-edition models of the Triumph Rocket range of motorcycles, called the Rocket 3 R Black and Rocket 3 GT Triple Black. The Rocket 3 R is the street-focused roadster variant, while the GT variant has a few changes that make it more of a cruiser.

The motorcycles remain the same mechanically but sport interesting all-black colour schemes that make them stand apart and further add to the badass appeal of what

are considered to be the largest displacement production motorcycles.

Triumph say that a lot of attention has been paid to the detailing which is why they took over a year to finalize these limited-edition units. The Triumph Rocket 3 R Black features a mix of matte and gloss black with black badges on the tank, while the Rocket 3 GT gets an interesting colour scheme combining three different shades of black. A lot of other components on both the motorcycles have also been blacked out.

There will be only 1,000 units of each motorcycle on sale worldwide with a few of them arriving in India too. The prices for the Indian market have not yet been revealed but we may expect them to be available at a premium over the standard models which are priced at Rs 18.50 lakh (Rocket 3 R) and Rs 18.90 lakh (Rocket 3 GT).

These limited-edition models will also come with a certificate of authenticity detailing the motorcycle-specific VIN.



Yamaha YZF-R7 Badge to Make a Comeback

UNFORTUNATELY, IT WON'T BE A FOUR-CYLINDER, LIMITED-EDITION homologation special this time around. Yamaha are planning to build an approachable middleweight sport bike powered by the 689-cc twin-cylinder motor from the naked MT-07. While most enthusiasts may be less than satisfied with this application of the iconic R7 badge, we expect to see purpose-built chassis, suspension, and electronic components doing duty in this new model. The new R7 should see the light of day sometime in 2022. Stay tuned in for more.



Ashish Raorane and the KTM 390 Adventure at the World's Highest Hill-Climb



AFTER TAKING ON THE DAKAR RALLY IN THE gruelling Malle Moto class, Pune's very own Ashish Raorane has now set the fastest recorded time from Batal, at an altitude of 4,000 metres above sea level, up to the Kunzum Pass, covering a distance of 12.5 kilometres with an elevation gain of 551 metres on a KTM 390 Adventure.

Ashish made it to the top of the pass in 13 minutes and four seconds, taking on the unpaved, rocky route with sheer drops and average temperatures as low as minus five degrees Celsius. Both man and machine triumphed over the elements and the extremely inhospitable conditions at this altitude, which is a testimony to Ashish's own fitness and endurance levels as well as the 390 Adventure's capability. Well done, Ashish!

Honda Announce 2022 Grom

THE EXTREMELY LOVABLE LITTLE HONDA MSX 125, or Grom as it's popularly called, is back in its third generation for the 2022 model year. It gets an extensive redesign, more efficient engine, new five-speed gearbox, slightly larger fuel-tank, and full-LCD display. The SP version gets stylish graphics and a bit of bling in the form of a yellow spring for the monoshock, golden wheels, brake calipers, and fork. Unfortunately, we don't foresee Honda bringing the Grom to India.



Interceptor 650 Sets Record in Australia

A ROYAL ENFIELD INTERCEPTOR 650 built by the Melbourne-based tuning company, Mid Life Cycles, has broken the speed record in the M-F 650 class at the annual Speed Week event held at Lake Gairdner in South Australia. The M-F 650 class is for 650-cc, un-streamlined running on regular unleaded fuel and the previous record of 193.058 km/h had stood since 2016. The Interceptor salt

racer, nicknamed Sabre, was piloted by Charlie Hallam and smashed through the previous record on the very first day of the event by posting a 198.236 km/h run before bettering that with another 198.917 km/h run.

On day two, they followed this up with an even faster 209.709 km/h run, before finally setting the record at a blazing 212.514 km/h on day three of the event.



Hero Xpulse 200T BS6

► **The road-biased** Hero Xpulse 200T has just been launched in its BS6 avatar with a price tag of Rs 1,12,800 (ex-showroom), which is about Rs 19,000 dearer than the BS4 version that it replaces. The new bike is mechanically identical to its predecessor, except for the incorporation of electronic fuel injection, a catalytic converter in the exhaust header, and an oil-cooler. Power comes from the same 199.6-cc motor mated to a five-speed gearbox and mounted within an unchanged steel diamond frame.



Benelli TRK502X

► **Following the** launch of the TRK 502, Benelli have launched the TRK 502X in India at an introductory price of Rs 5.20 lakh (ex-showroom). The main difference in the new TRK 502X, when compared to the TRK 502, is the use of a 19-inch spoked wheel at the front and a 17-inch spoked one at the rear.

The bike is powered by a liquid-cooled, 500-cc, twin-cylinder motor that puts out 47.6 hp at 8,500 rpm and a peak torque of 46 Nm at 6,000 rpm. While the Metallic Dark Grey colour option is available at Rs 5.20 lakh, the Pure White and Benelli Red colours are priced at Rs. 5.30 lakh (both prices ex-showroom).

The bike can be booked at any of the 41 Benelli dealerships across India for a token amount of Rs 10,000. It comes with a three-year unlimited-km warranty.



Honda CB500X

► **Honda have** dived into the middleweight adventure bike segment with the launch of the CB500X. This motorcycle is extremely popular in international markets and has earned a reputation as an excellent do-it-all motorcycle that is extremely easy to live with.

The design is typical of a modern adventure tourer, with a tall screen and wide bodywork to shield the rider from the elements, large 17.7-litre fuel-tank, spacious seat, and relaxed riding position. It is powered by a 471-cc liquid-cooled parallel twin that breathes through a DOHC head and puts out 47.6 hp at 8,500 rpm and 43.2 Nm of torque at 6,500. Being a Honda, it naturally has a reputation for refinement and reliability.

Suspension duties are handled by a 41-mm telescopic fork up front and a preload-adjustable monoshock at the rear, while braking depends on a 320-mm disc up front, supplemented by a 230-mm disc at the rear. The CB500X clearly fits into the accepted mould of an adventure tourer and, while it rolls on 19- and 17-inch alloys, suspension travel is just 150 mm up front and 135 mm at the rear, clearly indicating that this bike is more suited to the tarmac than rocky trails.

The Honda CB500X will come into the country as a completely knocked down unit (CKD) and is priced at Rs 6.87 lakh (ex-showroom). This positions it above the Benelli TRK 502 and set to take on the likes of the Kawasaki Versys 650 and Suzuki V-Strom 650 in the middleweight adventure bike space.

Bookings are open at Honda BigWing showrooms across the country and deliveries should commence soon.



Kawasaki Ninja ZX-10R

► **Kawasaki revealed** their all-new ZX-10R superbike last year and have wasted no time in launching this track weapon in the Indian market. The cherry on top, however, is the extremely competitive Rs 14.99-lakh (ex-showroom) price tag.

The 2021 ZX-10R is still powered by a 998-cc, liquid-cooled in-line four-cylinder motor that has been refined and tweaked to now make a staggering 203 hp at 13,500 rpm (214 with ram air), with 114.9 Nm of peak torque at 11,200 rpm.

The bike features all-new bodywork with integrated winglets and a taller windscreen which, Kawasaki claim, greatly reduce drag and increase downforce, while the rider interface is now a full-colour TFT screen with Bluetooth connectivity via Kawasaki's Rideology app. The new ZX-10R is also endowed with the latest in electronic rider safety aids, including lean-sensitive ABS and traction control, adjustable engine braking, launch control, riding modes, and more.



Rest in Peace, Fausto

FAUSTO GRESINI (23 JANUARY 1961–23 February 2021), Italian motorcycle racing legend and two-time Grand Prix World Champion, passed away in February this year. The 60-year-old team manager for Aprilia Racing Team Gresini MotoGP succumbed to the illness brought on by COVID-19.

Gresini won the 1985 and 1987 125-cc class championship as well as three second-place finishes in '86, '91, and '92. Throughout his racing career, the Italian accumulated 21 victories in Grand Prix racing as well as garnering a couple of records while at it.

Gresini is tied with Angel Nieto for the record of 11 consecutive victories in the 125-cc class during the '86-'87 season. In addition to that, Gresini also has to his credit the highest number of victories in the 125-cc class with 10 finishes on the top step of the podium.

In his management role, Fausto Gresini saw success mingled with sadness. The team won two world championships with Daijiro Kato winning the 250-cc world championship in 2001 and Toni Elias taking the 2010 Moto2 championship. Unfortunately, Daijiro Kato succumbed to the injuries sustained in

his 2003 crash. The sadness would return in 2011, when Gresini's team lost another rider, the much-loved Marco Simoncelli, in Malaysia.

The current global pandemic has wrought havoc for a lot of folk worldwide and Fausto Gresini is another name to be added to that sombre list. The motorcycling world, including all of us at *Bike India*, have our thoughts and prayers with Gresini's family and friends. We shall continue to celebrate the life of a true motorcycle racing soul. Rest in peace, Fausto Gresini.



Hero MotoCorp Surpasses Momentous 100-Million Milestone

The world's largest manufacturer of motorcycles and scooters, Hero MotoCorp, has achieved yet another significant milestone: 100,000,000 (or 10 crore) two-wheelers manufactured and sold

HERO MOTOCORP ARE THE WORLD'S leading manufacturer in terms of unit volumes of two-wheelers sold by a single company in a year. This is also the 20th consecutive year that Hero MotoCorp have retained this coveted title. Crossing this milestone of 10 crore (100 million) units in cumulative production and sales is yet another feather in the glorious cap that the brand wears.

The 100 millionth Hero bike was none other than the exciting new Xtreme 160R which rolled out of the company's manufacturing facility in Haridwar in the state of Uttarakhand.

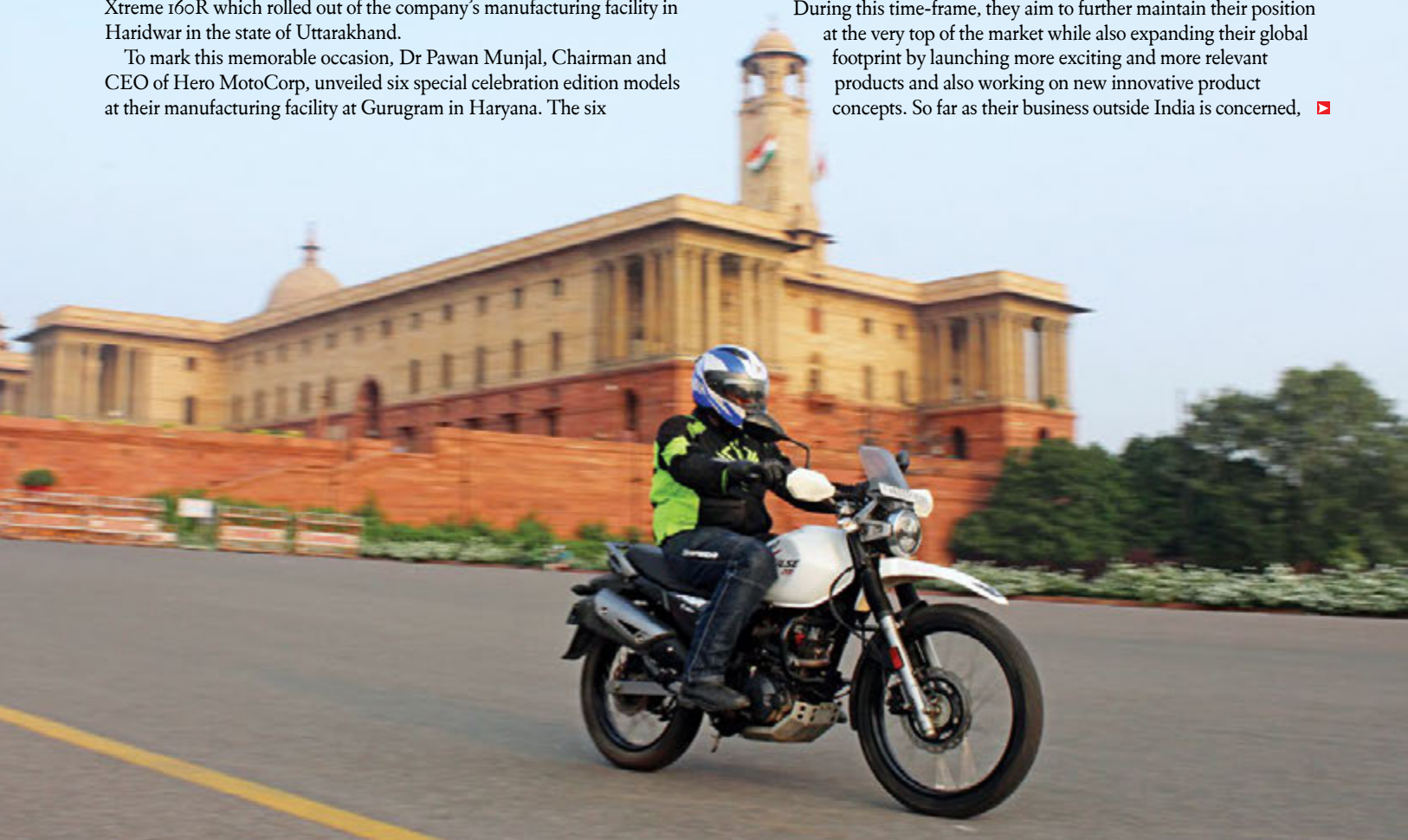
To mark this memorable occasion, Dr Pawan Munjal, Chairman and CEO of Hero MotoCorp, unveiled six special celebration edition models at their manufacturing facility at Gurugram in Haryana. The six

"Celebration Edition" models include the Splendor+, Passion Pro, Glamour and Xtreme 160R motorcycles, and the Maestro Edge 110 and Destini 125 scooters. These new models went on sale in February 2021.

SUSTAINABLE GROWTH

In line with an aggressive five-year growth plan, apart from a premium range of motorcycles, Hero MotoCorp also have over 10 new products, including variants, refreshes, and upgrades, in the pipeline for every year.

During this time-frame, they aim to further maintain their position at the very top of the market while also expanding their global footprint by launching more exciting and more relevant products and also working on new innovative product concepts. So far as their business outside India is concerned, ▶





RENEWED FOCUS

The New Delhi-based company will now increase its focus on premium products, in both motorcycle and scooter segments, to improve its market share. With the introduction of the Xtreme and the Xpulse line of motorcycles, Hero MotoCorp have been able to make a considerable impact in the Indian market. The Xpulse 200 has proved to be a popular series of bikes in the 200-cc segment with attractive styling, affordable pricing, and tremendous capability. The middle-weight segment is considered the most profitable by Indian bike manufactures and, wanting to claim their own share of the pie, Hero MotoCorp have slowly moved from lightweight 125-cc and 150-cc segments towards the 200-cc segment now and will soon enter the higher-performance middle-weight arena as well. Hero have now entered into a partnership with Harley-Davidson which confirms the claim that Hero MotoCorp will be rolling out a number of premium bikes and very soon.

Hero MotoCorp have targeted a steep growth in international markets as well as deeper penetration of key markets in new geographies.

Sustainable growth has been given due importance at Hero MotoCorp and has been achieved by continually building more value for communities across the globe while acting as an economic multiplier with sales, research and development, and manufacturing ecosystems. Hero have continuously worked towards the progress of the societies they operate in and propose to increasingly do so in the future as well.

With green facilities and fuel-efficient products, Hero MotoCorp strive to reduce their overall carbon footprint. Internal research and aided external programmes at Hero MotoCorp are constantly directed towards the propagation of new and innovative mobility solutions for a cleaner and greener future.

With an established network spread over thousands of touchpoints across 40 countries, Hero MotoCorp sell their products in several continents. In markets including Asia, Africa, the Middle East, as well as South and Central America, Hero MotoCorp have sold over 100 million motorcycles and scooters in cumulative sales since inception. The company achieves such a huge production rate through eight state-of-the-art manufacturing facilities, including six in India and one each in Colombia and Bangladesh. Hero MotoCorp also have two world-class research and development facilities: the Centre of Innovation and Technology (CIT) in the northern Indian state of Rajasthan and the Hero Tech Centre Germany GmbH, situated near the heart of Bavaria in Munich.





HOW DID THEY GET HERE?

The first million production milestone was achieved by the company in 1994 and, within a span of just 10 years, in 2004, the company hit the 10-million mark. As a cumulative count, 50 million units were produced by the year 2013 and, finally, early this year and just about seven years later, Hero MotoCorp surpassed the monumental 100-million cumulative production milestone.

Hero decided to break away from the joint venture with Honda Motor Company of Japan in 2010 and, on 9 August 2011, unveiled the new identity of the solo brand: Hero MotoCorp. Contrary to initial speculation, the company went from strength to strength and with Hero's new products, developed with indigenous technology, the company has since maintained a share of more than 50 per cent of the domestic motorcycle market.

The Hero Splendor has been the company's bestselling motorcycle, but



now attracting the youth of India are models such as the Xpulse 200, Xpulse 200T, and Xtreme 160R. Other models sold by Hero include the Hero HF Dawn and HF Deluxe, Splendor Plus, Splendor iSmart, Passion Pro, Super Splendor, Glamour, and Xtreme 200S. Their line-up of scooters consists of the Pleasure Plus, Maestro Edge 110, Maestro Edge 125, and Destini 125. With a lot more on the cards, things are on the upswing for this global giant. **BKGS**

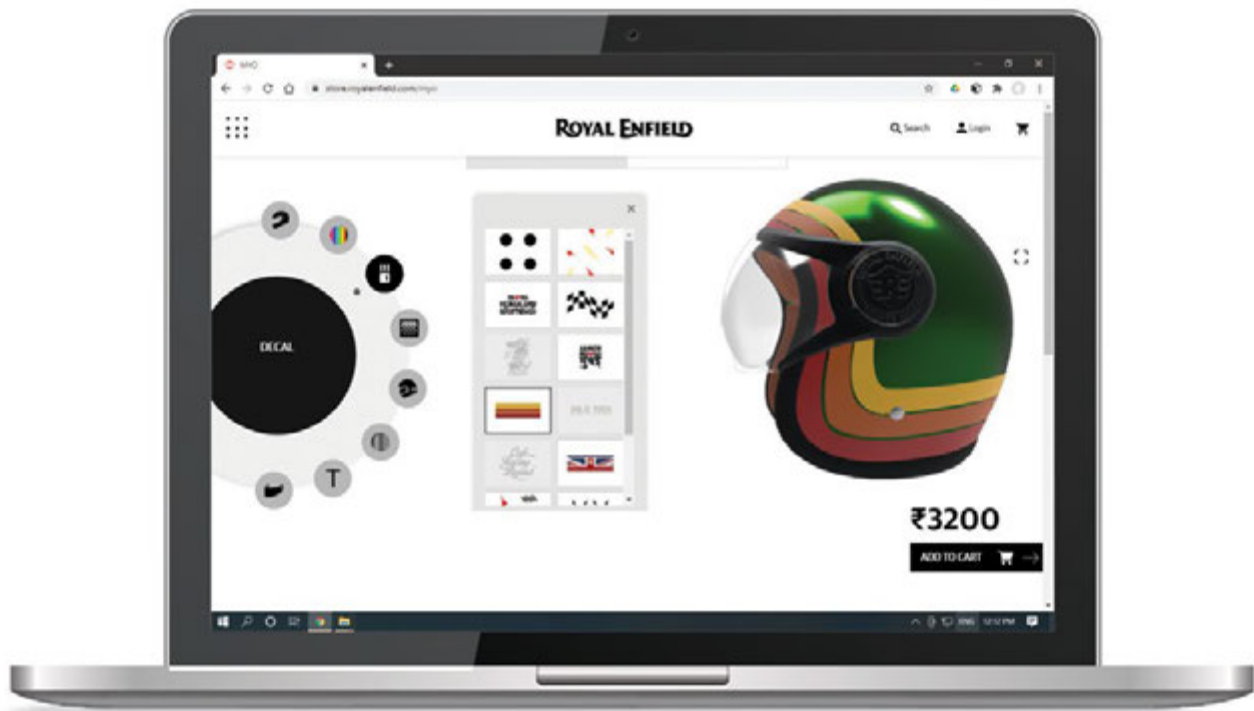




Customize it, Own it with **Pride**

Not just bikes, now you can even customize Royal Enfield helmets and T-shirts to suit your style

Story: **Sarmad Kadiri** Photography: **Apurva Ambep**



NOTHING IS MORE PLEASURABLE than owning a customized motorcycle and it looks like the team at Royal Enfield have aced this formula. Within months of introducing the Make-It-Yours (MIY) initiative for customers to configure their Royal Enfield motorcycles, the company has now extended the programme to its range of helmets and T-shirts.

I was given an opportunity to put my creativity to test — to customize a helmet and get a first-hand experience of styling it from scratch. Through the online configurator, customers get to choose from as many as 7,000 unique options, three helmet types (open-face, full-face, and the very cool and retro Urban Trooper), and a whole range of colour options offered in matte and gloss finishes.

Once you select the helmet type, the website takes you to the next page where you can customize the paint, add trendy decals or personalized text. I chose “Havoc Troop”, a small but prestigious motorcycle riding club of Kolkata that was formed with my college buddies in the late 1990s. After all, Royal Enfield is all about nostalgia. The second line of text is my blood group, for obvious reasons. I went for the open-face dipped in rich British Racing Green accompanied by racing stripes. There are plenty of one-liners and other funky decals that the bolder can go for, but I preferred to keep it subtle.

Through the MIY programme, buyers can select the helmet’s lining colour which includes a fiery red. Since I haven’t hit my mid-life crisis (so I presume), I chose a more practical brown instead. Urban Trooper is a visor-less helmet and the full-face gets a standard visor, but you do get the option of picking either clear glass or a yellow tint. Open-face gets three options:

chopper, bubble or simply a peak. I picked the chopper with the tinted yellow finish, hoping that it will reduce glare from the sun during the day and even the glare of headlamps after sunset.

The overall experience is pretty seamless. The website renders 3D images of the customized helmet fairly quickly and you can even turn it around in 360 degrees to see the lid from all angles. A custom helmet will set you back by Rs 3,200 onwards (depending on the model) and will be delivered at your doorstep between 15 and 30 days. **BIKE**

ABOVE: The configurator offers 7,000 unique options

BELOW: The end result has a rich finish while the racing stripes are well executed



CREATED TO **XL**

The TVS XL is celebrating 40 years of existence. Today, in its most modern guise with advanced features not even imaginable four decades ago, the XL100 and its variants offer a lot more tech in the tried and trusted frame

Story: **Jim Gorde**

Photography: **Sanjay Raikar, Apurva Ambep**



SOMETIMES LIFE COMES A full circle. It doesn't happen at a set moment, but it does happen and when it does, it's accompanied by a flurry of memories of moments that storm the mind and, unmistakably, leave a nostalgic smile. That moment for me was when my eyes found the TVS


XL100 in the lot. There was the most modern iteration of the bike I'd learnt to ride on. The first-ever powered set of two wheels I'd plonked myself on and twisted the throttle. That was three decades ago for me. That was a two-stroke XL50 with 3.5 hp and a mini-clutch and pedals to get it started. Yet today, here's its most modern iteration; an apt successor. And it's loaded with some features I'd never imagined back then: an electric starter and fuel-injection!

The TVS XL100 is the ultimate evolution of the venerable workhorse that is reborn for the modern BS6 era with all its needs to take on the world head-on. And, this time, there's more than one choice.

That's right. The new TVS XL100 gets a bunch of variants each with some subtle and some not-so-subtle details. The line-up begins with the Comfort, followed by the Heavy Duty, both of which are also available with the i-Touchstart system — the ones we have here, with the special Win Edition 40th anniversary celebration model rounding off the

portfolio; a fully-loaded model with some exclusive styling details too. All variants are fuel-injected and feature TVS' ETFi (EcoThrust Fuel Injection) that strikes a fine balance between linear power delivery and maximum efficiency.

The engine is a 100-cc unit, with slightly oversquare dimensions of 51 millimetres by 48.8 mm, that produces all of 4.4 hp at 6,000 rpm and a decent 6.5 Nm at 3,500 rpm. Now, that may not sound like much, but it's down to how it delivers it and what it can actually manage with that. With a centrifugal clutch and a single-speed transmission driving the rear wheel with a chain, it can effectively surprise with its load carrying ability. And even with electronics on board — silent and smooth start, fuel-injection, lambda sensors, and processing power — it still weighs in at just 89 kilograms.

So, why does it impress us journos and manage to put a smile on our face each time? We, who've ridden almost everything under the sun with 10 times or even 45 times the horsepower? It's simple. It's the art of simplicity. It's a no-nonsense vehicle that gets things done. It can commute. It can transport. And it can do it day in and day out and be enviously reliable as well as fuel-efficient. It's only got a four-litre fuel-tank but, even so, it can go on for hundreds of kilometres with no worries. Even when the smart fuel reserve warning light comes on, it's still good to go for another 70 to 80 kilometres or so. 



Special Feature



RIGHT:
Snazzy, modern
graphics and
smooth electric
starter



LEFT:
Fairing looks
cool; lockable
storage a nice
touch as well

Just to prove what it can really do, we decided to give it the proper urban runabout. “Heavy Duty” they say? Can it handle two 90-plus-kg individuals and a big bag? Sure. As is evident, it can. The maximum payload is rated at 130 kg, but we believe that’s a sort of acid test. The handling, when loaded, takes a little getting used to; however, keep in mind that this was way beyond its calling. None the less, it surprised us with its “never say die” attitude. The weight penalty onboard, though, is pretty much its only restricting factor.

Given room on the open road, the XL100 can easily get up to 40 km/h and even hit 60 km/h with a lighter rider astride. The 16-inch wheels with 2.5-inch-wide tyres make it a nimble handler while generating enough grip. Let’s not forget, in the past four decades of its existence, it’s been through a lot, including racing. Yes, our Editor recalls the glory days of the Sholavaram track in Chennai which ran hot with the sound of two-strokes, some heavily fettled and tuned for maximum performance, with palpable excitement; probably down to the unburnt fuel in the air from these mental machines. They’ve been cornered hard and leaned as far as their foot-pegs would allow.

Things have changed now, but some things still stay the same. The TVS XL100 is an absolutely sprightly thing in traffic. I didn’t truly realise how many people ride and drive at 30 km/h or even lower speeds until I was astride this thing, passing larger-capacity motorcycles dawdling and 250-hp six-



RIGHT:
Stylish dual-tone
seat; platform
finished in “Silver
Oak”

cylinder SUVs crawling to a halt in front of potholes smaller than their cup-holders and speed-breakers half as high as their ground clearance — the world truly seemed insane at that point. But what shone was the ease with which the XL handled every situation thrown at it. It’s ideal for all sorts of people who want a light commuter that can deal with loads or for shorter riders who want something with a low saddle height to have their feet firmly on the ground when needed or even those who want a relaxed, reliable, and efficient runabout for everyday use — one that doesn’t cost upwards of Rs 65k. The XL100 range ▀





ABOVE:
Detachable rear
seat adds to
versatility



RIGHT:
Heavy duty
wheels and tyres,
too





ABOVE:
USB port for mobile
charging on the go



BELOW:
Engine has incredible
load-lugging ability

ABOVE:
Intelligent console has a
fuel reserve light, too



ABOVE:
Dual-tone split seat;
detachable rear seat, too



starts at just about Rs 40,000 (ex-showroom).

The TVS XL100 Comfort i-Touchstart and the Win Edition also get some cool goodies apart from the styling elements that set them apart. Prime among these is the USB port useful for charging a mobile phone on the go. This feature is available as an option on the XL100 Heavy Duty.

The "Comfort" model's distinct fairing around the headlight looks cool. It's easy to ride and get used to, with its combination of compact size, light weight, gearless go, and tight turning circle. Plus, there's the long seat in a premium dual-tone style and a cushion back-rest for enhanced pillion comfort. The XL100 Comfort is quite an attractive little package. There's even a lockable storage compartment below the front of the seat at the end of the special Silver Oak-finished front platform. The reserve warning light, too, is a useful addition.

RIGHT:
i-Touchstart is a
welcome addition



The Heavy Duty model and the Win Edition, meanwhile, get a unique split seat set-up with a detachable rear seat. This makes it easier to load up large boxes or items that don't fit on the wide front platform. Don't be fooled by the size of the wheels or suspension, though. The 16-inch wire-spoked wheels with Dura Grip tyres (2.5 inches wide) can handle more than their fair share of load. The properly heavy-duty suspension — telescopic fork front and twin coil-springs with hydraulic shock-absorbers at the rear — work well to flatten out road inconsistencies. The Heavy Duty doesn't care for the kind of surface and is an effortless multi-terrain ride. It can handle a lot of ups and downs with ease and its rugged, purposeful build ensures it comes out on top each time.

The Win Edition, celebrating 40 years of the TVS XL, brings even more stylistic highlights in sparkling chrome. The front platform has a chrome metal shield, the mirrors are chromed as well. The split seat has a premium dual-tone finish. It also gets an exclusive and attractive "Delight Blue" paint shade.

As I write this, I have no doubt that you, dear reader, have, at least once, seen one of these little mopeds scurrying around town either to or from a nearby market, loaded in no small way with an array of produce or means of nutritive replenishment. In traffic, it's not speed that matters, it's how quick and nimble it can be, and an inevitable second glance is reassuring of the fact that the little runabout means business. For many, it's a pick-up truck on two wheels and it's proof that dynamite does come in small packages. **BIKE**

NEED TO KNOW

TVS XL100 i-Touchstart Heavy Duty/Comfort/Win Edition

Price: Rs 47,507/Rs 49,327/Rs 49,549

Engine: 99.7-cc, air-cooled, single-cylinder

Max Power: 4.4 hp @ 6,000 rpm

Max Torque: 6.5 Nm @ 3,500 rpm

Transmission: Single-speed, centrifugal clutch, chain final drive

Suspension: Telescopic fork front, twin shock-absorbers with coil springs rear

Weight: 89 kg





73

FLAVOURS
OF SPEED

We bring you the story of two people with an ice-cream store in Auroville that shocked the motorcycle racing scene in India

Story: **Zal Cursetji**

Photography: **Apurva Ambep/Ami van Poederooijen Iglesias**

DRIVE THROUGH THE STREETS OF BEAUTIFUL Auroville, Puducherry, and you might run into a little ice-cream cafe by the wayside, called Cafe 73. This happy little establishment run by two gentlemen, Ami and Luca, sells home-made ice-cream, lemonades, and desserts. But it isn't the friendly owners and staff or colours and flavours on offer that strike the motorcycling gene here. That inquisitiveness is brought about by the motorcycle paintings on the wall, the fully restored Jawa hanging on it, and the huge "Transformers" statue made up of numerous motorcycle parts right outside. What is this madness? One must find out.

Starting with the name, Cafe 73, contrary to immediate thoughts, this is not an Alex Marquez fan ice-cream cafe club thing (nothing wrong with that either). However, the name is a racing number, the racing number of Ami, who, along with his mechanic and bestie, Luca, was seen blitzing all comers a few years ago in the Indian circuit racing championship. So, who are Ami and Luca and what is their story with our two-wheeled brethren?

Ami van Poederooijen Iglesias was always an avid motorcycle fan, like most young XY chromosome offspring. However, ever since he was young, Ami seemed to have a natural affinity with motorcycles and a yearning for speed. After years of messing around on the narrow yet appealing roadways of Auroville, he decided to give racing a shot. ▶



He communicated this ridiculous thought with his friend, who has a knack for the spanner and an eye for art, Luca Simon Zbinden. This created a small race team, called Rockstar Racing, which, though unknown then, would soon be crowned champions in India.

First things first, though. Luca and Ami still did not know how to go about the process back then. Luckily, they were both also fans of the *Bike India* magazine. In 2012, we ran a story with a step-by-step explanation of the racing process. Following it to the letter, the two embarked on their stunning journey starting with the Novice category





on the Yamaha R15s. Next up for the Auroville duo was the Honda CBR racing championship. However, it was the 2016 MRF MMSC FMSCI National Motorcycle Racing Championship 301-400 cc class that brought the duo their laurels, with Ami winning seven of the eight races of that season.

After being crowned champion, Ami's next decision was in tune with what our Editor, Aspi Bhathena, always says. To be a successful racer, one must test oneself in other regions of the globe. That is exactly what Ami did by entering the ZAC Dutch National Motorcycle Racing Championship as a privateer. Success continued for the Aurovillian, who, riding a Yamaha R6, won the championship, giving him the important and well-deserved credentials.

The next year, Ami had Suzuki knocking at his door, offering him a spot in their team for the OW Cup IDC International Dutch Championship. Here, riding for the Suzuki





Two performance-oriented men
with a penchant for style is
what custom motorcycle builds
should be about

factory team, Ami claimed two victories, one in the supersport category on a GSX-R600 and the second in the superbike category on a GSX-R1000. The future then looked bright, but, unfortunately, injury reared its ugly head and racing would be put on hold. Ami then returned to good old India, where he decided to please the family at home and start a business. Ice-cream, anyone?

While the cafe is indeed a good thing, being back home, you'd think that Rockstar Racing would be re-united and you wouldn't be wrong. You see, passion for motorcycles is hard to suppress and soon Ami would have his friend, mechanic, and artist, Luca Simon Zbinden, by his side, making that frozen goodness whilst planning their next project. Project in question: Masala Motorcycles.

Luca, originally from Switzerland, moved to Auroville with the family





when he was nine. A little older than Ami, he also has a deep understanding and love for motorcycles, especially working on them to improve performance and design appeal. It is Luca's love for working on motorcycles and Ami's passion for riding them fast that created the bond of victories between the two. The two have a very settled relationship, with Luca trying his best to beautify the ugly and Ami coaxing him to add performance. It is this philosophy that created Masala Motorcycles, their latest venture of a custom motorcycle garage.

Luca also created the aforementioned "Transformer" sculpture with scrap motorcycle parts he had piled up due to his unwillingness to rid himself of them and being fed up with hearing mates asking him to clear up the mess. The newest motorcycles the two have built are a couple of scramblers using the TVS Apache RTR 180 as the base with a Duke and a cruiser on the

anvil. In addition, Luca has also a range of motorcycle custom builds which includes an electric Yamaha FZ.

This venture looks very promising, both for the customers and the duo here. Two performance-oriented men with a penchant for style is what custom motorcycle builds should be about. Today, you will find Ami and Luca at Cafe 73 in Auroville selling brilliant home-made goodness or at their garage doing what they do best. Ami is also an instructor at Rajini's Academy of Competitive Racing (RACR) for advanced riders where one may learn the difference between just riding and the much more exhilarating and complicated concept of racing.

If you ever happen to be in Auroville, stop by Cafe 73 and shake the hand of these two very friendly, always smiling, ice-cream making, motorcycle racing artists. It will be well worth your time. **BIKE**





Riding In PARADISE

We embark on a trip to the land of the rising sun
and spend six days riding amidst the enthralling
beauty of Arunachal Pradesh

Story: **Azaman Chothia**
Photography: **Apurva Ambep**



HONDA SUNCHASERS WAS THE FIRST-OF-ITS-KIND RIDE EXPERIENCE organized by Honda BigWing in India. In this ride, we were invited to cover over 1,000 kilometres in six days in Arunachal Pradesh on the H'ness CB350. The event was organized in collaboration with Arunachal Tourism as the state aims to become a tourist destination in the coming years.

This scenic state is known as the "Land of the Rising Sun" or "Land of the Dawn-lit Mountains" and is spread over an area of 83,743 square kilometres. According to the latest online research, Arunachal Pradesh has a population of approximately 17 lakh and is a diverse state with its inhabitants belonging to various tribes.

The state shares international borders with Bhutan in the west, a disputed border with China in the north, and Myanmar in the east. We were accorded a warm welcome marked by great hospitality and grand dance performances at every location that we visited during this ride. One of the salient aspects of Arunachal Pradesh is that it is untouched by "civilization" and is rich in mesmerizing views of nature spread far and wide. It is said that most of the state (about 60 per cent) boasts of dense forest cover. As explained to us in the evening by our main lead rider, Vijay Parmar, we were in for an exciting adventure spanning some of the best locations discovered and rec'd for us by the Xplore Earth team. Shayne Singh and Ravish Sharma were the other lead riders from this team and they accompanied us on the trip astride Honda's flagship ADV, the Africa Twin.

On the first day, all of us geared up and got astride the H'ness CB350s that were handed to us. The ride started from Dibrugarh in Assam, with the first stop-over around 115 km away at Ruksin, which is where we entered Arunachal Pradesh.



The local people welcomed us with a tribal warrior dance after which the local speakers gave us information about the interesting treasures that Arunachal has to offer. A proper flag-off ceremony took place and the riders headed further to the next stop for lunch at Pasighat, one of the oldest towns in this state. The day came to an end with a crazy stretch of tarmac spread around the mountains between Pasighat and Bomjur. It turned out to be a fairly easy task for the H'ness to cover over 200 km on the first day of the ride.

As for the locations we crossed en route, it is difficult to express in words the beauty and the cleanliness of the place; it is almost as if one is not in India any longer! Oh, and how can I forget to mention: we found out that Arunachal Pradesh is completely COVID-free.

At Bomjur, we stayed at a small eco-camp consisting of tents and huts. This camp faces the Dibang River, one of the tributaries of the mighty Brahmaputra. This is a place worth visiting, for it gave us an authentic and traditional feel of how the local people lead their lives. By then, I was really taken up with the varied cuisine comprising new dishes for every meal and, at every other location, finding out more about the local customs and traditions.

Next day, we started from Bomjur for Hawa Pass and Udayak Pass through Tezu, which is the fifth largest town in the state and is reputed to be the most developed one.

The roads leading up to the Passes just got better than the ones traversed the previous day and cruising at 110 km/h on the open stretches of highway felt as if one was doing



just about 60 km/h. That is how smooth the tarmac was. Complementing the ride was the H'ness CB350's exceptional ride quality. Leading up to Hawa Camp, the roads became twisty and narrower as we caught glimpses of the splendid Lohit Valley. Some of us even ventured further to Udayak Pass, which is located slightly higher and offers an even better view of the Valley. At this point, we were just about 250 km away from the India-China border. The day came to an end heading back to our eco-camp in Bomjur where we stayed for another night.

For the third day, we rode from Bomjur to Miao, around 170 km away. Miao is located in the Changlang district and situated about 25 km from the Assam border. The ride until here was peaceful and all about embracing nature on the way but things were about to get very interesting. We rode from Miao into the Namdapha National Park, the fourth largest national park in India. It was for the first time that we were going to get a chance to ride the bikes off road. Just before we entered the jungle trails, we arrived at the biggest water crossing we were going to witness on this trip. It was great fun making big splashes with the H'ness CB350 followed by slipping and sliding through the trails to get to the Namdapha Camp, a resort with tents, huts, and a few rooms. This was a much-needed getaway from civilization with no mobile phone coverage at all. Roughing it out as you should on a motorcycle ride was what this day was all about and what a spectacular adventure it turned out to be! We were up again at 5.30 am to explore the trails with the bright morning sun shining down on us through the vast greenery.

The next day, we headed out of the forest towards Pangsau Pass. This hill is 3,727 feet in altitude and lies on the crest of the Patkai Hills on the India-Myanmar border. On this day, we got to chase the bright morning sun through the twisties of the newly constructed Stilwell (or Ledo) Road. Nampong was the last town on the Indian side





Crossing the India-Myanmar border



on the Stilwel Road. It was a climb of around 13 km before arriving at Pangsau Pass, which was also called the Hell's Pass and Nampong considered the gateway to Hell's Pass, to finally arrive at the border. Thanks to the special permissions already obtained by Honda, we were allowed to step across to the other side of the border and get a good view of the "lake of no return" in Myanmar.

All in all, some of the best roads we encountered and, to top it all, it was a crazy thrill for me getting to walk in between international borders for the first time. Finally, the day came to an end with a traditional meal spread out for dinner as we halted for the night in Miao.

From here onwards began our journey back to Dibrugarh with a stop-over at the Golden Pagoda Eco Resort in Namsai for a day. This is a property spread out well and is located near the Golden Pagoda, which is a Burmese-style Buddhist temple that was opened in 2010. There are also two large Buddha statues that have been built close to the place, of which we got a chance to visit one on the way to the Eco Resort.

The following day, we were given a proper flag-off for the last leg of our ride from the Golden Pagoda by the Buddhist monks. We headed back via a different 110-km-long route which was quite a peaceful ride with large tea plantations spread alongside on the way to Dibrugarh, where the ride culminated.



Covering over 1,100 km around Arunachal on a motorcycle was unquestionably the highlight of this year. As a biker, there is not more that you can ask for. A beautiful and scenic location, untouched by civilization, with welcoming locals, great hospitality, and, by way of the cherry on this delectable cake, some of the most open and well-paved roads. As it turned out, it was an intense way to experience Arunachal Pradesh for the first time ever.

The H'ness CB350 was really put through its paces over the span of this ride and it did not disappoint, be it on the road or off it. Thanks are due in no small measure to Honda for organizing this ride and to Arunachal Tourism for their hospitality. We hope to see Honda continue with these ride experiences and make them a regular affair in the forthcoming years. Maybe, next time we will get to do a more adventurous ride on the CB500X? **Bike**





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First Ride



Feral Yet Friendly

For 2021, Triumph have launched an all-new Tiger, the 850 Sport, which replaces the standard Tiger 900. Here is our first ride report

Story: **Adam Child 'Chad'**


Photography: **Joe Dick**

THE TRIUMPH TIGER 850 SPORT HAS MANY similarities with the highly acclaimed 900, including the same capacity of 888 cubic centimetres (cc), but Triumph have electronically detuned the engine to make it more user-friendly and road-focused. Furthermore, unlike the Tiger 900GT, the new 850 Tiger Sport can be converted to A2 for the European market.

Lean-sensitive rider aids and the IMU have been removed and replaced by conventional traction control and ABS, while the suspension is no longer multi-adjustable. However, this lower specification is reflected in the price, £9,330 (Rs 9.33 lakh), which is over £2,000 (Rs 2 lakh) cheaper than the base Tiger 900GT (£11,400, that is, Rs 11.40 lakh). On price alone it's tempting and, after our first ride, I can tell you the words "base" and "entry-level" shouldn't dampen your enthusiasm for this new model. It may just be the most surprising bike of 2021.

It's just seven degrees outside and I have a ton of jobs to do around the house which I can't, and shouldn't, put off again. But instead of knuckling down to some DIY in the warm, I'm trying to find the key to Triumph's new Tiger 850 Sport and hoping the wife will understand when I'm gone for a few hours.

Like a child with a new toy on Christmas Day, I can't leave the 850 Sport alone, it's such a great bike and far more satisfying than I expected. Yes, it may be a diluted Tiger 900 (which it replaces), but it hasn't lost any of its spirit. Beer with the alcohol removed? Bond without a car chase and gadgets? Anything but.

Some in the media, including myself, have used words like "entry-level" and "budget" to describe the new 850 Sport, which is a bit like describing the Foo Fighters as mildly entertaining middle-aged men in a band: correct but unfair. As soon as I took delivery of the triple, I started to smile and it hasn't worn off yet. It has been a long time since a sub-£10k (sub-Rs 10 lakh) bike has been so much fun as well as versatile. 



The Tiger 850 has the same engine capacity as the Tiger 900 range, 888 cc, but has been detuned to make the bike more accessible for new or inexperienced riders. Peak power is now 85 hp at 8,500 rpm, compared to 95 hp at 8,750 rpm in the case of the older Tiger 900, and peak torque is 82 Nm at 6,500 rpm, compared to 87 Nm at 7,250 rpm in the case of the Tiger 900. The 850 is 10 hp down and 5 Nm down on torque, but those peak power and torque figures are produced lower down in the rev-range, thus making the new bike more usable and rider-friendly.

The Tiger 850 shares the same innovative T-plane crank as the 900 with a 1-3-2 firing order that gives the British triple a unique sound — a throaty rasping noise — which also adds character. All too many Euro-5-compliant bikes, of which the Tiger 850 is one, sound dull and soulless, but not this one. I'm not sure how Triumph have managed it, but it sounds good for a stock bike in 2021.

As you would expect of Triumph, the throttle delivery is liquid-smooth and effortless. At low speeds, the throttle connection is soft, which makes riding a doddle around town, especially when performing tight U-turns. As mentioned, Triumph have moved the meat of the torque lower down in the rev-range as compared to the 900 and you instantly feel that. There is lovely, usable drive on tap at low speed, which then builds strongly when accelerating.

While the 850 is 10 hp down on peak power compared to the 900 and noticeably down on torque, that's only when you're in the top quarter of the rev-range. For the major part of this test, I was nowhere near full throttle, so I never felt short-changed by the power drop. With the TC switched off, there was still ample power to lift the front wheel in second gear, which might not be a particularly scientific approach to engine testing but it does show the new Tiger doesn't want to go to bed at 9.00 pm with a hot chocolate. It's still a fun and rewarding bike to ride.

Even when I danced around on the smooth gearbox and started to explore the sporty side of the Sport's handling, I never felt short-changed or underwhelmed. However, I'm below average height and weight and never rode two-up or with the optional luggage fitted, so I was experiencing the Sport's power-to-weight at its best. It felt a little buzzy at 145 km/h, just above 6,000 rpm in top, which might intrude on long fast rides. And I would imagine fully loaded and two-up, you'd miss the extra power and torque of the Tiger 900. But for everyday riding, most riders, especially the inexperienced ones at whom the Tiger 850 is aimed, will find the power more than enough. ▶



ABOVE: Full-colour dash is customisable and provides access to motorcycle settings and riding modes

BELOW: Marzocchi fork lacks adjustability, but is extremely well-set-up



Like a child with a new toy on Christmas Day, I can't leave the 850 Sport alone, it's such a great bike and far more satisfying than I expected



First Ride

There are two riding modes to choose from, Road and Rain, both with dedicated throttle maps and traction control while ABS remains constant in both modes. Rain still produces full power but with softer power delivery and more obtrusive TC. Frankly, the power delivery is so soft and forgiving in the normal Road mode that it's hardly needed, but I suppose some may prefer the added security and margins it provides.

Comfort is excellent. The screen height is manually adjustable (by 50 millimetres) and just about doable on the move, while wind deflectors on either side provide just enough wind protection. I spent a major part of the test with the screen set to its lowest settings. The seat and bars are both adjustable and, on standard settings, the wide bars, low pegs, and comfortable seat were virtually faultless compared to similar bikes in the category. Cruise control was missed, as were heated grips and hand-guards on those cold mornings, but we have to remember that price tag of £9,300 (Rs 9.3 lakh).

Triumph quote 19.5 km/l, whereas I averaged 16.6 km/l, although this was mainly on country roads and avoiding the motorway while making that triple sing (it really does sound good). On a well-behaved run, I averaged closer to 17.7 km/l, but still not the 19.5 km/l claimed by Triumph. But that isn't bad and while the 20-litre tank gives a theoretical range of about 400 km, it will be at around 320 km or just below when you need to start thinking about fuel.

A distance of 320 km-plus in one stint certainly shouldn't be a problem in terms of comfort. That high-speed buzz that becomes noticeable at 6,000 rpm and above is felt primarily through the pegs and increases with the speed. It's not annoying but is worth commenting on, especially for those who might be embarking on some high-speed touring.

As you'd expect, to save costs over the more expensive Tiger 900GT, the 850 has reduced the specification of the suspension, with no adjustment on the front and only pre-load on the rear — though the adjuster is remote and easy to access. As with the engine, I was expecting a sharp drop in performance, but the road-tuned Marzocchi 45-mm inverted forks up front and Marzocchi rear shock gave high levels of feedback





and support for this type of bike with long-travel suspension. The Michelin Anakee dual-purpose rubber worked well from the off, offering impressive feedback in the cold, damp and dry — a truly universal tyre.

Within a few miles the Sport and I clicked, meaning it felt like *my* bike, one I'd owned for a year or so, and I was all too happy to throw it to almost peg-scraping levels of lean. It made me full of confidence.

Yes, I made the mistake of underestimating the Tiger 850 Sport and how much riding fun it can deliver. The wide bars allow you to throw it around with relative ease and it remains unfazed by terrible road surfaces and slimy conditions. When I challenged the Sport with poorly surfaced and even unclassified roads at speed, it remained stable and unfazed.

The higher the road speed, the more the front end starts to lift a little and the rear sits and the more aware you become of the Sport's adventure dynamics, particularly its long-travel suspension and large 19-inch front tyre. It doesn't understeer or run wide, but it does take greater effort to flick from side to side at speed.

At low speeds and around town, there's a nice balance to complement the smooth fuelling plus a natural seating position and ergonomics that make it ideal for less experienced riders. This Tiger isn't a tiger at all because it's as intimidating as a kitten. But I guess very few people would buy a bike called the Kitten 850.

Triumph describe the Tiger 850 as "a road-focused adventure bike" and, despite the dual-purpose rubber, it was never really designed to take on anything too serious off road, especially with cast alloy wheels. Light off-road work on easy gravel trails is just about within reach, but don't attempt anything serious. You'll have to opt for the off-road-biased Tiger 900 Rally if you want to take on some real off road.

Did someone at Triumph tick the wrong box when they were ordering brakes from Brembo? Why have they fitted top-spec radial Brembo Stylema four-piston calipers? Maybe, there was a special from Brembo on a Friday afternoon...

I'm not complaining, far from it — the better the brakes the happier I am. Obviously, the same brakes that are fitted to some superbikes haul up less than the Sport's 200 kg (192 kg dry) and, on the Triumph, they are far from being too sharp or aggressive and, no, they don't throw you over the bars with one finger resting on the lever. Meanwhile, the ABS isn't obtrusive but, remember, without an IMU, there is no cornering ABS as there is on the Tiger 900GT.

The Tiger 850 Sport replaces the standard Tiger 900, therefore £9,300 (Rs 9.3 lakh) is a two-lakh saving over the base Tiger 900 GT (£11,400, that is, Rs 11.4 lakh). That's a hefty amount and enough for insurance, some new kit, and a long weekend away touring. Compared to the Tiger 900GT, on price alone it's tempting. But let's look at the competition.

BMW have the F 750 GS, which, like the Triumph, performs a similar trick of being described as one thing, a 750, when it's actually another, a (de-tuned) 853-cc parallel twin, an engine that's also found in the 850 GS. The 750 GS starts from £8,600 (Rs 8.6 lakh), is similar on spec and torque, but is significantly down on peak power compared to the Tiger 850.

The base BMW F 850 GS has more power than the Tiger 850 and is more desirable than the F 750GS, but its price is just over £10,000 (Rs 10 lakh) for the base model at £10,185 (Rs 10.19 lakh).

Another bike I would throw into the mix is the Suzuki V-Strom 1050. The big V-Strom was updated in 2019 and edges the Tiger 850 Sport on power and torque, although not by much, and the base model is priced at a competitive £9,999 (Rs 10 lakh). The downside of the V-Strom compared to the Tiger 850 is that it's considerably heavier (and can't be restricted to A2).

Ducati have the 950 Multistrada at £11,999 (Rs 12 lakh) and KTM the 890 Adventure at £10,999 (Rs 11 lakh), price points that place them in Tiger 900GT territory. Yamaha have the Ténéré 700 at £9,499 (Rs 9.5 lakh), which, like the Tiger, can be converted to conform to A2, but, with a 21-inch front wheel, it caters far more to off-road riding than the Tiger 850.

To save on costs and so the 850 doesn't compete directly with the Tiger 900, rider aids have been reduced. You still get two riding modes, traction control, and ABS — with those outstanding Brembo stoppers — but there isn't an IMU (inertial measurement unit). What this means is the traction control and ABS are not lean-sensitive, as they are in the Tiger 900.



ABOVE:
Marzocchi shock is
tuned for road use

BELOW:
Seat is comfortable and easily
accessible for shorter riders





There are two sides to this argument. One, the Tiger 850 is aimed at a certain type of rider, one who's not likely to be peg-scrapping on every apex and chasing a stopwatch. Additionally, the Brembo Stylema brakes are excellent, the standard ABS (just monitoring wheel speed) is also superb, and do you need lean-sensitive traction control on a bike with less than 90 hp and excellent mechanical grip?

The counter-argument is that the Tiger 850 is aimed at new riders who would appreciate the safety net of cornering ABS and TC, especially as they are more likely to be prone to mistakes.

Personally, I think the Rain mode is enough to keep new riders safe in tricky conditions. It softens the delivery, increases the traction intervention, and the standard ABS is more than enough — but again I'm experienced and a new rider may be looking at the specs and lack of IMU with a little trepidation.

Considering the new bike's accessibility in terms of price, the switchgear and five-inch TFT instrumentation are of a high standard. I really like the clocks; the ability to change the style and looks is a nice touch. In fact, the overall finish is of a high quality, with the full LED lights and DRL a spec higher than the 900's.

There are 60 accessories to select from, including a low, 790-mm seat option and a range of hard luggage, plus the usual cosmetic trinkets. I think the quick-shifter would be a nice touch and possibly heated grips.

I thought I would feel underwhelmed or short-changed by the Tiger 850 which, put simply, is a de-tuned Tiger 900. But I didn't; it was a pleasant surprise. The lovely sounding triple has real-world performance and loads of useful torque. It's fun and lively, even for experienced riders, while the handling, much like the engine, is far more able than I was expecting. The Sport may be relatively basic, but it works and, for this type of bike, it's hard to fault, especially when compared to the similar competition.

The Brembo stoppers are top-notch, while the clocks and styling are neat — this is an impressive package at an affordable price. If a friend were looking to come back into biking or had recently passed their test and were attracted to the adventure market, then, yes, I recommend the Tiger 850 for a test-ride without hesitation. It's a versatile, fun bike, which even has some character to it. It will be interesting to see if new buyers are perturbed by the lack of advanced rider aids. **BIKE**

Bike India SPEC TALK

Triumph Tiger 850 Sport

Price: £9,330 (Rs 9.33 lakh, in the UK)

ENGINE

Configuration: Liquid-cooled, in-line triple

Valve-train: DOHC, 12 valves

Displacement: 888 cc

Bore x Stroke: 78 x 61.9 mm

Compression Ratio: 11.27:1

Fuelling: Electronic fuel injection

Maximum Power: 85 hp @ 8,500 rpm

Maximum Torque: 82 Nm @ 6,500 rpm

Clutch: Wet, multi-plate, slipper

Transmission: Six-speed

CHASSIS

Type: Tubular steel frame, bolt-on subframe

Front Suspension: Marzocchi 45-mm inverted DLC coating, non-adjustable

Rear Suspension: Marzocchi single rear shock, adjustable preload

Front Brake: Twin 320-mm discs, radial Brembo Stylema four-piston caliper

Rear Brake: 265-mm disc, Brembo single-piston caliper

Front Wheel: 19-inch, alloy

Rear wheel: 17-inch, alloy

Front Tyre: 100/90 R19 Michelin Anakee Adventure

Rear Tyre: 150/70 R17 Michelin Anakee Adventure

Rake/Trail: 24.6°/133.3 mm

Wheelbase: 1,556 mm

Seat Height: 810-830 mm

Ground Clearance: NA

Tank Capacity: 20 litres

Weight: 192 kg (Dry)

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Smooth Sailing

The CB350RS is Honda's second classically-styled bike to hit our market this year. Let's see what it's all about

Story: **Anosh Khumbatta** Photography: **Sanjay Raikar**





HONDA RECENTLY ISSUED a challenge to retro-themed bike makers like Royal Enfield and Jawa with the launch of the oddly named H'ness CB350, and have now launched a second salvo at this growing market segment with a scrambler-inspired variant: the CB350RS. We recently spent some time with this new Honda in and around Pune and, while this may not be a real off-road-capable motorcycle, it handled the urban jungle in style. The letters RS, when used in naming a motorcycle, usually conjure up images of sporty race replicas or variants loaded with

track-ready kit to make them faster and sharper; however, Honda claim that the "RS" here stands for Road Sailing. I don't know what exactly is meant by this, but I do wish the folks at Honda would get a little more imaginative when naming their motorcycles.

This bike is based on the H'ness CB350 and, as such, both bikes share the steel double-cradle frame and the long-stroke, air-cooled, single-cylinder motor. Most of the differences between the two come down to styling and image. While the H'ness CB350 is clearly inspired by Honda's legendary CB series of bikes from the 1970s and is bathed in chrome,

the CB350RS attempts to look somewhat sportier with blacked-out parts rather than the shiny metal and several scrambler-inspired components. Chief among these are the high, dirtbike-style rear fender, a sturdy bash-plate, and meaty 150-section MRF Zapper Kurve tyres with an aggressive block pattern that reminds me of the Pirelli MT 60 dual-purpose hoops on the Ducati Scrambler. Honda have also tried to give the CB350RS a sportier riding position by placing the foot-pegs slightly higher and further back, while the handlebar is now wider and slightly further forward.

Having recently ridden the H'ness,





GEAR CHECK

Rider: Anosh Khumbatta

Helmet: Bell Star Carbon

Jacket: XDI Rage

Gloves: Shima Caliber

Boots: Forma Jasper

swinging a leg over and firing up the CB350RS immediately felt familiar. I am faced with the same single-pod speedo with LCD section within and the tell-tale lights alongside, the motor spins up as effortlessly as I remember, and the exhaust lets out a pleasing, meaty note with every blip of the throttle. The transmission shifts smoothly into first and we're soon strafing through Pune's busy streets. The CB350RS feels well-built, involving to ride, and responds instantly to steering inputs, making it a fun way to get around the city. However, there is a major chink in its armour.

Honda's new long-stroke motor breathes through a four-valve head and is mated to a smooth-shifting five-speed gearbox. The engine makes 21 hp at 5,500 rpm and 30 Nm of torque at just 3,000 rpm; figures that, on paper, seem to describe a motorcycle with a grumpy, tractable motor that can chug along effortlessly at low revs. That, however, is not the case. Honda have, for reasons unknown, geared this motorcycle extremely tall and the result is a somewhat lethargic bottom end, necessitating greater levels of rider involvement and a busy left foot to keep the motor in its sweet spot.

Quick progress requires you to rev the bike out in each gear, and getting lazy with downshifts around town will have you lugging the motor as it struggles to make torque. While you would expect a retro-styled single-cylinder thumper to be happy puttering around town slotted in third gear, occasionally shifting down

to second should the situation demand, I found myself constantly tap-dancing on the shifter to maintain forward momentum and keep the motor from knocking. I even needed to go all the way down to first over large speed-breakers and through slow intersections.

It is a similar situation out on the open road. The CB350RS accelerates pretty quickly as long as you keep the revs up, hitting triple-digit speeds while still in third gear; however, if laid-back cruising at low revs is your thing, you might not be too happy on this bike. The ultra-tall final gearing means that the Honda feels quite gutless in top gear even at 80 km/h and doesn't want to shift up to fifth until you're doing triple-digit speeds on the highway, even then struggling to make power up the gentlest of inclines. An indicated top speed of around 135 km/h is achieved in fourth, relegating fifth gear exclusively to overdrive duty. Sure, you can cruise along at 100 to 120 km/h in top gear, but you will need to downshift should the need to overtake arise.

The CB350RS shares mechanical components and underpinnings with the H'ness CB350, so we have the same telescopic fork and twin shock-absorber set-up. The suspension is well-damped,



ABOVE: Compact motor makes 21 hp and 30 Nm of twist. Rear brake fluid reservoir could have been better-positioned

RIGHT: Dash is simple and uncluttered



RIGHT: Only one horn for the CB350RS



NEED TO KNOW

Honda CB350RS

Price: Rs 1.96 lakh (ex-showroom)

Engine: 348.36 cc, SOHC, four-valve, air-cooled, single cylinder

Output: 21 hp @ 5,500 rpm, 30 Nm @ 3,000 rpm

Transmission: Five-speed, chain final drive

Brakes: 310-mm disc (F), 240-mm disc (R)

Tyres: 100/90-19 (F), 150/70-17 (R), tubeless

Kerb Weight: 179 kg

if slightly on the stiffer side, and endows the bike with neutral handling characteristics and a taut feel that keeps the rider connected with the road's surface as speeds increase. The Japanese-made Nissin brakes, also carried over from the H'ness, do a fantastic job of shedding speed without fuss with decent feel and feedback at the lever.

We're a little confused about this bike's equipment levels and pricing vis-à-vis the H'ness CB350. The H'ness is available in two variants, the base DLX priced at Rs 1.86 lakh (ex-

showroom) and the DLX Pro, which gets dual-tone colourways, twin horns, and Bluetooth connectivity, priced at Rs 1.92 lakh (ex-showroom). The CB350RS gets a single horn and no Bluetooth connectivity option, so it stands to reason that it would be priced closer to the base DLX variant of the H'ness, but this is not the case. With an ex-showroom price tag of Rs 1.96 lakh, it is dearer than the fully loaded H'ness DLX Pro by Rs 4,000, while bringing less equipment to the table, which makes absolutely no sense to me.

The Honda CB350RS is a good-looking, stylish motorcycle that will appeal to Honda fans and those who like retro motorcycles. Younger riders will enjoy its playful, revvy motor and shortening the final gearing by using a sprocket with one less tooth up front will certainly change the motorcycle's personality for the better. Although it has its flaws and the pricing is somewhat questionable, this Honda is still enjoyable and, while it is a small motorcycle, it will surely stand out in a crowd. **BIKE**



ABOVE: Rider's seat is spacious and comfy; the pillion's perch not so much

RIGHT: This variant also gets a rugged-looking headlight housing



RIGHT: Sturdy bash plate keeps the engine safe, in case you decide to go off-road



ABOVE: Dual-purpose tyres add to the scrambler image

Tested

Tame Elephant

The updated Benelli TRK 502's touring credentials and the annoying process of flying these days made us think that this might just be the right pair of wheels for a holiday

Story: **Joshua Varghese** Photography: **Sanjay Raikar**





THE BENELLI TRK 502 CREATED quite a stir when it was first launched during BS4 times. At first glance, what was not to like about it? It was huge and noticeably European, with styling cues that made it quite obvious as to where Benelli got their “inspiration” from. If you felt that way back then, you are in for some good news because, in true BS6-update fashion, nothing has changed in the visual department save for a few minute details. These include additions such as knuckle-guards, larger mirrors, a black handlebar, adjustable hand levers, and redesigned pillion grab-rails.

Thankfully, Benelli have taken this opportunity to redesign the saddle and they have made it a nicer place to be in. The new seat padding has worked in the motorcycle’s favour and the TRK is now more comfortable than ever for touring. The basic switchgear from the previous generation has been replaced with one of a better quality and is backlit as well. Interestingly, this new switchgear layout features two buttons on either side that do not do anything at all. On the bright side, if you choose to have missiles mounted at the front of the motorcycle, you already have buttons to connect them to. Unfortunately, no wind of change has blown over the analogue-digital instrument cluster and it continues to look out of place for something that is valued at more than Rs 5 lakh (on the road).

ABOVE:

No need to worry when the road curves

BELOW:

The handguards are standard. Good stuff





Catalytic converters on the headers confirm the Benelli TRK 502's BS6 treatment and while it does seem like a bit of an eyesore, the engine's output has remained unaffected. The 500-cc, liquid-cooled, parallel-twin engine continues to produce 47.5 hp at 8,500 rpm and a peak torque of 46 Nm at 6,000 rpm. When fired up, it is evident that the TRK's party trick is its exhaust note. A few blips of the throttle at idle produced a very sporty sound; quite unlike anything I expected of a touring motorcycle. In fact, it was borderline sport bike territory. To fully explore the potential of this promising soundtrack and to check the motorcycle's handling dynamics, I set out to find a typical touring route: a bit of city traffic, followed by some quiet twisties that led to an unpaved, unexplored landscape.

In spite of its kerb weight of 235 kilograms, the TRK was surprisingly easy to ride around town. Its wide bar offered enough leverage, the rider triangle was relaxed, and the clutch action was light enough to keep my left wrist unbothered. Although the engine makes most of its power past the 4,000-rpm mark, the motorcycle's short final gearing made it potent enough for city use without feeling like it was hauling timber. In sixth gear, with the tacho needle at 2,000 rpm, the TRK pulled away from as low as 40 km/h without fuss. It was only at low-speed manoeuvres such as U-turns and parking that the TRK's heft worked against it. Oh, and the wide handlebars and just as broad crash-guards forced me to be doubly sure before making the most of gaps in traffic. Should you manage to overlook these things (and its size), the TRK can be a nice motorcycle to ride in the city.

Once the roads opened up and the twisty section began, it became easier to coax the Benelli into the 4,000-plus-rpm territory. That is when the soundtrack picked up with a sporty

GEAR CHECK

Rider: Joshua Varghese

Helmet: HJC CL-17

Jacket: Spidi

Pants: Held Vader

Gloves: XDI Urban

Boots: RST Tractech EVO II



ABOVE:

Dummy buttons on either side. What would you connect to them?

BELOW:

This indicator wiring looks like a last-minute job



The TRK has enough going in its favour to let one push on when the tarmac runs out, but its weight is enough to discourage one from seeking out those off-road adventures for kicks



howl accompanied by crackles and pops and the TRK eagerly began delivering the larger chunk of the 47-odd horses according to the demands of my right wrist. This may not be a rocket on two wheels in a straight line or a rabbit wearing Reeboks in the corners, but it does serve its purpose rather well. The smooth, linear, and progressive throttle response; a well-sprung chassis; and good brakes make this behemoth handle quite easily through corners and it is just as stable in a straight line. Unlike the previous generation, this one is more refined; vibrations become noticeable only close to the red-line. Furthermore, the sculpted fairing and windscreen make this a capable highway mile-muncher that will do 110-120 km/h all day without breaking a sweat.

Now for the off-road experience. The trail I found myself staring at was a gravel-and-rock path that ran up and down the side of a hill, more of a stretch of loosely packed surface than an obstacle-rich off-road course. After powering along easily over the long and fast bits, the TRK's weight made it a handful on the slow downhill sections and robbed me of energy when I had to turn the motorcycle around on the rather narrow trail for multiple photo shoot runs. Yes, without the need to turn the motorcycle around every two minutes for photographs, the TRK was

manageable off road, even with the Pirelli touring tyres.

To summarize, the TRK has enough going in its favour to let me push on when the tarmac runs out, but its weight is enough to discourage anyone from seeking out those off-road adventures for kicks. What I would like to do with this Benelli is take advantage of its strengths, such as its engine characteristics, compliant chassis, refinement, comfort, and that exhilarating exhaust note.

At Rs 4.80 lakh (ex-showroom), the bike is not as attractive as it would have been with a sticker price of Rs 4.50 lakh, but should you buy it for Rs 4.80 lakh? If your needs are satisfied by the TRK and your budget is fixed, then go for it because this one occupies a spot that is directly contested only by the significantly more expensive Honda CB500X. Furthermore, its larger rivals (Kawasaki Versys 650 and Suzuki V-Strom 650XT) are priced well beyond a reasonable budget-stretching exercise. If it were up to me to put this Benelli to good use, I would load up the TRK 502 with some luggage and chart a course for a quiet, off-beat holiday destination along a route that has more tarmac than dirt, of course. Besides, with all the COVID-19 procedures, who wants to fly these days? **BIKE**

ABOVE:
The parallel-twin is now more refined and the motorcycle sounds epic

NEED TO KNOW

Benelli TRK 502

Price: Rs 4.80 lakh (ex-showroom)

Engine: 500 cc, DOHC, eight-valve, liquid-cooled, parallel-twin

Output: 47.5 hp @ 8,500 rpm, 46 Nm @ 6,000 rpm

Transmission: Six-speed, chain final drive

Brakes: Twin 320-mm discs (F), 260-mm disc (R)

Tyres: 120/70 ZR17 (F), 160/60 ZR17 (R), tubeless

Weight: 235 kg



RAISING STAKES

Done with dawdling around on commuters?
It's time to upgrade to a 250 and up the game

Story: **Sarmad Kadiri** Photography: **Apurva Ambep**



THE







AS MORE MANUFACTURERS START venturing into the 250-cc segment, the enthusiast has a pretty decent buffet spread to choose from. Honda and Kawasaki no longer rule the quarter-litre class since the CBR250R is now phased out and the entry-level Ninja has graduated to 300 cc. Practically every other brand has entered the 250-cc arena now, allowing us to invite them all to the *Bike India* fight club. These include the recently re-styled Yamaha FZS 25, the muscular Bajaj Dominar 250, the nimble Suzuki Gixxer 250, the stylish Husqvarna Svartpilen 250, and the sporty KTM 250 Duke. But which one is the best in the ring? We have a unanimous winner, read on to find out.

Mechanically, the Yamaha FZS 25 is the oldest motorcycle here, but let this not overshadow its virtues. The FZS is a slightly more premium version of the FZ25 and gets a new-shape headlamp and hand-guards (both not my favourite aspects), but the golden wheels do make it appear upmarket. What does impress me is the quality of plastic parts, consistent panel gaps, and the overall finish. The highlight remains the rider's ergonomics with a wide handlebar, comfortable seat, and a low saddle height of just 795 millimetres. Both the rider and pillion can get on and off the bike without pulling their muscles, which is a big plus point in terms of everyday use.

Next in line is the BS6 KTM 250 Duke which, thankfully, looks a lot less like the 200 Duke and more like the larger 390. It clearly is the sharpest design here, especially with the new LED headlamp. That bright orange colour scheme has become synonymous with performance and if you spot one, you instinctively move out of the way. This is the reason the brand is sticky with the younger lot, though mature buyers usually find the focused riding position — the 822-mm seat height with firm cushioning and the rear-set foot-pegs — a little too overwhelming. One must note here that the quality of plastic and switches is not as good as that offered by the Japanese. ▶

Meanwhile, Bajaj's Dominar 250 uses its power-cruiser-ish appeal to attract more mellowed adventure seekers. It's identical to the Dominar 400 with some minor tweaks, yet it's appealing enough for those looking for a "big bike". Mature riders will prefer the relaxed ergonomics, with plenty of space for the rider, a large and comfortable seat, and foot-rests that are not too rear-set. The quality and finish are decent, too, and there's little to complain about, keeping the price in mind. However, this motorcycle tips the scale at 180 kilograms, which makes it the heaviest in the segment (25 kg heavier than the Japs and roughly 15 kg more than the KTM and Husky). Also, the 130-section rear tyre isn't radial and simply doesn't complement the bulky bodywork and is also the narrowest in this lot. The FZS 25 comes with a 140-section rear, while the KTM and Suzuki run on 150-section radials which deliver good grip and also make for nicer proportions.

The Suzuki Gixxer 250 introduced sticky radial tyres to the segment and made it a benchmark. The bike's design is an evolution of the Gixxer 155 and now with the MotoGP-inspired livery, the Suzuki never fails to attract a second look. The riding position is slightly forward bent, without being uncomfortable, and, like the Dominar 250, it gets a manageable 800-mm saddle height. Since you can comfortably get your feet on the ground, it's easy to manoeuvre the light-weight Gixxer around. But it's not perfect. With the slightly upswept seat, the rider tends to slide forward during hard

braking. Also, the bike is pretty compact, leaving little room between the seat and the handlebar. Taller riders might find moving on the bike somewhat restraining.

If this article were about a beauty pageant, the Husqvarna Svartpilen 250 would have won the crown. Although it's based on KTM 250 Duke's platform and manufactured at the same Bajaj plant, the Husky looks like nothing else rolling out of that production line. This Swedish motorcycle is very exotic, right from the minimalistic styling, exceptional fuel-tank design, a circular headlamp with LED DRL, and funky yellow highlights. Its centralized mass and very neatly designed tail section look so appealing. What's there not to like about this Scrambler-inspired design? Well, a few things, actually. For instance, the wiring and cables visible around the engine look very unkempt. While the sky-scraping 842-mm seat height will make most Indians realise that they are vertically challenged. The claimed 145-mm ground clearance on their website seems unusually low (12 mm lower than the Dominar 250's, 15 mm less than the FZS 25's, 20 mm lower than the Gixxer 250's), compared to KTM's 185 mm. Having said that, during the comparison shoot none of the bikes scraped its belly over speed-breakers or the usual potholes. Speaking of which, the block-type MRF tyres on the Husqvarna offer decent on-road performance and have an edge over the others while encountering broken roads.



This brings us to the performance of these beauties. The Husqvarna, KTM, and Bajaj use the same 248.8-cc, liquid-cooled, DOHC engine platform. Don't expect this engine to have that wild power of the 390, but it's the most well-balanced single in the Bajaj-KTM-Husqvarna line-up, with a good mix of refinement and performance. The European brands offer the exact same tune of 30 hp at 9,000 rpm and 24 Nm at 7,250 rpm, making them the most powerful in the segment — on paper at least.

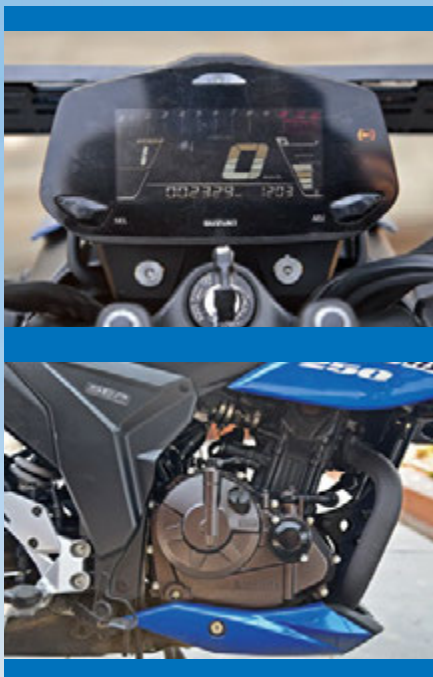
The setback for both these European-bred motorcycles is their weight, 166 kg in the case of the Husky and 169 kg in that of the KTM, which makes them the heaviest in the segment, barring the Dominar 250. The other issue is that the peaky nature of the engine (on the Husky and KTM) results in a dismal low-end grunt. To extract the most, it has to be revved hard and seems happiest between 7,000 and 10,000 rpm. Once in the powerband, both the bikes are a lot of fun and extremely engaging to ride.

We remember the BS4 KTM to be a hoot to ride with a faster 0-60 km/h performance compared to the Svartpilen 250, but our BS6 250 Duke felt a tad restricted under the stricter emission norms and not as free-revving. The Husky's motor is more alive and responsive now, in comparison. On both bikes, enthusiasts will ▶



Under the *Bike India* microscope, it's interesting to see that there's a bike here for every type of rider





enjoy wringing the throttle and lighting up the streets or highway. There are evident vibrations on both once they cross 90 km/h, a sensation their Japanese counterparts are not prone to. It's while pottering around town that riders will notice the lack of initial power in the KTM and Husqvarna. More experienced riders won't get bothered but newbies might find maintaining the momentum and keeping the engine constantly on boil rather taxing, especially on longer rides.

It's commendable how Bajaj have tweaked the same motor to suit the Dominar's effortless cruising character. It feels a lot more refined, sounds better, and, more importantly, it's more tractable. This 248.8-cc mill produces 27 hp at a more relaxed 8,500 rpm and marginally less torque of 23.5 Nm that comes earlier at 6,500 rpm. The Dominar 250 isn't the fastest

of the lot but this easy-going nature will appeal to a wider audience. You know, those who are here to enjoy the journey and not necessarily be the first to reach the destination. The quarter-litre Bajaj has decent low- and mid-range which also make it very comfortable for a city commute, unlike its KTM-Husqvarna siblings. Twist the throttle even in third gear and there's enough grunt to make it surge ahead without having to shift down. It's just the wide turning radius (similar to the Husqvarna's) and the heft which make Bajaj a little cumbersome for everyday life.

The easiest to live with has to be the Yamaha. Yes, despite it being the least powerful. The simple 249-cc air-cooled engine makes just 20.8 hp and 8,000 rpm and a modest torque of 20.1 Nm at 6,000 rpm. Also, this is the only bike here that gets a five-speed gearbox, as the rest are equipped with six-speed

**SUZUKI GIXXER 250:**

It has the most comprehensive display making it our favourite.

The power is evenly spread across the rev-range, making it the most effortless to ride

KTM 250 DUKE:

This premium offering should've got a more feature-rich instrument console

To extract the most, the 250 Duke has to be revved hard

HUSQVARNA SVARTPILEN 250:

The circular console design looks nice but is not easily legible on the go

The motor is very responsive, but there are visible vibrations once it crosses 90 km/h

YAMAHA FZS 25:

This basic, negative LCD instrument console looks out of place on a 250-cc motorcycle

Not the mightiest but it's quick off its feet and offers usable performance

BAJAJ DOMINAR 250:

The Bajaj gets a simple cluster with another set of tell-tale lights on the fuel tank

The decent mid-range makes it a more comfortable ride than the KTM and Husky



'boxes. What works in the FZS' favour is its light weight (remember, lightest in the segment?) and its strong bottom end. The refined engine might not be the mightiest but it's quick off its feet and the entire power it produces is so usable. You can push it hard but it doesn't enjoy being thrashed around too much and, at higher revs, the engine starts to sound strained.

In terms of engine refinement, performance, and dynamics, the bike that impressed all the five riders here the most was the Suzuki Gixxer 250. The 249-cc mill is a purely oil-cooled motor that churns out a decent 26.5 hp peaking at 9,300 rpm and 22.2 Nm at 7,300 rpm. The highlight is how it perfectly balances city riding and highway cruising and is equally enjoyable in the winding ghat section. The power is evenly spread across the rev-range, making this Suzuki the most effortless to ride. Twist the wrist in any gear and there's brisk and



Practically every motorcycle brand has entered the 250-cc arena now, but which one is the best here?

SECOND OPINION

Joshua
VARGHESE



BAJAJ DOMINAR 250



The Dominar is second only to the Gixxer in terms of touring and is a capable all-rounder. Better levels of refinement would have made it sweeter, though.

HUSQVARNA SVARTPILEN 250



The Svartpilen turned the most heads with its unconventional styling. Being quick and nimble add to its appeal but it needs to be more refined for everyday use.

Cherry
ROY



The Dominar 250 offers exceptional ride quality and strong braking. The muscular styling of this motorcycle gives it a firm and purposeful stance.

Looks like a motorcycle straight from the future. The Svartpilen feels agile and easy to manoeuvre in traffic, but it could do with a better spread of torque.

Zal
CURSETJI



The opposite of the Husky and Duke, the Dominar is comfortable and plush. However, in the twisties, the Dominar doesn't feel as nimble as the others in this shootout.

If fun, style, and uniqueness are what you yearn for, then the Svartpilen it is. Although not advisable for a long journey, it was a hoot in the city and on curvy stretches of tarmac.

Azaman
CHOTHIA



The Dominar 250 is the most comfortable streetfighter among this lot and makes for a purposeful tourer. It is also the heaviest of them all, which makes it less nimble than the rest.

The Svartpilen stands apart from the pack with its futuristic design and styling elements. Its combination of the engine, suspension set-up, and brakes makes it ideal for the daily city commute.

KTM 250 DUKE

Surprisingly, the Duke was the least rewarding ride experience for me. It was not as fast as before and not as exciting as the competition. Quite vibey too.

SUZUKI GIXXER 250

The Suzuki ticks all the boxes for me. It is fun, peppy, refined, and stunning to look at in this MotoGP livery. Ultimately, it offers the most value as a package.

YAMAHA FZS 25

The Yamaha has good levels of refinement and handles well too but the engine lacks grunt to make it a quick motorcycle and the lack of a sixth gear is sorely missed.

For a rider who prefers easy-going bikes, the 250 Duke feels rather aggressive, right from its throttle response to its sharp dynamics.

With an optimal mix of all the right elements, the Gixxer 250 tops the table in terms of comfort, rideability, engine performance, and looks.

The FZS25 is styled for daily use and, therefore, offers decent comfort to the rider. However, it can't match the thrilling performance of its competitors.

The performance machine of the segment. Very aggressive ergos, sharp, quick, and fun it may be, but a longer ride would not suit the KTM Duke 250 at all.

The best all-rounder in the segment is the Gixxer. A balance of great handling, a super engine, and comfortable ergos for the long trip, yet sporty enough to enthrall in the twisties.

The oldest in the group, the Yamaha still rides very well. Great slightly aggressive ergos, handles quite well, and a fairly lively engine. Sadly, it's the only one with a five-speed 'box.

The 250 Duke is a fun motorcycle to ride, sporting a sharp and aggressive design language with ergonomics that make it the nimblest handler in this lot. In terms of power, the bike did feel slightly suffocated as compared to the BS4 model.

The Suzuki Gixxer 250 offers a perfect blend of speed, safety, and practicality. This engine, in my opinion, is a significant all-rounder and makes this bike the best bet for a rider looking for a fun motorcycle in the twisties that also promises everyday usability.

The Yamaha FZS25 is the oldest 250-cc machine among this lot and the only one with a five-speed gearbox. Because of this, it cannot keep up with the rest in terms of performance, but still packs a very refined engine and is a motorcycle that handles very well.

Bike India SPEC TALK

Bike	Bajaj Dominar 250	Yamaha FZS 25	Husqvarna Svartpilen 250
Price:	Rs 1.67 lakh (ex-showroom)	Rs 1.58 lakh (ex-showroom)	Rs 1.89 lakh (ex-showroom)
ENGINE			
Configuration:	Liquid-cooled, single cylinder	Air-cooled, single cylinder	Liquid-cooled, single cylinder
Valve-train:	DOHC, four valves	SOHC, two valves	DOHC, four valves
Displacement:	248.77 cc	249 cc	248.8 cc
Bore x Stroke:	72 mm x 61.1 mm	74.0 x 58.0 mm	72 mm x 61.1 mm
Compression Ratio:	11.9:1	9.8:1	12.5:1
Fuelling:	Electronic fuel-injection	Electronic fuel-injection	Electronic fuel-injection
Maximum Power:	27 hp at 8,500 rpm	20.8 hp at 8,000 rpm	30 hp at 9,000 rpm
Maximum Torque:	23.5 hp at 6,500 rpm	20.1 hp at 6,000 rpm	24 hp at 7,250 rpm
Clutch:	Wet multiplate, slipper	Wet, multiplate, slipper	Wet multiplate, slipper
Transmission:	Six-speed gearbox, chain final drive	Five-speed gearbox, chain final drive	Six-speed gearbox, chain final drive
CHASSIS			
Type:	Beam type perimeter frame	Diamond frame	Trellis frame
Front Suspension:	37-mm USD telescopic fork	41-mm, telescopic fork	43-mm USD telescopic fork
Rear Suspension:	Monoshock, adjustable preload	Monoshock	Monoshock, adjustable preload
Front Brake:	300-mm disc, four-piston caliper, ABS	282-mm disc, two-piston sliding caliper, ABS	320-mm disc, four-piston caliper, ABS
Rear Brake:	230-mm disc, single-piston caliper, ABS	220-mm disc, single-piston caliper	230-mm disc, single-piston caliper, switchable ABS
Front Wheel:	17-inch, alloy	17-inch, alloy	17-inch, alloy
Rear wheel:	17-inch, alloy	17-inch, alloy	17-inch, alloy
Front Tyre:	100/80-17 tubeless, Eurogrip	100/80-17, tubeless, MRF Nylogrip Zapper FX-1	110/70 R17, tubeless, MRF Revz-FD
Rear Tyre:	130/70-17 tubeless, Eurogrip	140/70-17, tubeless, MRF Nylogrip Zapper FX-1	150/60 R17, tubeless, MRF Revz-FD
DIMENSIONS			
Length:	2,156 mm	2,015 mm	2,010 mm
Wheelbase	1,453 mm	1,360 mm	1,357 mm
Seat Height:	800 mm	795 mm	835 mm
Ground Clearance:	157 mm	160 mm	145 mm
Tank Capacity:	13 litres	14 litres	9.5 litres
Weight:	180 kg (kerb)	154 kg (kerb)	166 kg (kerb)

GEAR CHECK

Rider: Sarmad Kadiri
Helmet: Arai Astral-X
Jacket: RS Taichi
Pants: Levi's X RE
Gloves: Alpinestars SP-2
Boots: Gaerne Aquatech

GEAR CHECK

Rider: Cherry Mathew Roy
Helmet: Ridex Titanium
Jacket: Zeus
Pants: Denim
Gloves: Royal Enfield
Boots: Spidi XPD X-Ultra

GEAR CHECK

Rider: Zal Cursetji
Helmet: HJC R-PHA 11
Jacket: Alpinestars MM93 Sepang
Pants: Trilobite Acid Scrambler
Gloves: Alpinestars Spartan
Boots: Huntsman

GEAR CHECK

Rider: Joshua Varghese
Helmet: HJC CL-17
Jacket: Spidi
Pants: Richa Brutale
Gloves: XDI Urban
Boots: TCX X-Roadster

GEAR CHECK

Rider: Azaman Chothia
Helmet: AGV K1
Jacket: Rynox Evo Storm
Pants: Denim
Gloves: Ixon RS Rallye HP
Boots: Sidi Cobra Air



Suzuki Gixxer 250**Rs 1.67 lakh** (ex-showroom)

Oil-cooled, single cylinder
SOHC, two valves
249 cc
76 mm x 54.9 mm
NA
Electronic fuel-injection
26.5 hp at 9,300 rpm
22.2 Nm at 7,300 rpm
Wet, multiplate
Six-speed gearbox, chain final drive

Steel diamond frame
Telescopic fork
Monoshock, adjustable preload
300-mm disc, twin-piston sliding caliper, ABS
Single disc, single-piston caliper
17-inch, alloy
17-inch, alloy
110/70 R17, tubeless, MRF Revz
150/60 R17, tubeless, MRF Revz

2,010 mm
1,340 mm
800 mm
165 mm
12 litres
156 kg (kerb)

KTM 250 Duke**Rs 2.17 lakh** (ex-showroom)

Liquid-cooled, single cylinder
DOHC, four valves
248.8 cc
72 mm x 61.1 mm
12.5:1
Electronic fuel-injection
30 hp at 9,000 rpm
24 hp at 7,250 rpm
Wet multiplate, slipper
Six-speed gearbox, chain final drive

Trellis frame
43-mm USD telescopic fork
Monoshock, adjustable preload
320-mm disc, four-piston caliper, ABS
230-mm disc, single-piston caliper, ABS
17-inch, alloy
17-inch, alloy
110/70 R17, tubeless, MRF Revz-FC1
150/60 R17, tubeless, MRF Revz-FC1


2,072 mm
1,357 mm
822 mm
165 mm
13.5 litres
169 kg (kerb)



seamless acceleration. Manage the gears well and the experience becomes even more rewarding. The meaty mid-range gives it the strongest roll-on and it comes in handy during overtaking or when you just want to blast away into the horizon. This extremely friendly nature can be enjoyed by experienced riders as much as newbies.

The other reason why we all fought for the Gixxer's key is the way it handles. It has the shortest wheelbase and inspires confidence in corners. It's so well-balanced and agile that the rider automatically appears super smooth while attacking corners. It's so neutral that riders of different skillsets feel at ease and won't shy from changing the cornering lines if need be. The radial tyres, which are very similar to the Duke's, offer terrific grip and encourage you to lean further into bends. If I had to nit-pick, then the rear suspension set-up might seem a bit firm for the docile and the pillion may find getting on the tall seat more challenging. But none of the rest can match the equilibrium of handling, performance, and comfort that the Gixxer manages.

The Yamaha has great ergonomics, a comfortable seat that's good for long hours of riding, and a refined engine with decent power. All of these make the FZS 25 ideal for city use and occasional weekend rides. This is why this Yamaha is still so sought after despite its age. But the weak spot is that the performance isn't thrilling enough, while the longer wheelbase, rake and trail set-up, and the basic tyre do not create that connection with the rider which the KTM or Gixxer effortlessly manage. Finally, the very basic, negative LCD instrument console looks out of place on a 250-cc motorcycle.

Talking about features, the Husqvarna, like the KTM, 

brings some great equipment to the fight, including a steel trellis frame, the largest disc brake (front 320-mm, rear 230-mm), switchable ABS, and 43-mm upside-down fork up front. The Dominar gets the same rear disc but, like the Gixxer, a 300-mm front disc, while the FZS 25 gets the smaller 282-mm disc. Interestingly, the Yamaha set-up has an excellent feel and bite. The Gixxer gets radially mounted brakes and offer decent bite, while the KTM and Husky feel the sharpest.

The KTM is super-sharp right from the brakes to its handling. This means you'll have to be extra careful with the inputs while negotiating a fast corner. The good part is that experienced riders can correct the line mid-corner, though the lesser experienced ones need to be super-careful with this scalpel. Like the Husqvarna, the rev-happy engine and that razor-sharp chassis offer a sporty combination. What they lack is that neither of these is as exciting to ride as the larger 390 nor do they possess the spunky character of the 200 Duke.

The 250 Duke is a shade more likeable than the Svartpilen 250 thanks to the marginally lower saddle height and a more usable rear seat. In my book, the Husky makes for a sexy second bike, which one can pose with on

weekends. But the KTM will be out of reach for many because it costs a staggering Rs 2.17 lakh (ex-showroom), which is Rs 28,000 more than the Husqvarna, and a whole Rs 50,000 more than the Bajaj and Suzuki. Yamaha is the cheapest of the lot with a sticker of Rs 1.58 lakh (ex-showroom). In the Bajaj universe, the Dominar 250 is the most well-rounded offering. Although the KTM and Husqvarna are both very involving to ride, they lack the practicality the Dominar brings. It also has a more supple ride quality, excellent rear seat, and is a more forgiving bike than its siblings. If only the Bajaj weighed a little less, came with better tyres, and had a tighter turning radius.

Under the *Bike India* microscope, it's interesting to see that there's a bike here for every type of rider. The KTM for those who want a premium bike with sharp performance, the Yamaha fits every pocket and is fairly engaging to ride, the Husqvarna for exclusivity and unmatched style, and the Bajaj for those who set sights on longer destinations and where comfort is king.

The Suzuki manages to pack in most of these virtues surprisingly well and makes the rider feel extremely confident as soon as they get astride. As an overall package, the Gixxer 250 is the unanimous winner. **Bike**









Story: **Zal Cursetji** Photography: **Sanjay Raikar**

Beauty and the Beast

These are two stilted tourers that cater to different folk.
So, which one is for you?


A

H, THE DUCATI Multistrada 950 S, Bolognian “brutiful” beauty at its best and in red too. Meant to ferry you across the span of the country whilst taking on the curviest stretches on offer. Slapped bang opposite is the Triumph Tiger 900 Rally Pro whose distance in character is longer than even its name. This Brit caters to the

“adventure” part of the segment, 21-inch front wheel and all. Yes, an odd comparison then; however, with both sharing a very similar price tag, which one would be the better choice?

Starting with the Ducati Multistrada 950 S, smallest of the “Multi” family, the argument of design is useless here, as that is a perception-based topic and then you have an Italian. In short, the Ducati is an image of art, sculpted, with each curve being brought about by artisans. Michaelangelo, Da Vinci, you get

the point. Curves, cuts, angular lines are all present but in a very cultured manner, flowing smoothly without obnoxious accents here and there. Quintessential Ducati. Keeping in tune with its design prowess, the Multistrada is a mighty fine machine to ride too. This is delivered in the usual Ducati fashion, sharp through the twisties, an engine built for performance, looks to kill, and enough tech to fascinate Elon Musk.

If tarmac is the choice of surface and performance on one’s mind, then the Ducati is the hands down winner. Power delivery with the L-twin Italian is brash yet very manageable. Sporting a 937-cc L-twin motor that makes 113 horses and 94 Nm of torque mated to a six-speed gearbox and fitted with an up and down quick-shifter, Ducati Quick Shift (DQS). The shifter does work quite well, but in heavy traffic I found myself, at times, reverting to the clutch for a smoother change. Braking is carried out by two 320-mm Brembo units up front and a 265-mm disc at the rear. There is ample bite with these units and, along with Bosch’s cornering ABS, the motorcycle screams for the twisties. 





The two TFT displays are quite pretty and full of relevant information



Now, this engine may not have the insanity of its larger 1,260-cc sibling or V4 cousin, it still is a lively *legionnaire*, catering to the tarmac, long stretches of it, and being capable of fun when needed too. Carving through the *ghats* is second nature with the motorcycle feeling very light-footed and intuitive in this surrounding. You have 48-mm fully adjustable electronic Ducati Skyhook Suspension Evo (DSS) forks at the front and a fully electronic DSS unit at the rear, which can be set up via the handlebar controls. The ergos play a huge role here. Even with its tall 840-mm seat height, the 950 S felt like a stilted streetfighter, with a more natural seating position than the Triumph. Handlebars aren't too wide, thus adding to the sportier feel, and more comfortable to reach.

Light off-roading is possible, too, with the Ducati being able to handle the rough stuff to an extent. With that 19-inch alloy front wheel wrapped in tarmac-friendly Pirelli Scorpion Trail II tyres, the Italian does complain when the trail gets a bit rocky but is fairly capable in the lighter side of off-roading. What you need in the harsher road situation is a 21-inch front wheel for starters found on the Triumph Tiger 900 Rally Pro. Yes, the Rally Pro is more capable off road than the Ducati, but that was a given. I mean, it is called the "Rally Pro".

The Tiger series of Triumph is quite a large family, with this, the Tiger 900 Rally Pro, being the most "adventure-centric" of the lot. Design-wise, the Triumph looks rugged, a little more bare, no sweet lines here but a more industrial appeal. But looks are perception-based and I prefer the Tiger. You get a 21-inch front spoked wheel wrapped in Bridgestone Battlax Adventure tyre, 850-mm seat height, wide handlebars, foot-pegs that are on the comfort-oriented side, which also allows better support when standing, and, of course, that 888-cc in-line three-cylinder, liquid-cooled Triumph motor. The power delivery of 95 horses and 87 Nm of grunt is ushered in via a linear surge which is friendlier for the new rider to the segment. However, the new motor isn't as smooth as its predecessor seen in the Tiger 800 and does have a louder wheeze, not much to grumble about, though. ▶



GEAR CHECK

Rider: Zal Cursetji

Helmet: Scorpion VX-15 Evo Air

Jacket: Alpinestars Sepang MM93

Pants: Trilobite Acid Scrambler

Gloves: Alpinestars

Boots: Huntsman



GEAR CHECK

Rider: Joshua Varghese

Helmet: Bell Star

Jacket: RST Spectre

Pants: Held Vader

Gloves: XDI Urban

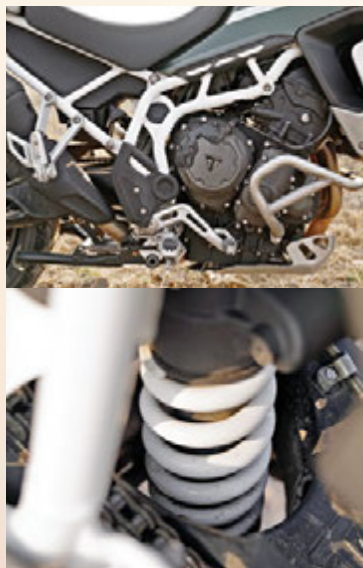
Boots: RST Tractech EVO II

Bike India SPEC TALK

Bike	Ducati Multistrada 950 S	Triumph Tiger 900 Rally Pro
Price	Rs 15.49 lakh (ex-showroom)	Rs 15.50 lakh (ex-showroom)
ENGINE		
Configuration	Liquid-cooled, L-twin	Liquid-cooled, in-line triple
Valve-train	DOHC, eight valves	DOHC, 12 valves
Displacement	937 cc	888 cc
Bore x Stroke	94 x 67.5 mm	78.0 x 61.9 mm
Compression Ratio	12.6:1	11.27:1
Fuelling	Electronic fuel-injection	Electronic fuel-injection
Maximum Power	113 hp at 9,000 rpm	95.2 hp at 8,750 rpm
Maximum Torque	94 Nm at 6,750 rpm	87 Nm at 7,250 rpm
Clutch	Wet, multiplate, slipper	Wet, multiplate, slipper
Transmission	Six-speed gearbox, chain final drive	Six-speed gearbox, chain final drive
CHASSIS		
Type	Steel trellis frame	Steel trellis frame with bolt-on subframe
Front Suspension	48-mm USD fork, fully adjustable, Ducati Skyhook Suspension Evo	Showa 45-mm USD fork, fully adjustable
Rear Suspension	Fully adjustable monoshock, Ducati Skyhook Suspension Evo	Showa monoshock, manual adjustable preload and rebound damping
Front Brake	Twin 320-mm discs, Brembo Stylema four-piston monobloc calipers, cornering ABS	Twin 320-mm discs, Brembo Stylema four-piston monobloc calipers, cornering ABS
Rear Brake	265-mm disc, Brembo single-piston caliper, Bosch cornering ABS	255-mm disc, Brembo single-piston caliper, Bosch cornering ABS
Front Wheel	19-inch, alloy cast wheel	21-inch, cross-spoked
Rear wheel	17-inch, alloy cast wheel	17-inch, cross-spoked
Front Tyre	120/70 ZR 19 Pirelli Scorpion Trail II	90/90-21 Bridgestone Battlax Adventure
Rear Tyre	170/60 ZR 17 Pirelli Scorpion Trail II	150/70 R17 Bridgestone Battlax Adventure
Rake/Trail	25°/106 mm	24.4°/145.8 mm
DIMENSIONS		
Length	NA	NA
Wheelbase	1,594 mm	1,551 mm
Seat Height	840 - 860 mm	850 - 870 mm
Ground Clearance	NA	NA
Tank Capacity	20 litres	20 litres
Weight	207 kg (dry)	201 kg (dry)



ABOVE: The Multi has a fully electronic suspension that works wonders on tarmac



ABOVE: The manual unit from Triumph is meant to take on the rough stuff

In the saddle, the motorcycle feels stable with its 45-mm Showa front forks eating up rocks, bumps, and ditches strewn along the path with ease. At the rear, we find a Showa unit with manual adjustments for pre-load, compression, and rebound damping, which does offer a plush ride in its mid-position where we had it. That plush feeling continued on the tarmac as well, compared to the Multistrada. The Tiger can indeed handle the twisties well, though not aggressively. A large front wheel isn't apt for such behaviour, nor are the more forward-set touring-oriented foot-pegs. Braking is carried out by dual-calliper Brembo Stylema units, 320-mm disc up front and a single-piston sliding calliper at the rear also fitted with cornering ABS. These work brilliantly well, offering good bite for slowing down this 201-kg machine. The ergonomics with the Triumph do not have that natural riding position as the Multistrada possesses when in the saddle, although this does convert into a more agreeable set-up when one rides standing up. Understandable. What we have then is an adventure tourer for the more comfort-oriented soul that does intend to spend part of their journey off the beaten track.



Which brings us down to the tech-savviness of two-wheelers today: features and electronics. Safe to say that both these beasts have been stocked up to the brim with rider aids, safety aids, and a whole heap of settings to confuse a mathematician. Attempting to play around with the set-up, will have one find that the Ducati and Triumph have a gazillion different tweaks between the two. Adjustable suspension (electronic on the Multi), throttle responses, traction-control levels, ABS configuration, and more are present in both, allowing new owners to customize their bike to their needs. These settings can be changed for the most part via the handlebar controls which are fairly user-friendly on both machines. Not as smooth as the rotating toggle seen in the BMW GSs, but no complaints with either of the systems here.

The TFT dash, though, well, both are attractive, very visible even in direct sunlight and conveys a load of information. Here I prefer the Ducati, as the layout chosen by Triumph seems to be a bit confusing. But only a bit. Honestly, though tech is an important aspect of modern motorcycles, the number of features here does seem to be an overkill for the regular soul.

Either way, it is present and does work quite well if you do plan to mingle with the settings.

What we have then are two motorcycles that cater to two different individuals *per se*. The Ducati Multistrada 950 S, yours for Rs 15.49-lakh (ex-showroom), is a more road-biased fun machine that will happily take you on the long journey while making you smile with each bend. The Triumph Tiger 900 Rally Pro, priced at Rs 15.50 lakh (ex-showroom), caters to the calmer highway jaunt and your best friend when the road ends. Both of which are quite good and do play their trump cards well. However, there is a stone in the shoe here; Ducati only have one Multistrada variant with this engine, while Triumph have a few more with the Rally Pro being the most expensive. The Triumph Tiger 900 comes in the standard Rally and GT variants along with the Rally Pro, both of which are lighter on the wallet and might sway a potential buyer. There is another worry for the Multistrada 950 S and Tiger 900 Rally Pro, too, as for fifty big ones more, you could have the Honda Africa Twin and that is a whole new argument. Interesting. **Bike**



YAMAHA V-MAX

In a Different League

‘The V-Max was initially sold only in the United States (at least officially), but then again it was the most American of Japanese bikes. It had been designed and developed there, albeit having been conceived by one of Yamaha’s leading Japanese designers and shaped with the help of British custom builder John “Uncle Bunt” Reed’

STORY: **ROLAND BROWN** PHOTOGRAPHY: **PHIL MASTERS**







Although not known for its cornering prowess, the V-Max could hold its own through the bends



ONE SHORT BLAST WAS sufficient to be reminded of just what earned the big bad V-Max its reputation. When the traffic briefly cleared on a wide main road, I wound back the throttle and the V4 engine went to work, revving hard to send the bike storming forward like a rampaging buffalo.

For the next few seconds, it was a wild ride. I was hanging on tight, the cold wind ripping at my carelessly fastened jacket, no time to glance down at the speedo, let alone the tiny tachometer set into the top of the dummy fuel-tank. This sort of performance is exciting from a naked bike now, never mind when Yamaha's V4 wheel-spun its way on to the scene 35 years ago.

And when riding a V-Max, it is a fair bet that you will soon be experiencing excitement of a different kind. Moments later a curve loomed up, so I shut off and squeezed the front brake lever. As the raised handlebars

twitched slightly from side to side due to the forces being put through them, the Yamaha slowed only reluctantly, its front stopper managing to feel wooden, then turn spongy when I squeezed harder.

I made the corner without problem; the V-Max's reputation and my memories of testing one all those years ago ensured that I had allowed plenty of leeway. Because far from being unexpected, that feeling of being slightly on the edge of control is simply part of life when you ride an early V-Max. Indeed, those few seconds of fast but flawed performance just about sum up a machine whose styling, powerful 1,198-cc V4 engine, and marginal chassis put it in a different league from every other bike on the road upon its release in 1985.

Back then, it seemed unfair that the V-Max was initially sold only in the United States (at least officially), but then again it was the most American of Japanese bikes. It had

been designed and developed there, albeit having been conceived by one of Yamaha's leading Japanese designers and shaped with the help of British custom builder John "Uncle Bunt" Reed. Its image as a two-wheeled American muscle-car was enhanced by the big alloy air-scoops jutting out from the side of its dummy fuel-tank.

The scoops and tank were fake but the high-octane performance was real. The V4 engine was based on a liquid-cooled, 72-degree unit that had been designed for the Venture Royale tourer, but this made only 90 hp and developing it to power the new muscle bike was no easy task. Conventional tuning mods included bigger valves with slimmer stems, hotter cams, lightened pistons, and tougher crankshaft and conrods. But Yamaha still needed more power. The inspired solution was V-Boost, which paired carburetors' intakes, so that at high revs each cylinder was fed by two 35-


ABOVE:

Instruments are neatly arranged, although glancing down at speed is a challenge

RIGHT:

Legendary V4 motor makes 145 hp and 112.7 Nm of twist

BELOW:

Stoppers were woefully inadequate for a machine as savage as this



mm downdraft Mikunis instead of one.

The result was a healthy maximum output of 145 hp at 8,000 rpm, with a significant step when the V-boost kicked in at 6,000 rpm. That ensured that the Yamaha stomped away from a standstill harder than any other production vehicle in 1985, frequently leaving a black stripe with its fattest-yet 150-section rear tyre. The fact that its chassis was barely able to cope simply added to the impact. The Max outclassed rival power-cruisers such as Honda's VF1100C Magna and

Suzuki's GV1200 Madura. It was immediately popular in the States, despite a high price, and before long had begun to earn a cult following.

Yamaha had intended the V-Max as a US-market only model but Jean-Claude Olivier, boss of Yamaha Motor France, saw its potential and, by the end of 1986, it was available there and in some other markets too, albeit in restricted form, in many cases limited to 100 hp by removal of the V-Boost. Yamaha did later sell the full-power model in

other markets, but not before many bikes had been unofficially imported from North America.

Fortunately, there was no such handicap with the test bike, which dated from 1987 and was a Canadian-market model, standard apart from a flyscreen and after-market stainless steel silencers. After I had fired up the motor and set off through traffic, one surprising aspect of the bike's appeal soon became clear. Its reflection in the shop windows was ➤

mean and macho, of course, but the Max was unimposing and easy to ride. Its slightly raised bars gave an upright, roomy riding position that combined with fairly soft suspension to make the bike comfortable in town.

Sure, the Yamaha felt a bit tall and heavy, but its weight (254 kg dry) was carried quite low down, thanks partly to the under-seat fuel-tank and the fat rear Bridgestone Exedra helped make the bike relatively easy to balance and manoeuvre. Low-rev carburation was crisp; vibration minimal. The five-speed box shifted sweetly without too much clonking from the drive shaft and the exhaust note was fruity without being particularly loud.

That is until I found a straight enough road, wound back the throttle and held on tight as the needle of the tiny tank-mounted tachometer

6,000 rpm, the V-boost kicked in, and the V-Max reacted as though shot from a catapult. Like many V-Max riders before me, I was glad of the heavily stepped seat as the bike ripped forward with increased enthusiasm, breathing deeply — although not, of course, through those dummy air-scoops.

Like most V-Max pilots, I backed off again before the distinctly un-aerodynamic bike reached its top speed of about 225 km/h. Back in 1985, that was more than fast enough, especially given that the US was still stuck with the 88-km/h (55-mph) speed limit that had been introduced during the previous decade's oil crisis. Plenty of owners doubtless used only a fraction of that awesome straight-line performance, but that did not prevent them from enjoying the bike's potential and the ➤

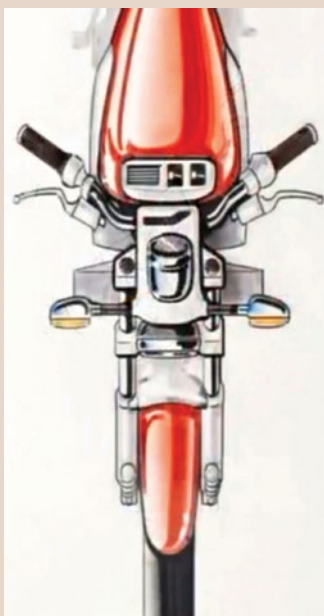


Fuel tank hidden under the seat



That feeling of being slightly on the edge of control is simply part of life when you ride an early V-Max

▶ CREATING THE MIGHTY MAX



ABOVE:

All that power was put down via a 150-section rear tyre

BELOW:

These massive air intakes are purely cosmetic, and add to the muscle-bike image



THE V-MAX WAS DEVELOPED IN and for the States but the man who did most to create it was Japanese. In the early 1980s, Akira Araki, who later became general manager of Yamaha's motorcycle operation in Japan, was the leader of a development team that had been put together to create a new and powerful model for the US market. This was the period when Yamaha were making a huge effort to catch up with Honda, at the time hugely into V4 engines with their VF range.

Dragsters and V8-powered hotrod cars were part of Araki's inspiration, but on a trip to study the US market, it was a visit to an unofficial dash across the Mississippi river that did most to mould the V-Max. The "bridge race" made a big impression on Araki. 'Each time two bikes lined up. The rules were simple: they started from one side of the bridge and the finish-line was the opposite side,' he recalled. 'The idea I had from this race was to make a bike that was strong in a straight line and really fast. It was the birth of the V-Max concept.'

Araki took his idea of a V4-powered dragster to GK Design, an external Yamaha design office based in Santa Monica, California. There he spent almost a month developing his ideas, in collaboration with engineer Yasushi Ashihara, designer Makoto Kurachi, and a Yamaha US product planner named Ed Burke. Leading British custom builder, John Reed, nicknamed "Uncle Bunt",

was by this time based in Los Angeles and was employed as a design consultant.

Much work was needed to develop the V4 motor, borrowed from the Venture Royale. Eventually, conventional tuning plus the novel addition of V-Boost lifted peak output from 90 hp to an impressive 145 hp, while retaining plenty of low-rev performance. But as the engine came together, the styling of the new bike was causing debate among the small development team.

'Components didn't fit together in the right place,' recalled Araki. 'The engine was kind of fighting for space. The designer wanted to place the tank low. We knew it was necessary to show the powerful impression of the engine.' Eventually, the team completed a full-scale drawing and were enthused by the radical concept machine as they flew back to Japan to present it to Yamaha. The verdict was disappointing.

'We received almost no reaction inside the company,' Araki said. 'I thought it was because the style was too eccentric for people at that time and nobody knew how to react.' Even so, the bike was cleared for production and, in October 1984, it was presented to US Yamaha dealers at a convention in Las Vegas, where it got a hugely positive reception. The dealers' excitement was matched by strong sales when the bike went on sale the following year. Yamaha had an unexpected hit on their hands.

mean image that its heavy horsepower conveyed.

And although concepts like rider-friendliness were at odds with the V-Max's bad-boy appeal, ironically, the big V4's grunty nature meant that it was in some ways better suited to rapid road riding than sportier bikes. Its reputation as a drag-strip king could not prevent it from being put in its place in that respect by Suzuki's GSX-R1100, which used its near 70-kg weight advantage to post a 0.6-second quicker standing-quarter-mile time when I tested them one after the other in 1987. But in a top-gear roll-on from 80 km/h, the V-Max stormed through the lights almost three-tenths quicker than the GSX-R.

The Yamaha's speed and weight meant that you could quickly get yourself in trouble if you were not careful, but its handling was not as bad as some reports indicated. Given the bike's size, weight,

performance, and lack of fairing, it is not surprising that high-speed wobbles were a distinct possibility. Especially given that the chassis comprised a conventional tubular steel frame, skinny 40-mm front forks, and a fairly basic pair of rear shock units.

But as my memory of riding it back then suggested and my spin on this well-preserved bike confirmed, the V-Max rarely tried to get seriously out of shape. It just felt big and cumbersome, steered slowly (thanks partly to kicked-out 29-degree rake angle), and lurched slightly through fast curves, especially with the throttle shut. A fairly substantial aluminium fork brace did its best to prevent the air-assisted front fork tubes from bending under the strain.

At least, this bike's Bridgestone Exedra tyres gripped well and, for what was basically a cruiser, the V-Max always had a reasonable amount of ground clearance. One thing it did not have much of even when new is stopping

SPECIFICATION

YAMAHA V-MAX (1985)

ENGINE

Configuration: Liquid-cooled 72° V4

Valve-train: 16-valve, DOHC

Displacement: 1,198 cc

Bore x Stroke: 76 x 66 mm

Compression ratio: 7.5:1

Fuelling: Two 35-mm Mikuni downdraft carburettors

Maximum Power: 145 hp at 8,000 rpm

Clutch: Wet, multiplate

Transmission: Five-speed, shaft final drive

CHASSIS

Type: Steel double cradle frame

Front suspension: 40-mm telescopic

Rear suspension: Twin dampers, adjustments for pre-load

Front brake: Two 298-mm discs, opposed-piston calipers

Rear brake: 298-mm disc, single-piston caliper

Wheels (F/R): 18-inch, 15-inch, cast aluminium

Front tyre: 110/90-18 Bridgestone Exedra

Rear tyre: 150/90-15 Bridgestone Exedra

Wheelbase: 1,590 mm

Seat height: 780 mm

Tank capacity: 15 litres

Weight: 254 kg (dry)



power, as the fairly small front discs were gripped by simple opposed-piston calipers similar to those of the far lighter RD350LC. The intervening years had made things worse, but, at least, the rear disc was there to give some assistance.

Yamaha improved both brakes and suspension in 1993, fully eight years after the Max's launch, when it gained thicker 43-mm forks, bigger discs and four-piston front brake calipers. By this time, the bike had become a cult vehicle in many major markets worldwide and was otherwise almost unchanged from the original apart from some minor cosmetic modifications.

Another 12 years later, in 2005, a 20th Anniversary V-Max was released in the US, featuring special paintwork, black wheel rims, yellow indicator bulbs inside clear plastic lenses, a serial-numbered registration plate... and that is about all. In both looks and performance, the mighty V-Max had barely changed in two decades, while remaining the naked muscle bike by which others were judged. No wonder it still commands so much respect today. ■

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MOTUL

Joan Mir shocked the racing world last year when he won the MotoGP title at only his second attempt. He did so in the absence of MotoGP king, Marc Marquez. So, was his 2020 success a mirage or can he win again in 2021?

Report: **Mat Oxley**

Photography: **Suzuki, Monster Energy, Red Bull, and Mir archive**

R

EIGNING MOTOGP king Joan Mir goes into 2021 bursting for a fight with Marc Marquez, the man whose crown he stole. Last season Mir came out of nowhere to win biking's biggest gong while his fellow Spaniard languished at home, nursing a broken arm.

Now Mir and millions of MotoGP fans cannot wait to see the pair go head-to-head

for the first time. Only one problem — we do not know when that will happen, because Marquez is still in rehab.

When Mir wrapped up the 2020 championship, some people said his success was of little value because Marquez had not been around to defend the title he had won six times in the previous seven years. This is pure bunkum — there has rarely been a Grand Prix season in which at least one of the contenders has not got hurt, because that is what happens in motorcycle racing.

A showdown between Mir and Marquez would certainly be special, because they are so different. It would be “Marquez the Merciless” against “Mir the boy next door”.

Mir is likeable, chatty, and with no apparent vices. He is just an ordinary kid, on the outside at least, which makes him different from his immediate predecessors: rock star Valentino Rossi, prima donna Jorge Lorenzo, Casey Stoner, the man with a chip on each shoulder, and Marquez, the man who burns with determination.

‘Joan is young, really fun, and chilled — he’s not a big-timer,’ says his British crew chief, Frankie Carchedi, who worked in BSB and World Superbike teams before moving to MotoGP in 2013, first with the Aspar team, then with Suzuki. ‘So, you don’t want Joan to change as a person.’

Mir is that wonderful thing in motorcycle racing, the Jekyll and Hyde type, the kid who seems so meek and mild until he climbs aboard a racing motorcycle and clicks his visor shut.

When he is on the bike, you can see he comes alight, he is on fire. He has a sublime, all-attack style: hanging right off but tucked right in, eyes firmly on the prize. Which just makes you want to see him meet Marquez in battle all the more.

So, what does Mir think of a Mir *versus* Marquez showdown?

He certainly does not say he will kick Marquez’s arse, because that is not the kind of thing racers say any longer. MotoGP is not Days of Thunder.

‘The thing with Marc is he’s strong everywhere — the package of Marc and Honda is super, super competitive,’ says Mir. ‘His strongest points are pole position and the first laps of the race, when he can be quicker than me while I’m able to do really good laps at the end of races. For sure, it will be an interesting fight!’

‘Our styles are a bit different; maybe, because the bikes





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we ride are so different. With the Honda you can be really aggressive entering the corners, but if you do that with the Suzuki, you lose the line; so, you need to be a bit calmer on entry. The character of the Suzuki is so smooth.'

V4 MotoGP bikes like Honda's RC213V and Ducati's Desmosedici use stop-and-go cornering lines to maximize their horsepower advantage exiting the turns, whereas the in-line-four Suzuki GSX-RR and Yamaha YZR-M1 make their performance via a lot of cornering speed.

'When we are fighting with the faster bikes, we need to open our lines a bit more, so we can carry a lot more speed through the corner,' adds the 23-year-old from Mallorca. 'If we stop too much, then we lose two-tenths, but if we go through the corner with a lot of speed, then we lose less on the straight.'

Marquez — MotoGP champion in 2013, 2014, 2016, 2017, 2018, and 2019 — was one of the very few people who thought Mir would be in the championship hunt last year.

'Marc is a very, very clever guy and a very clever rider,' says Carchedi. 'He's so switched on that every time Joan went out on track during last year's final pre-season tests, Marc was there with him, checking him out. Marc knew Joan was the kid to watch.'

'In some ways they ride in quite a similar way. One of the exceptional things Joan does is how he manages the front and rear brakes at the same time. He's one of those riders who can use only 70 or 75 per cent brake pressure [which keeps the bike more balanced] and still stop the bike quicker than other guys that use lots more brake. That's an art that still baffles engineers!'

Mir has many qualities: mountains of riding talent, coolness under fire, humility, and a keenness to work very hard.

His composure last autumn, while on the cusp of winning the MotoGP title, was something remarkable for one so new to racing for the biggest prize of them all.

'I'm a hyperactive guy, I can't sit still for long,' he says. 'But when I do my therapy — training and riding — then I'm relaxed!'

Mir's humility may not entirely be what it seems: most top riders like to appear humble, if only to prevent rivals from wanting to beat them anymore

than they already do. Again, it is the opposite of that Days of Thunder bullshit.

'You can't do this sport and be humble inside, because you always think you're better than the rest,' he explains. 'But, on the other hand, if you're not humble, you won't work so hard because you'll already think you can beat the other guys.'

Work is a big thing for Mir. After all, every MotoGP champion has to work harder than the last one because that is the only way to succeed. That is why 21st-century professional racing is such an arduous gig — a million air miles away from Barry Sheene's jet-set glory days of champagne, cigarettes, and nightclubs.

Mir trains eight hours a day, five and a half days a week: gym work in the morning, motorcycle riding in the afternoon, plus physiotherapy, massages, and stretching exercises to make him more malleable, so he is less likely to get hurt when, not if, he crashes.

No surprise that he expects the same dedication from the people around him.

'I've never known anyone demand as much from his people as Nicky [Hayden], but Joan is like that — he makes you take your game to another level,' adds Carchedi, who worked with former MotoGP champ Hayden in 2013. 'Nicky wanted comparisons with all the other riders after every session — we'd print out booklets of data and information for him. Even when he was at home, we'd email him data to look at. Joan is similar. We also send him info he can use to improve his riding when he's doing motocross or supermotard training — things like looking after the tyres or turning the bike from the rear.'

Physical trainer Tomas Comas, who has worked with Mir since he was 13, has spent a lot of time instilling the youngster with a strong work ethic. Comas is also Mir's right-hand man — always at his side, making sure his every need is fulfilled, whether he is training, travelling or at the track. Mir also employs a



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‘I WANT TO START MAKING POLE POSITIONS AND WINNING MORE RACES, BUT WHAT I WANT MORE THAN ANYTHING ELSE IS TO BECOME A BETTER RIDER — THAT’S MY BIGGEST GOAL’



manager, Paco Sanchez, and a mechanic, Juan Garcia, who works on his training bikes at home in Andorra.

This is a fairly normal staff line-up for top MotoGP riders — they all hire personal staff, so they do not have to think about anything else but chiselling hundredths and thousandths from their lap-times. When they want lunch, someone puts their lunch in front of them. When they are on the grid and need their helmet, someone hands them their helmet. When they need to get on the plane home, someone gives them their tickets or calls up the private jet. It is Jeeves and Wooster do MotoGP.

‘MotoGP isn’t an easy world and you need the right people with their minds in the right place to work here,’ says Mir, who seems much wiser than his 23 summers. ‘I’m not a difficult guy but I’m a super-perfectionist, so I want people who also work in a perfect way.’

Mir started racing later than most of the current MotoGP grid. Unusually, his parents are not into bikes (his dad owns a skate and surf shop in Palma, the capital of Mallorca, while mum works in the fashion industry), so the spark was only lit when he watched cousin and former 125 GP rider, Joan Perello, training.

When Mir’s parents realised their son had talent, they enrolled him in the racing school run by Chicho Lorenzo, father of fellow Mallorcan, Jorge Lorenzo, MotoGP king in 2010, 2012, and 2015.

Lorenzo’s dad runs racing schools throughout Spain and Latin America, helping kids go faster by using a disciplined, scientific programme of repetitive riding exercises that configure mind and muscle memory. He even uses methods employed by Israeli secret service Mossad to improve performance in high-stress situations. It is radical stuff, for a sport. Lorenzo Senior reckons Mir is the most talented rider he has ever worked with.

After Lorenzo’s school, Mir rampaged through various minibike

championships, entering the MotoGP paddock in 2013, contesting the Red Bull Rookies series. He made his GP debut at the 2015 Australian GP, battling for the podium in his first race with MotoGP’s Moto3 maniacs.

That performance got him a full-time Moto3 ride in 2016, when he scored his first grand prix victory. The following year he dominated Moto3 like no one before or since. He won more than half the races — unheard of in bike racing’s most harum-scarum championship — and booked himself a place on the 2018 Moto2 grid.

Mir was immediately on the pace in the intermediate class, segueing seamlessly from a skinny-tyre 100-kilo Moto3 bike to a fat-tyre 150-kilo Moto2 bike.

His Moto3 crew chief, Pete Benson, another former Hayden crew chief who guided the American to the 2006 MotoGP title, was impressed.

‘Johan [sic] is hugely talented,’ says Benson. ‘He is physical with the bike and muscles it around, using his body a lot. He learned quickly that Moto2 isn’t all about who can brake latest like in Moto3 — it’s about preparing the corner to get the power down as early as possible.’

All of a sudden, Ducati, Honda, KTM, and Suzuki were chasing





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JOAN MIR: Curriculum Vitae

Born: 1 September 1997

Lives: Andorra

2011 XL160 Bankia Cup champion



2018 6th Moto2 world championship



2012 PreGP 125-cc MotoGP Cup champion



2013 9th Red Bull Rookies



2016 5th Moto3 world championship

2014 2nd Red Bull Rookies



2015 4th CEV Moto3 championship

Moto3 world champion

2017



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2019 12th MotoGP world championship

Mir for his signature on a MotoGP contract.

Mir chose Suzuki. He knew the GSX-RR is a rider-friendly machine and he liked the factory's philosophy of signing young rookies instead of established stars, then moulding them to fit the bike and the team.

'Suzuki were great in my rookie season,' Mir adds. 'They said, "Don't worry about the result; just get used to the races, the bike, and the rivals".'

During 2019, Mir made steady progress, avoiding that potentially catastrophic mistake of trying to run with a MotoGP bike before you can walk. And yet halfway through the season, he suffered a terrifying 274-km/h tumble, caused by a technical fault. The Brno accident was like a plane crash — Mir's GSX-RR flew over the circuit perimeter fence and ended up in a tree. He spent a week in hospital and missed two races, so, in fact, 2020 was his first full season on a MotoGP bike.

Mir scored his first MotoGP podium last August, took his first premier-class win in November, and secured the world title the very next weekend. Such meteoric progress makes him confident of mounting a vigorous title defence in 2021, with or without Marquez.

However, if Marquez is fit to ride, can Mir really challenge him? Last season Mir stood on the podium at seven of the 14 races, winning only one of them. In 2019, Marquez finished in the top two at 18 of the 19 races, winning 11 of them.

'I think our strongest point is that we have a lot of margin to improve,' Mir answers. 'I started riding in Grands Prix only five years ago, so I am still gaining experience. This season I want to start making pole positions and winning more races, but what I want more than anything else is to become a better rider — that's my biggest goal.'

Mir *versus* Marquez could be the greatest MotoGP showdown in half a decade, so long as Marquez's arm gets better soon. **BIKE**



2020 MotoGP world champion



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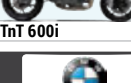
THE GOOD THE BAD









& THE UGLY












LEGEND	
ac:	Air-cooled
lc:	Liquid-cooled
I:	In-line
V:	V layout
F:	Flat
sc:	Supercharged
A:	Automatic
BO:	By Order
(L):	Limited

TWO-WHEELER BUYING GUIDE















	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
Bikes															
aprilia APRILIA www.aprilia.com															
SHIVER															
 We Say: Aprilia's most accessible street-naked. Also See: Ducati Monster, Kawasaki Z900, Yamaha MT-09															
Shiver 900	NA	896.1	V2/lc	95.2/8750	90/6500	6	NA	NA	NA	15	NA	✓	✓	NA	NA
DORSODURO															
 We Say: Much-loved supermoto back with a smaller yet potent engine. Also See: Ducati Hypermotard 939															
Dorsoduro 900	NA	896.1	V2/lc	95.2/8750	90/6500	6	NA	NA	NA	12	NA	✓	✓	NA	NA
TUONO															
 We Say: Among the most-exciting super-naked on sale. Also See: Honda CB1000R, Kawasaki Z1000															
V4 1100 RR	NA	1077	V4/lc	175/11000	120/9000	6	185	NA	NA	18.5	NA	✓	✓	NA	NA
V4 1100 Factory	NA	1077	V4/lc	175/11000	120/9000	6	184	NA	NA	18.5	NA	✓	✓	NA	NA
RSV4															
 We Say: NA. Also See: BMW S 1000 RR, Ducati Panigale, Honda CBR1000RR, Kawasaki Ninja ZX-10R, Yamaha YZF-R1															
RSV4	NA	999.6	V4/lc	201/13000	115/10500	6	180	NA	NA	18.5	NA	✓	✓	NA	NA
BAJAJ AUTO www.bajajauto.com															
CT 100															
 We Say: Affordable and frugal commuter. Also See: Hero HF Deluxe, Honda CD110 Dream, TVS Star City+															
CT 100	46,432	102	1/ac	7.9/7500	8.34/5500	4	115	NA	NA	10.5	NA	✓	CBS	NA	NA
CT 110	51,520	115.45	1/ac	8.6/7000	9.81/5000	4	118	NA	NA	10.5	NA	✓	CBS	NA	NA
PLATINA															
 We Say: Comfortable and efficient everyday motorcycle. Also See: Hero Splendor, TVS Star City+, Yamaha Saluto															
Platina 100	55,546	102	1/ac	7.9/7500	8.34/5500	4	117.5	NA	NA	11	NA	✓	CBS	NA	NA
Platina 110 H-Gear	62,899	115.45	1/ac	8.6/7000	9.81/5000	5	122	NA	NA	11	NA	✓	CBS	NA	NA
AVENGER															
 We Say: Powerful and torquey, great combo of style and value. Pillion seat could be more comfortable. Also See: Suzuki Intruder 150															
Street 160	94,893	160	1/ac	15/8500	13.7/7000	5	156	NA	NA	13	NA	✓	✓	NA	NA
Cruise 220	1.17 lakh	220	1/ac	19.03/8400	17.5/7000	5	159	NA	NA	13	NA	✓	✓	NA	NA














	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
PULSAR DTS-I															
 We Say: Good fusion of performance, efficiency and looks, great value for money. Also See: Honda CB Unicorn 160, Suzuki Gixxer, TVS Apache RTR															
Pulsar 125 Neon	75,494	124.4	1/ac	12/8500	11/6500	5	140	NA	NA	15	NA	✓	✓	NA	NA
Pulsar 150 Twin Disc	1.01 lakh	149.5	1/ac	14/8500	13.25/6500	5	148	NA	NA	15	NA	✓	✓	NA	NA
Pulsar 180F Neon	1.10 lakh	178.6	1/ac	17.02/8500	14.22/6500	5	146	NA	NA	15	NA	✓	✓	NA	NA
Pulsar 220F	1.19 lakh	220	1/ac	20.4/8500	18.55/7000	5	160	NA	NA	15	NA	✓	✓	NA	NA
PULSAR NS															
 We Say: Value for money, a modern bike now with a 160-cc option. Also See: Honda CB Hornet 160R, X-Blade, KTM 200 Duke, Suzuki Gixxer, TVS Apache RTR 200 4V															
Pulsar NS 160	1.06 lakh	160.3	1/ac	17.2/9000	14.6/7250	5	151	NA	NA	12	NA	✓	✓	NA	NA
Pulsar NS 200	1.25 lakh	199.5	1/lc	24.5/9750	18.5/8000	6	156	3.83	133	12	44.5	✓	✓	Aug 12	★★★★★
PULSAR RS															
 We Say: Good amount of kit at a fair price. Also See: KTM RC 200															
Pulsar RS 200	1.48 lakh	199.5	1/lc	24.5/9750	18.7/8000	6	164	NA	NA	13	NA	✓	✓	NA	NA
DOMINAR															
 We Say: The largest and most powerful Bajaj motorcycle yet. Also See: KTM 390 Duke															
Dominar 250	1.60 lakh	248.77	1/lc	27/8500	23.5/6500	6	180	3.87	133.27	13	NA	✓	✓	Aug 20	★★★★★
Dominar 400	1.95 lakh	373.3	1/lc	40/8650	35/7000	6	184	NA	NA	13	NA	✓	✓	NA	NA
BENELLI india.benelli.com															
IMPERIALE															
 We Say: An Italian contender in the single modern-classic arena. Also See: Honda H'Ness CB350, Jawa forty two, Royal Enfield Meteor 350															
Imperiale 400	1.99 lakh	374	1/ac	21/6000	29/3500	5	205	5.61	116.18	12	NA	✗	✓	Oct 20	★★★★☆
TNT 300															
 We Say: Extremely well-balanced entry twin-cylinder motorcycle. Also See: KTM 390 Duke															
TnT 300	NA	300	I2/lc	38/11500	26.5/10000	6	196	3.87	141.88	16	NA	✓	✓	May 19	★★★★★
302R															
 We Say: An Italian option in the 300-cc sport bike segment. Also See: Kawasaki Ninja 300, Yamaha YZF-R3.															
302R	NA	300	I2/lc	38.8/11500	26.5/10000	6	198	NA	NA	14	NA	✓	✓	NA	NA
LEONCINO															
 We Say: A good-looking retro-modern scrambler. Also See: Royal Enfield 650 Twins															
Leoncino 250	NA	249	1/lc	25.8/9250	21/8000	6	NA	3.78	130.59	12.5	NA	✓	✓	Jan 20	★★★★☆
Leoncino 500	4.60	500	I2/lc	47.5/8500	46/6000	6	NA	NA	NA	13.5	NA	✓	✓	NA	NA
TRK															
 We Say: Currently the only option if you want a 500-cc adventure-tourer. Also See: BMW G 310 GS, Kawasaki Versys-X 300															
TRK 502	4.80	500	I2/lc	47.5/8500	46/6000	6	235	2.88	150.87	20	NA	✓	✓	Jul 19	★★★★★
TRK 502X	NA	500	I2/lc	47.5/8500	46/6000	6	NA	NA	NA	20	NA	✗	✓	NA	NA
TNT 600															
 We Say: Rather affordable four-cylinder street and touring machines. Also See: Kawasaki Z650															
TnT 600i	NA	600	I4/lc	85/11500	54.6/10500	6	231	NA	NA	15	NA	✓	✓	NA	NA
BMW MOTORRAD www.bmw-motorrad.in															
TOUR															
 We Say: Among the most powerful and refined touring bikes available today. Also See: Kawasaki Ninja 1000, Honda GL1800 Gold Wing															
R 1200 RT	NA	1170	F2/lc	125/7750	125/6500	6	276	NA	NA	25	NA	✓	✓	NA	NA
R 1200 RT Pro	NA	1170	F2/lc	125/7750	125/6500	6	276	NA	NA	25	NA	✓	✓	NA	NA
R 1250 RT Pro	22.50 lakh	1254	F2/lc	136/7750	143/6250	6	279	NA	NA	25	NA	✓	✓	NA	NA
K 1600 B Pro	NA	1649	I6/lc	160/7750	175/5250	6	336	NA	NA	26.5	NA	✓	✓	NA	NA
K 1600 GTL Pro	NA	1649	I6/lc	160/7750	175/5250	6	350	NA	NA	26.5	NA	✓	✓	NA	NA
K 1600 B Grand America	NA	1649	I6/lc	160/7750	175/5250	6	336	NA	NA	26.5	NA	✓	✓	NA	NA














	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
HERITAGE															
 We Say: BMW going back to their roots in a modern way. Also See: Aprilia Tuono V4R, Kawasaki Z1000, Triumph ThruxtonR.															
R nineT Scrambler	NA	1170	F2/lc	110/7750	116/6000	6	220	NA	NA	17	NA	✓	✓	NA	NA
R nineT Racer	NA	1170	F2/lc	110/7750	116/6000	6	220	NA	NA	17	NA	✓	✓	NA	NA
R nineT	NA	1170	F2/lc	110/7750	116/6000	6	222	NA	NA	18	NA	✗	✓	NA	NA
R 18	19.90 lakh	1802	F2/lc	91/4750	158/3000	6	345	NA	NA	16	NA	✗	✓	NA	NA
ADVENTURE															
 We Say: Arguably among the best all-round motorcycles there are. Also See: KTM 390 Adventure (for G 310 GS), Aprilia Dorsoduro, Ducati Multistrada, Triumph Tiger															
G 310 GS	2.85 lakh	313	1/lc	34/9250	28/7500	6	175	NA	NA	11	NA	✓	✓	NA	NA
F 750 GS	NA	853	I2/lc	77/7500	83/6000	6	224	NA	NA	15	NA	✓	✓	NA	NA
F 750 GS Pro	NA	853	I2/lc	77/7500	83/6000	6	224	NA	NA	15	NA	✓	✓	NA	NA
F 850 GS	NA	853	I2/lc	90/8000	86/6250	6	229	NA	NA	15	NA	✗	✓	NA	NA
F 850 GS Pro	NA	853	I2/lc	90/8000	86/6250	6	229	NA	NA	15	NA	✗	✓	NA	NA
F 850 GS Adventure	NA	853	I2/lc	90/8000	86/6250	6	244	NA	NA	23	NA	✗	✓	NA	NA
F 900 XR	10.50 lakh	895	I2/lc	105/8500	92/6500	6	219	NA	NA	15.5	NA	✓	✓	NA	NA
F 900 XR Pro	11.50 lakh	895	I2/lc	105/8500	92/6500	6	NA	NA	NA	NA	NA	✓	✓	NA	NA
S 1000 XR Pro	20.90 lakh	999	I4/lc	165/11000	114/9250	6	228	NA	NA	20	NA	✓	✓	NA	NA
R 1250 GS	16.85 lakh	1254	F2/lc	136/7750	143/6250	6	249	NA	NA	20	NA	✗	✓	NA	NA
R 1250 GS Pro	20.05 lakh	1254	F2/lc	136/7750	143/6250	6	249	NA	NA	20	NA	✗	✓	NA	NA
R 1250 GS Adventure Pro	21.95 lakh	1254	F2/lc	136/7750	143/6250	6	268	NA	NA	30	NA	✗	✓	NA	NA
ROADSTER															
 We Say: Nimble, everyday bike with exceptional quality. Also See: KTM 390 Duke (for G 310 R), Aprilia Tuono V4R, Kawasaki Z1000															
G 310 R	2.45 lakh	313	1/lc	34/9250	28/7500	6	164	NA	NA	11	NA	✓	✓	NA	NA
F 900 R	9.90 lakh	895	I2/lc	105/8500	92/6500	6	211	NA	NA	13	NA	✓	✓	NA	NA
S 1000 R	NA	999	I4/lc	165/11000	114/9250	6	205	NA	NA	17.5	NA	✓	✓	NA	NA
S 1000 R Pro	NA	999	I4/lc	165/11000	114/9250	6	205	NA	NA	17.5	NA	✓	✓	NA	NA
R 1200 R	NA	1170	F2/lc	125/7750	125/6500	6	232	NA	NA	18	NA	✓	✓	NA	NA
R 1200 R Style	NA	1170	F2/lc	125/7750	125/6500	6	232	NA	NA	18	NA	✓	✓	NA	NA
R 1250 R	15.95 lakh	1254	F2/lc	136/7750	143/6250	6	239	NA	NA	18	NA	✓	✓	NA	NA
SPORT															
 We Say: Great track tool. Also See: Aprilia RSV4, Ducati Panigale, Honda CBR1000RR, Kawasaki Ninja ZX-10R, Suzuki GSX-R 1000, Yamaha YZF-R1.															
S 1000 RR	18.50 lakh	999	I4/lc	207/13500	113/11000	6	197	NA	NA	16.5	NA	✓	✓	NA	NA
S 1000 RR Pro M Sport	22.95 lakh	999	I4/lc	207/13500	113/11000	6	193.5	NA	NA	16.5	NA	✓	✓	NA	NA
R 1200 RS	NA	1170	F2/lc	125/7750	125/6500	6	236	NA	NA	18	NA	✓	✓	NA	NA
R 1200 RS Dynamic+	NA	1170	F2/lc	125/7750	125/6500	6	236	NA	NA	18	NA	✓	✓	NA	NA
CFMOTO www.amwmotorcycles.com															
300															
 We Say: New entrant in the bustling performance single-cylinder segment. Also See: BMW G 310 R, KTM 390 Duke															
300NK	NA	292.4	1/lc	28/8800	25/7200	6	151	3.19	137.77	12.5	NA	✓	✓	Feb 20	★★★★☆
650															
 We Say: A trio of 650 alternatives to add Also See: Benelli TRK 502, Kawasaki Z650, Ninja 650															
650NK	NA	649.3	I2/lc	61/9000	58/7000	6	206	NA	NA	17	NA	✓	✓	NA	NA
650MT	NA	649.3	I2/lc	71/8750	62/7000	6	218	NA	NA	18	NA	✓	✓	NA	NA
650GT	NA	649.3	I2/lc	63/9000	58.5/7000	6	226	NA	NA	19	NA	✓	✓	NA	NA
DUCATI www.ducati.com															
SCRAMBLER															
 We Say: A fun and agile Ducati you can use everyday. Also See: Indian FTR 1200 S, Kawasaki Z650, Triumph Street Scrambler															
Icon	8.49 lakh	803	V2/ac	73/8250	67/5750	6	189	NA	NA	13.5	NA	✓	✓	NA	NA
Nightshift	9.80 lakh	803	V2/ac	73/8250	67/5750	6	196	NA	NA	13.5	NA	✓	✓	NA	NA
Desert Sled	10.89 lakh	803	V2/ac	73/8250	67/5750	6	209	NA	NA	13.5	NA	✗	✓	NA	NA
1100 Pro	11.95 lakh	1079	V2/ac	86/7500	88/4750	6	206	NA	NA	15	NA	✓	✓	NA	NA
1100 Sport Pro	13.74 lakh	1079	V2/ac	86/7500	88/4750	6	206	NA	NA	15	NA	✓	✓	NA	NA
MONSTER															
 We Say: Light and nimble, a good buy. Also See: Aprilia Shiver, Kawasaki Z900, Z1000, Suzuki GSX-S750, Triumph Street Triple, Yamaha MT-09															
797	8.60 lakh	803	V2/ac	73/8250	67/5750	6	193	NA	NA	16.5	NA	✓	✓	NA	NA
821	NA	821	V2/lc	109/9250	86/7750	6	206	NA	NA	16.5	NA	✓	✓	NA	NA
1200	NA	1198.4	V2/lc	135/8750	118/7250	6	182	NA	NA	16.5	NA	✓	✓	NA	NA
1200 S	NA	1198.4	V2/lc	135/8750	118/7250	6	182	NA	NA	16.5	NA	✓	✓	NA	NA










	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
HYPERMOTARD															
 We Say: A tall road bike with the handling of a supersport. Also See: Aprilia Dorsoduro															
Hypermotard 950	11.99 lakh	937	V2/lc	114/9000	96/7250	6	178*	NA	NA	14.5	NA	✓	✓	NA	NA
MULTISTRADA															
 We Say: The motorcycle equivalent of a luxury SUV. Also See: BMW R 1200 GS, Honda Africa Twin, Triumph Tiger															
950 S	15.49 lakh	937	V2/lc	113/9000	96/7750	6	230	NA	NA	20	NA	✓	✓	NA	NA
1260	17.80 lakh	1262	V2/lc	158/9500	129.5/7500	6	232	NA	NA	20	NA	✓	✓	NA	NA
1260 S	19.60 lakh	1262	V2/lc	158/9500	129.5/7500	6	235	NA	NA	20	NA	✓	✓	NA	NA
1260 Pikes Peak	24.15 lakh	1262	V2/lc	158/9500	129.5/7500	6	232	NA	NA	20	NA	✓	✓	NA	NA
1260 Enduro	19.99 lakh	1262	V2/lc	158/9500	128/7500	6	254	NA	NA	30	NA	✗	✓	NA	NA
DIAVEL															
 We Say: Looks big and heavy, but is light and nimble. Now with a 1,262-cc L-twin. Also See: Triumph Rocket 3 R															
Diavel 1260	17.70 lakh	1262	V2/lc	159/9500	129/7500	6	244	NA	NA	17	NA	✓	✓	NA	NA
Diavel 1260 S	19.25 lakh	1262	V2/lc	159/9500	129/7500	6	244	NA	NA	17	NA	✓	✓	NA	NA
XDIAVEL															
 We Say: Belt drive on a Ducati? This is the one you <i>can</i> call a cruiser. Also See: Triumph Rocket 3 R															
xDiavel	17.50 lakh	1262	V2/lc	152/9500	126/5000	6	247	NA	NA	18	NA	✓	✓	NA	NA
xDiavel S	NA	1262	V2/lc	152/9500	126/5000	6	247	NA	NA	18	NA	✓	✓	NA	NA
SUPERSPORT															
 We Say: A practical option below the Panigale at a more accessible price Also See: Kawasaki Ninja 1000															
SuperSport	13.00 lakh	937	V2/lc	110/9000	93/6500	6	210	NA	NA	16	NA	✓	✓	NA	NA
SuperSport S	14.00 lakh	937	V2/lc	110/9000	93/6500	6	210	NA	NA	16	NA	✓	✓	NA	NA
PANIGALE															
 We Say: Powerful track-tool with a price-tag to shame executive sedans. Also See: Aprilia RSV4, BMW S 1000 RR, Kawasaki Ninja ZX-10R, Ninja H2, Suzuki GSX-R1000															
Panigale V2	16.99 lakh	955	V2/lc	155/10750	104/9000	6	200	NA	NA	17	NA	✓	✓	NA	NA
Panigale V4 S	26.50 lakh	1103	V4/lc	214/13000	124/10000	6	195	NA	NA	16	NA	✓	✓	NA	NA
Panigale V4 Speciale	51.80 lakh	1103	V4/lc	226/13750	133.6/11000	6	174*	NA	NA	NA	NA	✓	✓	NA	NA
Panigale V4 R	51.80 lakh	998	V4/lc	221/15250	112/11500	6	193	NA	NA	16	NA	✓	✓	NA	NA
HARLEY-DAVIDSON www.harley-davidson.com															
STREET															
 We Say: Brilliant all-rounder, the first affordable cruiser with a Harley-Davidson badge. Also See: Kawasaki Vulcan S															
XG750 Street 750	5.34 lakh	749	V2/lc	NA	60/3750	6	233	3.83	154	13.1	NA	✓	✓	Jun 14	★★★★★
XG750R Street Rod	5.99 lakh	749	V2/lc	NA	60/4250	6	238	NA	NA	13.1	NA	✓	✓	NA	NA
SPORTSTER															
 We Say: Value packed, classic and timeless looking motorcycles that proudly boast of their heritage. Also See: NA															
XL883N Iron	9.38 lakh	883	V2/ac	NA	70/3500	5	256	NA	NA	12.5	NA	✓	✓	NA	NA
XL1200C Custom	10.89 lakh	1202	V2/ac	NA	97/4250	5	268	NA	NA	17	NA	✗	✓	NA	NA
XL1200X Forty-Eight	10.61 lakh	1202	V2/ac	NA	97/4250	5	252	NA	NA	7.9	NA	✓	✓	NA	NA
XL1200XS Forty-Eight Special	10.98 lakh	1202	V2/ac	NA	97/4250	5	252	NA	NA	7.9	NA	✓	✓	NA	NA
SOFTAIL															
 We Say: Authentic and original to Harleys, one of their best-selling lines ever! Also See: Indian Scout, Chief															
FXDLR Low Rider	13.75 lakh	1745	V2/ac	NA	144/3000	6	305	NA	NA	19.1	NA	✓	✓	NA	NA
FXDLS Low Rider S	14.69 lakh	1868	V2/ac	93/5020	155/NA	6	295*	NA	NA	18.9	NA	✓	✓	NA	NA
FLFB Fat Boy 107	18.25 lakh	1745	V2/ac	NA	144/3000	6	322	NA	NA	19.1	NA	✓	✓	NA	NA
FLFBS Fat Boy 114	20.10 lakh	1868	V2/ac	93/5020	155/NA	6	322	NA	NA	19.1	NA	✓	✓	NA	NA
TOURING															
 We Say: Long distance touring at its finest - torquey, immensely comfortable and, of course, addictive! Also See: Indian Chieftain, Moto Guzzi California.															
FLHR Road King	25.76 lakh	1745	V2/ac	NA	150/3250	6	379	NA	NA	22.7	NA	✓	✓	NA	NA
FLHXS Street Glide Special	30.76 lakh	1868	V2/ac	93/5020	155/NA	6	379	NA	NA	22.7	NA	✓	✓	NA	NA
FLTRXS Road Glide Special	33.76 lakh	1868	V2/ac	93/5020	155/NA	6	391	NA	NA	22.7	NA	✓	✓	NA	NA
CVO															
 We Say: Among the most expensive set of two wheels in India. Also See: BMW K 1600 GTL, Honda GL1800 Gold Wing, Indian Roadmaster.															
FLHTKSE CVO Limited	50.53 lakh	1923	V2/lc	NA	166/3500	6	428	NA	NA	22.7	NA	✓	✓	NA	NA














* - Dry weight













	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
 HERO MOTOCORP www.heromotocorp.com															
HF DELUXE															
 We Say: All the Hero MotoCorp qualities at an affordable price. Also See: Bajaj Platina, TVS Star City+															
HF Deluxe	58,000	97.2	1/ac	8.02/8000	8.05/6000	4	112	9.39	91.11	9.6	NA	✓	CBS	Jan 07	★★★★☆
SPLENDOR															
 We Say: Perfect commuter if you can do with the looks. Also See: Bajaj Platina, Honda CD110 Dream, TVS Sport															
Splendor+	63,860	97.2	1/ac	8/8000	8.05/6000	4	112	NA	NA	9.8	NA	✓	CBS	NA	NA
Splendor iSmart 110	67,900	113.2	1/ac	9.15/7500	9.89/5500	4	117	NA	NA	9.5	NA	✓	CBS	NA	NA
SUPER SPLENDOR															
 We Say: Splendor hops onto the 'executive' bandwagon. Also See: Honda SP 125															
Super Splendor	71,650	124.7	1/ac	10.88/7500	10.6/6000	5	123	NA	NA	12	NA	✓	CBS	NA	NA
GLAMOUR															
 We Say: The Glamour actually looks much better than the Super Splendor. Worth the extra dough. Also See: Bajaj Discover 125, Yamaha Saluto															
Glamour	73,250	124.7	1/ac	10.9/7500	10.6/6000	5	NA	7.37	96.72	10	NA	✓	CBS	Oct 20	★★★★☆
PASSION PRO															
 We Say: The Passion is back in a new avatar. Also See: TVS Star City+															
Passion Pro	67,940	113	1/ac	9.15/7500	9.79/5000	5	118	7.91	95.94	10	NA	✓	CBS	Nov 20	★★★★☆
XTREME															
 We Say: Built for the urban jungle but more usable than it lets on. Also See: (for Xtreme 160R) Bajaj Pulsar NS 160, Suzuki Gixxer, TVS Apache RTR 160 4V (for Xtreme 200R) Bajaj Pulsar NS 200, TVS Apache RTR 200 4V															
Xtreme 160R	1.04 lakh	163	1/ac	15.23/8500	14/6500	5	139.5	6.18	111.00	12	NA	✓	✓	Sep 20	★★★★☆
Xtreme 200R	NA	199.6	1/ac	18.4/8000	17.1/6500	5	148	4.78	114.60	12.5	47	✓	✓	Dec 18	★★★★☆
Xtreme 200S	1.16 lakh	199.6	1/ac	18.08/8500	16.45/6500	5	154.5	NA	NA	12.8	NA	✓	✓	NA	NA
XPULSE															
 We Say: The Impulse's successor is here; off-road ready with an optional Rally Kit. Also See: No other options															
XPulse 200T	TBA	199.6	1/ac	18.08/8500	16.45/6500	5	NA	NA	NA	13	NA	✓	✓	NA	NA
XPulse 200	1.12 lakh	199.6	1/ac	17.8/8500	16.45/6500	5	157	5.07	116.53	13	NA	✗	✓	Sep 20	★★★★☆
 HONDA www.honda2wheelersindia.com															
CD110 DREAM															
 We Say: Reliable, refined, bare-bones commuter.. Also See: TVS Star City+, Yamaha Saluto RX															
CD110 Dream DX	65,505	109.51	1/ac	8.8/7500	9.3/5500	4	112	NA	NA	9.1	NA	✓	CBS	NA	NA
DREAM NEO															
 We Say: One of the most fuel-efficient bikes in the country. Also See: TVS Star City+															
Dream Neo	NA	109.2	1/ac	8.4/7500	9.09/5000	4	105	7.82	96.5	8	72.5	✓	✗	Aug 13	★★★★☆
DREAM YUGA															
 We Say: One of the most fuel-efficient bikes in the country. Also See: TVS Star City+, Yamaha Saluto RX															
Dream Yuga CBS	NA	109.2	1/ac	8.4/7500	9.09/5000	4	108	7.82	96.53	8	72	✓	CBS	Aug 12	★★★★☆
LIVO															
 We Say: Good styling and performance always welcome in the commuter segment. Also See: TVS Star City+, Yamaha Saluto RX															
Livo	70,056	109.51	1/ac	8.8/7500	9.3/5500	4	115	8.16	92.7	8.5	70.25	✓	✗	NA	NA
SP															
 We Say: A BS VI-ready motorcycle that is apt for the daily commute. Also See: Hero Glamour, Yamaha Saluto															
SP 125	77,100	124.7	1/ac	10.9/7500	10.9/6000	5	118	NA	NA	11	NA	✓	CBS	NA	NA

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
CB UNICORN															
 We Say: Among the smoothest mills around. Great ride-handling combo. Available with a choice of motors. Also See: Bajaj Pulsar 150, TVS Apache RTR160															
CB Unicorn	93,593	162.7	1/ac	12.9/7500	14/5500	5	140	NA	NA	13	NA	✓	✓	NA	NA
X-BLADE															
 We Say: Smooth 160-cc motor in an even sharper guise. Also See: Bajaj Pulsar 150, NS 160, Suzuki Gixxer, TVS Apache RTR 160															
X Blade	1.11 lakh	162.71	1/ac	13.9/8000	14.7/5500	5	144	NA	NA	12	NA	✓	✓	NA	NA
HORNET 2.0															
 We Say: Desirable name-tag and muscular design make it a perfect all-rounder for the young. Also See: Bajaj Pulsar 180, TVS Apache RTR 180															
Hornet 2.0	1.28 lakh	184.40	1/ac	17.27/8500	16.1/6000	5	142	NA	NA	12	NA	✓	✓	NA	NA
H'NESS CB350															
 We Say: Finely-aged wine in a retro-modern bottle. Also See: Benelli Imperiale 400, Jawa, Royal Enfield Meteor 350.															
H'ness CB350	1.90 lakh	348.36	1/ac	21.07/5500	30/3000	5	181	NA	NA	15	NA	×	✓	NA	NA
H'ness CB350RS	1.96 lakh	348.36	1/ac	21.07/5500	30/3000	5	179	NA	NA	15	NA	×	✓	NA	NA
CB300R															
 We Say: A modern, compact street bike that packs a punch. Also See: BMW G 310 R, KTM 250/390 Duke															
CB300R	NA	286.01	1/lc	30.46/8000	27.4/6500	6	147	3.09	138.29	10	NA	✓	✓	Jul 19	★★★★★
CB500X															
 We Say: Xxxx The four-cylinder sport-tourer, now sportier and more powerful Also See: Xxxxx Kawasaki Ninja 650															
CB500X	6.87 lakh	471.03	12/lc	47.6/8500	43.2/6500	6	199	NA	NA	17.7	NA	✓	✓	NA	NA
CBR650R															
 We Say: The four-cylinder sport-tourer, now sportier and more powerful Also See: Kawasaki Ninja 650															
CBR650R	NA	648.72	14/lc	88.4/11500	60.1/8000	6	210	NA	NA	15.4	NA	✓	✓	NA	NA
CRF1100L AFRICA TWIN															
 We Say: Honda's much-awaited adventure bike Also See: Ducati Multistrada, Triumph Tiger															
Adventure Sports	15.35 lakh	1084	12/lc	102/7500	105/6250	6	238	NA	NA	24.8	NA	×	✓	NA	NA
Adventure Sports DCT	16.10 lakh	1084	12/lc	102/7500	105/6250	6A	238	NA	NA	24.8	NA	×	✓	NA	NA
CB1000R															
 We Say: Good blend of modern technology and retro design. Also See: Ducati Monster, Kawasaki Z1000															
CB1000R+	NA	998	14/lc	145.5/10500	104/8250	6	213	NA	NA	16.2	NA	✓	✓	NA	NA
CBR1000RR															
 We Say: Compact and refined. Also See: BMW S1000 RR, Ducati Panigale, Kawasaki Ninja ZX-10R, Suzuki GSX-R 1000, Yamaha YZF-R1															
CBR1000RR FireBlade	NA	999.8	14/lc	192/13000	114/11000	6	196	NA	NA	16	NA	✓	✓	NA	NA
CBR1000RR FireBlade SP	NA	999.8	14/lc	192/13000	116/11000	6	195	NA	NA	16	NA	✓	✓	NA	NA
GL1800 GOLD WING															
 We Say: The most iconic grand tourer in the world. Also See: BMW K 1600 GTL															
Gold Wing DCT	NA	1833	F6/lc	126.4/5500	170/4500	7A+R	379	NA	NA	21.1	NA	✓	✓	NA	NA
HUSQVARNA www.husqvarna-motorcycles.com/in/															
SVARTPILEN															
 We Say: The Husky that traverses both tarmac and trails. Also See: KTM 250 Duke, Suzuki Gixxer 250, Yamaha FZ25															
Svartpilen 250	1.84 lakh	248.8	1/lc	31.3/9000	24/7250	6	153*	3.73	134.66	9.5	NA	✓	✓	Sep 20	★★★★★
VITPILEN															
 We Say: The Husky for tarmac-only rides. Also See: KTM 250 Duke, Suzuki Gixxer 250, Yamaha FZ25															
Vitpilen 250	1.84 lakh	248.8	1/lc	31.3/9000	24/7250	6	152*	3.73	134.66	9.5	NA	✓	✓	Sep 20	★★★★★












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 INDIAN www.indianmotorcycle.com															
SCOUT															
 We Say: Charismatic cruiser with more urgency than its bigger siblings. Also See: Harley-Davidson Street Bob, Fat Bob															
Scout Sixty	NA	999	V2/lc	77.5/NA	88/5000	5	254	NA	NA	12.5	NA	✓	✓	NA	NA
Scout	NA	1133	V2/lc	95.2/NA	97/5600	6	254	NA	NA	12.5	NA	✓	✓	NA	NA
Scout Bobber	NA	1133	V2/lc	95.2/NA	97/5600	6	255	NA	NA	12.5	NA	✓	✓	NA	NA
FTR															
 We Say: Flat-track racer finally takes shape Also See: Ducati Scrambler 1100															
FTR 1200 S	NA	1203	V2/lc	123/8250	120/6000	5	230	NA	NA	13	NA	✓	✓	NA	NA
FTR 1200 S Race Replica	NA	1203	V2/lc	123/8250	120/6000	5	231	NA	NA	13	NA	✓	✓	NA	NA
CHIEF															
 We Say: The first, no-nonsense steps to an iconic motorcycle. Also See: Harley-Davidson Softail, Touring, Moto Guzzi California															
Chief Dark Horse	NA	1811	V2/ac	NA	151/3000	6	352	NA	NA	20.8	NA	✓	✓	NA	NA
Chief Classic	NA	1811	V2/ac	NA	151/3000	6	358	NA	NA	20.8	NA	×	✓	NA	NA
Chief Vintage	NA	1811	V2/ac	NA	151/3000	6	385	NA	NA	20.8	NA	×	✓	NA	NA
Chieftain Dark Horse	NA	1811	V2/ac	NA	151/3000	6	378	NA	NA	20.8	NA	✓	✓	NA	NA
Chieftain	NA	1811	V2/ac	NA	151/3000	6	371	NA	NA	20.8	NA	✓	✓	NA	NA
Chieftain Classic	NA	1811	V2/ac	NA	151/3000	6	386	NA	NA	20.8	NA	✓	✓	NA	NA
Chieftain Limited	NA	1811	V2/ac	NA	151/3000	6	375	NA	NA	20.8	NA	✓	✓	NA	NA
Springfield	NA	1811	V2/ac	NA	151/3000	6	386	NA	NA	20.8	NA	✓	✓	NA	NA
ROADMASTER															
 We Say: The fully-loaded luxury tourer. Also See: BMW K 1600 GTL, Harley-Davidson Street Glide Special, CVO Limited, Honda GL1800 Gold Wing															
Roadmaster	NA	1811	V2/ac	NA	150/2900	6	421	NA	NA	20.8	NA	✓	✓	NA	NA
 JAWA www.jawamotorcycles.com															
JAWA															
 We Say: Jawa are back with modern engineering under a classic silhouette. Also See: Benelli Imperiale 400, Royal Enfield Classic 350.															
forty two	1.69 lakh	293	1/lc	27/NA	28/NA	6	170	4.53	124.78	14	NA	×	✓	Jan 20	★★★★☆
Jawa	1.82 lakh	293	1/lc	27/NA	28/NA	6	170	NA	NA	14	NA	×	✓	NA	NA
Perak	1.97 lakh	334	1/lc	30.6/NA	32.7/NA	6	175	NA	NA	14	NA	×	✓	NA	NA
 KAWASAKI www.kawasaki-india.com															
Z650															
 We Say: Versatile street bike. Also See: Benelli TnT 600i															
Z650	5.94 lakh	649	I2/lc	68/8000	64/6700	6	191	NA	NA	15	NA	✓	✓	NA	NA
Z900															
 We Say: Aggressively styled streetbike at a hard-to-resist price. Also See: Ducati Monster 821, Triumph Street Triple, Yamaha MT-09															
Z900	7.99 lakh	948	I4/lc	125/9500	98.6/7700	6	212	NA	NA	17	NA	✓	✓	NA	NA
W800															
 We Say: Kawasaki's take on a modern-classic. Also See: Ducati Scrambler, Triumph Street Twin															
W800	6.99 lakh	773	I2/ac	52/6500	62.9/4800	6	224	NA	NA	15	NA	×	✓	NA	NA
Z900RS															
 We Say: Iconic exterior meets cutting-edge underpinnings. Also See: BMW R nineT Racer, Triumph ThruxtonR															
Z900RS	NA	48	I4/lc	111/8500	98.5/6,500	6	215	NA	NA	17	NA	✓	✓	NA	NA
Z1000															
 We Say: One of the meanest looking streetbikes you can opt for. Also See: Aprilia Tuono, Honda CB1000R															
Z1000	NA	1043	I4/lc	142/10000	111/7300	6	221	NA	NA	17	NA	✓	✓	NA	NA
Z1000 R	NA	1043	I4/lc	142/10000	111/7300	6	221	NA	NA	17	NA	✓	✓	NA	NA













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Z H2															
 We Say: A supercharged naked beast. Also See: BMW S1000R, Aprilia Tuono															
Z H2	21.90 lakh	998	I4 SC/LC	200	137	6	239	NA	NA	19	NA	✓	✓	NA	NA
Z H2 SE	25.90 lakh	998	I4 SC/LC	200	137	6	240	NA	NA	19	NA	✓	✓	NA	NA
VERSYS															
 We Say: A touring Kwacker for all-road use. Also See: BMW F 750/850 GS, Ducati Multistrada, Suzuki V-Strom, Triumph Tiger															
Versys-X 300	NA	296	I2/lc	40/11500	25.7/10000	6	184	2.98	147.13	17	NA	✗	✓	Jun 18	★★★★★
Versys 650	6.79 lakh	649	I2/lc	66/8500	61/7000	6	218	NA	NA	21	NA	✓	✓	NA	NA
Versys 1000	10.69 lakh	1043	I4/lc	120/9000	102/7500	6	255	NA	NA	21	NA	✓	✓	NA	NA
VULCAN															
 We Say: A stylish Japanese cruiser at a tempting price. Also See: Harley-Davidson Street 750															
Vulcan S	5.79 lakh	649	I2/lc	61/7500	62.4/6600	6	235	NA	NA	14	NA	✓	✓	NA	NA
NINJA 300															
 We Say: A true performance bike in India. Also See: KTM RC 390, Yamaha YZF-R3.															
Ninja 300	3.18 lakh	296	I2/lc	39/11000	27/10000	6	179	NA	NA	17	NA	✓	✓	NA	NA
NINJA 400															
 We Say: Good all-rounder. Also See: KTM RC 390, Yamaha YZF-R3															
Ninja 400	NA	399	I2/lc	49/10000	38/8000	6	173	NA	NA	14	NA	✓	✓	NA	NA
NINJA 650															
 We Say: Most versatile motorcycle. Also See: Honda CBR650R															
Ninja 650	6.24 lakh	649	I2/lc	68/8000	64/6700	6	196	NA	NA	15	NA	✓	✓	NA	NA
NINJA 1000															
 We Say: Smooth and comfortable mile-muncher. Also See: Ducati SuperSport															
Ninja 1000 SX	10.79 lakh	1043	I4/lc	142/10000	111/8000	6	238	NA	NA	19	NA	✓	✓	NA	NA
NINJA ZX-6R															
 We Say: Four-cylinder Japanese supersport finally arrives in India Also See: No direct rivals.															
Ninja ZX-6R	NA	636	I4/lc	130/13500	70.8/11000	6	196	NA	NA	17	NA	✓	✓	NA	NA
NINJA ZX-10R															
 We Say: One of the most rider-friendly litre-class superbike there is. Also See: Aprilia RSV4, Ducati Panigale, Honda CBR1000RR, Suzuki GSX-R1000, Yamaha YZF-R1															
Ninja ZX-10R	NA	998	I4/lc	213/13500	114.9/11200	6	206	NA	NA	17	NA	✓	✓	NA	NA
Ninja ZX-10RR	NA	998	I4/lc	200/13000	113.5/11500	6	206	2.10	NA	17	NA	✓	✓	NA	NA
NINJA H2															
 We Say: The only supercharged big bikes on sale in India. Also See: BMW S 1000 RR, Ducati Panigale V4, Suzuki GSX-R1000R, Yamaha YZF-R1M															
Ninja H2 SX	NA	998	I4 sc/lc	200/11000	137.3/9500	6	256	NA	NA	19	NA	✓	✓	NA	NA
Ninja H2 SX SE	NA	998	I4 sc/lc	200/11000	137.3/9500	6	260	NA	NA	19	NA	✓	✓	NA	NA
Ninja H2	NA	998	I4 sc/lc	231/11500	141.7/11000	6	238	NA	300 (L)	17	NA	✓	✓	NA	NA
Ninja H2 Carbon	NA	998	I4 sc/lc	231/11500	141.7/11000	6	238	NA	300 (L)	17	NA	✓	✓	NA	NA
Ninja H2R^ (^track-only)	NA	998	I4 sc/lc	310/14000	165/12500	6	216	NA	NA	17	NA	✓	✓	NA	NA
NINJA ZX-14R															
 We Say: Very refined performance and power delivery for a hyperbike. Also See: Suzuki Hayabusa															
Ninja ZX-14R	NA	1441	I4/lc	200/10000	158.2/7500	6	268	NA	300 (L)	22	NA	✓	✓	NA	NA








	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
 KTM www.ktm.com/in															
 DUKE We Say: A bike which loves to be ridden aggressively and features updated technology. Also See: Bajaj Pulsar NS 200, Benelli TrnT 300, Honda CB300R															
125 Duke	1.38 lakh	124.71	1/lc	14.5/9250	12/8000	6	148	5.63	104.93	10.2	NA	✓	✓	Jan 19	★★★★★
200 Duke	1.73 lakh	199.5	1/lc	25/10000	19.2/8000	6	148	3.73	135	10.5	NA	✓	✓	NA	NA
250 Duke	2.09 lakh	248.8	1/lc	30/9000	24/7500	6	150*	2.97	140.8	13.4	NA	✓	✓	Apr 17	★★★★★
390 Duke	2.53 lakh	373.3	1/lc	43.5/9000	37/7000	6	163	NA	NA	13.4	NA	✓	✓	NA	NA
 ADVENTURE We Say: The ADV we have all been waiting for. Also See: BMW G 310 GS, Royal Enfield Himalayan															
250 Adventure	2.48 lakh	248.8	1/lc	30/9000	24/7500	6	156	NA	NA	14.5	NA	✓	✓	NA	NA
390 Adventure	2.99 lakh	373.27	1/lc	43.5/9000	37/7000	6	177	2.94	153.81	14.5	NA	✓	✓	Jul 20	★★★★★
 RC We Say: A serious track-tool for learner and enthusiast alike. Also See: Bajaj Pulsar RS 200, Kawasaki Ninja 300, TVS Apache RR 310															
RC 125	1.55 lakh	124.71	1/lc	14.5/9250	12/8000	6	160.4	NA	NA	9.5	NA	✓	✓	NA	NA
RC 200	1.97 lakh	199.5	1/lc	25/10000	19.2/8000	6	154	3.68	131	10	NA	✓	✓	Apr 15	★★★★★
RC 390	2.48 lakh	373.3	1/lc	43.5/9000	36/7000	6	170	2.72	163	10	NA	✓	✓	NA	NA
 MAHINDRA 2 WHEELER www.mahindramojo.com															
 MOJO We Say: A large-capacity single that aims to work every day and everywhere. Also See: Bajaj Dominar 400, Royal Enfield Classic 350.															
Mojo	1.99 lakh	294.72	1/lc	25.7/7300	25.9/6000	6	186.2	NA	NA	21	NA	✓	✓	NA	NA
 MOTO GUZZI www.motoguzzi.com															
 V9 We Say: Modern-day old-school recreation, Italian style. Also See: Triumph Bonneville.															
Bobber	NA	853	V2	55/6250	62/3000	6	199	NA	NA	15	NA	✓	✓	NA	NA
Roamer	NA	853	V2	55/6250	62/3000	6	199	NA	NA	15	NA	✓	✓	NA	NA
 CALIFORNIA We Say: Relaxed but quick long-distance tourer that loves the open road. Also See: Harley-Davidson Heritage Classic, Street Glide Special, Indian Chief Classic, Chieftain.															
1400 Audace	NA	1380	V2/ac	96/6500	121/3000	6	299	NA	NA	20.5	NA	✓	✓	NA	NA
1400 Touring SE	NA	1380	V2/ac	96/6500	120/2750	6	337	NA	NA	20.5	NA	✓	✓	NA	NA
1400 Eldorado	NA	1380	V2/ac	96/6500	120/2750	6	318	NA	NA	20.5	NA	✓	✓	NA	NA
MGX-21 Flying Fortress	NA	1380	V2/ac	96/6500	121/3000	6	341	NA	NA	20.5	NA	✓	✓	NA	NA
 ROYAL ENFIELD www.royalenfield.com															
 BULLET We Say: The subtle Enfield makes a come back with a UCE heart. Also See: No options, there are no alternatives to a Bullet but a Bullet itself!															
Bullet 350	1.22 lakh	346	1/ac	20/5250	28/4000	5	183	NA	NA	13.5	NA	×	×	NA	NA
Bullet 350 ES	1.37 lakh	346	1/ac	20/5250	28/4000	5	183	NA	NA	13.5	NA	×	×	NA	NA
 CLASSIC We Say: Royal Enfield fuses old world charm with modern retro lines. Also See: Jawa and Jawa forty two, Benelli Imperiale 400															
Classic 350	1.70 lakh	346	1/ac	19.3/5250	28/4000	5	195	6.10	110.93	13.5	NA	×	✓	Nov 20	★★★★☆
 METEOR We Say: A very modern machine that still retains a retro appeal. Also See: Honda H'Ness CB350, Benelli Imperiale 400															
Meteor 350 Fireball	1.75 lakh	349	1/ac	20.2/6100	27/4000	5	NA	NA	NA	15	NA	✓	✓	NA	★★★★★
Meteor 350 Supernova	1.90 lakh	349	1/ac	20.2/6100	27/4000	5	NA	NA	NA	15	NA	✓	✓	NA	★★★★★











	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
HIMALAYAN															
 We Say: All-new Royal Enfield motorcycle that is a credible adventure-tourer and a genuine all-rounder, now with fuel-injection. Also See: No alternatives as yet															
Himalayan	2.01 lakh	411	1/ac	24.5/6500	32/4250	5	199	NA	NA	15	NA	×	✓	Jul 20	★★★★★
INTERCEPTOR															
 We Say: The most affordable and seriously credible twin you can buy today. Also See: No direct rivals.															
Standard	2.65 lakh	648	I2/ac	47/7150	52/5250	6	202	3.08	160.50	13.7	NA	×	✓	Jan 19	★★★★★
Special	2.86 lakh	648	I2/ac	47/7150	52/5250	6	202	3.08	160.50	13.7	NA	×	✓	Jan 19	★★★★★
CONTINENTAL GT															
 We Say: If you want something a little sportier. Also See: No direct rivals.															
Standard	2.81 lakh	648	I2/ac	47/7150	52/5250	6	198	NA	NA	12.5	NA	×	✓	NA	NA
Special	3.02 lakh	648	I2/ac	47/7150	52/5250	6	198	NA	NA	12.5	NA	×	✓	NA	NA
 SUZUKI www.suzukimotorcycle.co.in															
GIXXER 150															
 We Say: Street sport bike which brings style, handling and efficiency together well. Also See: Bajaj Pulsar NS 160, Hero Xtreme 160R, Honda X-Blade, TVS Apache RTR160, Yamaha FZ-S															
Gixxer	1.12 lakh	155	1/ac	13.6/8000	13.8/6000	5	141	6.02	112.47	12	47.75	✓	✓	Jun 18	★★★★★
Gixxer SF	1.22 lakh	155	1/ac	13.6/8000	13.8/6000	5	148	NA	NA	12	NA	✓	✓	NA	NA
GIXXER 250															
 We Say: Suzuki's first 250-cc challenger looks promising. Also See: Honda CBR250R, Yamaha Fazer 25, Yamaha FZ 25															
Gixxer 250	1.63 lakh	249	1/oc	26.5/9000	22.2/7300	6	156	3.71	137.53	12	NA	✓	✓	Jan 20	★★★★★
Gixxer SF 250	1.74 lakh	249	1/oc	26.5/9000	22.6/7300	6	161	3.56	137.53	12	NA	✓	✓	Nov 19	★★★★★
V-STROM															
 We Say: Capable adventure tourer. Also See: Ducati Multistrada, Kawasaki Versys, Triumph Tiger															
V-Strom 650XT	8.84 lakh	645	V2/lc	71/8800	62/6500	6	216	NA	NA	20	NA	×	✓	NA	NA
GSX-S															
 We Say: GSX performance now for the street. Also See: Ducati Monster 797, SuperSport, Honda CB1000R, Kawasaki Z1000, Ninja 1000, Triumph Street Triple															
GSX-S750	NA	749	I4/lc	114.2/10500	81/9000	6	215	NA	NA	16	NA	✓	✓	NA	NA
HAYABUSA															
 We Say: One of the world's fastest motorcycles, officially on sale in India. Also See: Kawasaki Ninja ZX-14R															
GSX-1300R	NA	1340	I4/lc	197/9500	155/7200	6	266	NA	300 (L)	21	NA	✓	✓	NA	NA
INTRUDER															
 We Say: Uniquely styled cruisers in their respective segments. Also See: Bajaj Avenger Street 160															
150	1.2 lakh	155	1/ac	13.6/8000	13.8/6000	5	152	5.16	116.45	11	47.75	✓	NA	Feb 18	★★★★★
 TRIUMPH www.triumphmotorcycles.in															
BONNEVILLE															
 We Say: Modern classic trying to re-live the good old days. Also See: Harley-Davidson Forty-Eight, Moto Guzzi V9															
Street Twin	7.45 lakh	900	I2/lc	65/7500	80/3800	5	198*	NA	NA	12	NA	✓	✓	NA	NA
Street Scrambler	8.55 lakh	900	I2/lc	65/7500	80/3200	5	203*	NA	NA	12	NA	×	✓	NA	NA
Bonneville T100	8.87 lakh	900	I2/lc	55/5900	80/3230	5	213*	NA	NA	14.5	NA	×	✓	NA	NA
Speed Twin	9.46 lakh	1200	I2/lc	97/6750	112/4950	6	196*	NA	NA	14.5	NA	✓	✓	NA	NA
Bonneville T120	9.98 lakh	1200	I2/lc	80/6550	105/3100	6	224*	NA	NA	14.5	NA	×	✓	NA	NA
Bonneville Bobber	10.28 lakh	1200	I2/lc	77/6100	106/4000	6	228*	NA	NA	9.1	NA	×	✓	NA	NA
Scrambler 1200 XC	10.73 lakh	1200	I2/lc	90/7400	110/3950	6	205*	NA	NA	16	NA	×	✓	NA	NA
Bonneville Speedmaster	11.34 lakh	1200	I2/lc	77/6100	106/4000	6	245.5*	NA	NA	12	NA	×	✓	NA	NA

* - Dry weight










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THRUXTON															
 We Say: Classic café racer with a twin-cylinder heart to please that of the hard-core enthusiast. Also See: BMW R nineT Racer, Kawasaki Z900RS															
ThruxtonR	12.16 lakh	1200	I2/lc	97/6750	112/4950	6	203*	NA	NA	16	NA	×	✓	NA	NA
ROADSTER															
 We Say: Stripped-down racers for the road. Also See: Benelli TnT 600i, Ducati Monster, Suzuki GSX-S750, Yamaha MT-09															
Street Triple R	8.84 lakh	765	I3/lc	118/12000	79/9350	6	168*	NA	NA	17.4	NA	✓	✓	NA	NA
Street Triple RS	11.13 lakh	765	I3/lc	123/11750	79/9350	6	166*	NA	NA	17.4	NA	✓	✓	NA	NA
Speed Triple 1200 RS	16.95 lakh	1160	I3/lc	180/10750	125/9000	6	198*	NA	NA	15.5	NA	✓	✓	NA	NA
TIGER															
 We Say: Versatile and comfortable on-off-roader with a choice of displacements. Also See: BMW GS range, Ducati Multistrada															
Tiger 850 Sport	11.95 lakh	888	I3/lc	85/8500	82/6500	6	192*	NA	NA	20	NA	✓	✓	NA	NA
Tiger 900 GT	13.70 lakh	888	I3/lc	95.2/8750	87/7250	6	194*	NA	NA	20	NA	✓	✓	NA	NA
Tiger 900 Rally	14.35 lakh	888	I3/lc	95.2/8750	87/7250	6	196*	NA	NA	20	NA	✓	✓	NA	NA
Tiger 900 Rally Pro	15.50 lakh	888	I3/lc	95.2/8750	87/7250	6	201*	NA	NA	20	NA	✓	✓	NA	NA
1200 XCx	17 lakh	1215	I3/lc	141/9350	122/7600	6	248*	NA	NA	20	NA	×	✓	NA	NA
ROCKET 3															
 We Say: The largest engine on a production motorcycle makes sure it goes like its namesake. Also See: Ducati Diavel 1260 S															
Rocket 3 R	18 lakh	2458	I3/lc	167/6000	221/4000	6	291*	NA	NA	18	NA	✓	✓	NA	NA
Rocket 3 GT	18.40 lakh	2458	I3/lc	167/6000	221/4000	6	29*	NA	NA	18	NA	✓	✓	NA	NA
 TVS www.tvsmotor.com															
SPORT															
 We Say: Sportier style for your commute without being too heavy on the pocket. Also See: Bajaj Platina, Hero Splendor															
Sport	58,925	99.7	1/ac	7.5/7500	7.5/7500	4	108.5	8.01	92.77	10	NA	✓	×	Oct 20	★★★★☆
RADEON															
 We Say: Eye-catching commuter with a frugal and reliable mill. Also See: Hero Splendor, Honda CD110 Dream															
Radeon (drum)	58,992	109.7	1/ac	8.4/7000	8.7/5000	4	112	8.45	86.68	10	NA	✓	CBS	Nov 18	★★★★☆
Radeon (disc)	64,992	109.7	1/ac	8.4/7000	8.7/5000	4	112	NA	NA	10	NA	✓	CBS	NA	NA
STAR CITY+															
 We Say: Adds style to your commute without being too heavy on the pocket. Also See: Bajaj CT100, Hero HF Deluxe															
StarR City+	62,034	109.7	1/ac	8.2/7350	8.7/4500	4	116	7.68	90.8	10	67	✓	×	Jul 14	★★★★☆
VICTOR															
 We Say: Familiar name is back, now more powerful than ever. Also See: Honda Livo, Bajaj Discover															
Victor	NA	109.7	1/ac	9.6/7500	9.4/6000	4	112	NA	NA	8	NA	✓	×	NA	NA
Victor (Disc)	NA	109.7	1/ac	9.6/7500	9.4/6000	4	112	7.01	103.4	8	61	✓	×	May 16	★★★★☆
APACHE RTR															
 We Say: Great looks, nimble traffic carver with power through the complete rev range. Also See: Bajaj Pulsar 180, NS 160, Honda X-Blade, CB Hornet 160R, Suzuki Gixxer, Yamaha FZ-S															
RTR 160	98,000	159.7	1/ac	15.53/8400	13.9/7000	5	140	5.04	118.7	16	50	✓	✓	Aug 07	★★★★☆
RTR 160 4V	1.04 lakh	159.7	1/ac	16.02/8250	14.12/7250	5	149	4.86	117.7	12	NA	✓	✓	Jun 18	★★★★☆
RTR 180	1.01 lakh	177.4	1/ac	16.62/8500	15.5/6500	5	139	NA	NA	16	NA	✓	✓	NA	NA
RTR 200 4V	1.25 lakh	197.75	1/ac	20.5/8500	16.8/7500	5	153	4.57	120.87	12	NA	✓	✓	Jul 20	★★★★☆
APACHE RR															
 We Say: One of the most versatile motorcycles we have ridden. Superb on the street and capable on the track. Also See: KTM RC 390															
RR 310	2.40 lakh	312.2	1/lc	34/9700	27.3/7700	6	174	3.23	152.29	11	NA	✓	✓	Aug 20	★★★★☆
 YAMAHA www.yamaha-motor-india.com															
SALUTO															
 We Say: Smooth, stylish and refined all-rounder. Also See: Hero Super Splendor, Honda Shine, Suzuki SlingShot, TVS Star City+, Victor															
Saluto RX	NA	110	1/ac	7.5/7000	8.5/4500	4	99	NA	NA	7.2	NA	✓	CBS	NA	NA
Saluto 125	NA	125	1/ac	8.3/7500	10.1/4500	4	113	NA	NA	7.6	NA	✓	CBS	NA	NA

	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
SZ															
 We Say: Commuter with a 150-cc heart and a 125 cc's price tag. Also See: Hero Achiever															
SZ-RR 2.0	NA	149	1/ac	12.1/7500	12.8/6000	5	134	NA	NA	14	55	✓	×	NA	NA
FZ															
 We Say: Great-looking naked bike; has worked wonders for Yamaha in India. Also See: Honda CB Hornet 160R, Suzuki Gixxer, TVS Apache RTR160															
FZ-FI Version 3.0	99,200	149	1/ac	12.4/7250	13.6/5500	5	137	NA	NA	13	NA	✓	✓	NA	NA
FZ-S FI Version 3.0	1.03 lakh	149	1/ac	12.4/7250	13.6/5500	5	137	NA	NA	13	NA	✓	✓	NA	NA
YZF-R15															
 We Say: Indian performance biking taken to the next level. Also See: Bajaj Pulsar RS 200, KTM RC 200															
YZF-R15 Version 3.0	1.46 lakh	155	1/lc	18.6/10000	14.1/8500	6	142	4.30	129.72	11	NA	✓	✓	Jul 18	★★★★★
FZ 25															
 We Say: More muscle for the one of the most popular muscle-bike brand names around. Also See: Bajaj Pulsar NS 200, RS 200, Suzuki Gixxer 250, TVS Apache RTR 200 4V															
FZ 25	1.52 lakh	249	1/ac	20.8/8000	20.1/6000	5	153	3.92	123.64	14	NA	✓	✓	Jan 20	★★★★★
FZS 25	1.57 lakh	249	1/ac	20.8/8000	20.1/6000	5	154	NA	NA	14	NA	✓	✓	NA	NA
Fazer25	TBA	249	1/ac	20.8/8000	20.1/6000	5	154	NA	NA	14	NA	✓	✓	NA	NA
YZF-R3															
 We Say: One of the most competent all-rounders, well-suited for road and track use. Also See: Kawasaki Ninja 300, KTM RC 390															
YZF-R3	NA	321	l2/lc	42/10750	29.6/9000	6	173	NA	NA	14	NA	✓	✓	NA	NA
MT															
 We Say: Stylish street roadster that is usable every day Also See: (for MT-15) KTM 125 Duke, Bajaj NS 200, TVS Apache RTR 200 4V															
MT-15	1.39 lakh	155	1/lc	18.5/10000	13.9/8500	6	138	4.97	121.44	10	NA	✓	✓	Sep 19	★★★★★
MT-09	NA	847	l3/lc	115/10000	87.5/8500	6	193	NA	NA	14	NA	✓	✓	NA	NA
YZF-R1															
 We Say: MotoGP-derived technology places the new R1 among the best superbikes in the world. Also See: Aprilia RSV4, BMW S 1000 RR, Honda CBR 1000RR, Kawasaki Ninja ZX-10R, Suzuki GSX-R 1000															
YZF-R1	NA	998	l4/lc	200/13500	112.4/11500	6	199	NA	300 (L)	17	NA	✓	✓	NA	NA
YZF-R1M	BO	998	l4/lc	200/13500	112.4/11500	6	201	NA	300 (L)	17	NA	✓	✓	NA	NA
Competition Bikes & Off-road Vehicles															
 KAWASAKI www.kawasaki-india.com															
KLX															
 We Say: Non road-legal dirt bike for your kids to start on, finally. Also See: No options															
KLX110	3.00 lakh	112	1/ac	7.3/7500	8.0/4000	4	76	NA	NA	3.6	NA	×	×	NA	NA
KLX140G	4.07 lakh	144	1/ac	NA	NA	5	99	NA	NA	5.8	NA	×	×	NA	NA
KLX450R	8.49 lakh	449	1/lc	NA	NA	5	126	NA	NA	8	NA	×	×	NA	NA
KX															
 We Say: Full-on non-road-legal bikes in two-stroke and four-stroke flavours. Also See: Suzuki RM-Z															
KX100F	4.88 lakh	99	NA	30 (est)	NA	6	77	NA	NA	5	NA	×	×	NA	NA
KX250F	7.43 lakh	249	1/lc	50 (est)	NA	5	104.7	NA	NA	6.4	NA	×	×	NA	NA
KX450F	7.79 lakh	449	1/lc	NA	NA	5	110	NA	NA	6.2	NA	×	×	NA	NA
 SUZUKI www.suzukimotorcycle.co.in															
RM-Z															
 We Say: Suzuki usher in dirt bikes that pack a punch; with a price tag to match Also See: Kawasaki KX															
RM-Z250	7.10 lakh	249	1/lc	NA	NA	5	106	NA	NA	6.5	NA	×	×	NA	NA
RM-Z450	8.31 lakh	449	1/lc	NA	NA	5	112	NA	NA	6.3	NA	×	×	NA	NA

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Scooters															
aprilia APRILIA www.aprilia.com															
 SR															
We Say: Exciting moto-scooter that is all about the fun. Also See: Honda Grazia, Suzuki Burgman Street, TVS Ntorq 125, Vespa 125															
Storm	91,321	124.45	1/ac	9.92/7700	9.7/6000	V	NA	NA	NA	6	NA	✓	CBS	NA	NA
SR 160	1.04 lakh	160.03	1/ac	11/7600	11.6/6000	V	NA	NA	NA	6	NA	✓	✓	NA	NA
SR 160 Race	1.11 lakh	160.03	1/ac	11/7600	11.6/6000	V	NA	7.89	96.49	6	NA	✓	✓	Nov 20	★★★★☆
SXR															
 We Say: The big plush boy of scooters in the country. Also See: Suzuki Burgman Street															
SXR 160	1.25 lakh	160.03	1/ac	11/7600	11.6/6000	V	129	NA	NA	7	NA	✓	✓	NA	NA
Hero HERO MOTOCORP www.heromotocorp.com															
 PLEASURE															
We Say: Great looks and goodie-loaded, this is the ideal jump for the econo-commuter who wants more. Also See: Honda Activa 6G															
Pleasure Plus	57,600	110.9	1/ac	8.2/7000	8.7/5500	V	104	NA	NA	4.8	NA	✓	CBS	NA	NA
 DESTINI															
We Say: Hero's first-ever 125-cc scooter is now on sale. Also See: Honda Grazia, Suzuki Access 125, TVS Ntorq 125															
Destini 125 VX	66,800	124.6	1/ac	9.1/7000	10.4/5500	V	113	7.78	97.74	5.5	NA	✓	CBS	Feb 19	★★★★☆
 MAESTRO EDGE															
We Say: New Hero 110-cc scooter wants to have an edge over the competition. Also See: Honda Dio, Grazia, TVS Ntorq 125, Yamaha Fascino															
Maestro Edge 125	71,450	124.6	1/ac	9.1/7000	10.4/5500	V	112	NA	NA	5.0	NA	✓	CBS	NA	NA
HONDA www.honda2wheelersindia.com															
 ACTIVA															
We Say: The most popular scooter now in its fifth generation. Also See: TVS Jupiter															
Activa 6G DLX	65,412	109.51	1/ac	7.79/8000	8.79/5250	V	107	NA	NA	5.3	NA	×	CBS	NA	NA
 ACTIVA 125															
We Say: More power and big improvement overall compared to its smaller-engined sibling. Also See: Hero Destini 125, Suzuki Access 125															
Activa 125	67,490	124	1/ac	8.3/6500	10.3/5000	V	111	10.71	88.54	5.3	NA	×	CBS	NA	NA
Activa 125 Deluxe	74,490	124	1/ac	8.3/6500	10.3/5000	V	111	10.71	88.54	5.3	NA	×	CBS	Jan 20	★★★★☆
 DIO															
We Say: An Activa with good looks. Pillion foot-rest is a pain, though. Also See: TVS Jupiter															
Dio DLX	63,340	109.51	1/ac	7.76/8000	9/4750	V	105	NA	NA	5.3	NA	×	CBS	NA	NA
 AVIATOR															
We Say: Positioned for the premium market. Good, but expensive. Also See: NA															
Aviator	NA	109	1/ac	8.11/7000	8.94/5500	V	102	NA	NA	6	NA	✓	CBS	NA	NA
Aviator (Disc)	NA	109	1/ac	8.11/7000	8.94/5500	V	106	10.83	83	6	52	✓	CBS	Dec 09	★★★★☆
 GRAZIA															
We Say: Sharp and trendy contender in the 125-cc scooter segment. Also See: Aprilia 125, Suzuki Burgman Street, TVS Ntorq 125, Vespa 125															
Grazia	80,978	124	1/ac	8.25/6000	10.3/5000	V	108	7.15	92.1	5.3	53.5	✓	CBS	May 18	★★★★
SUZUKI www.suzukimotorcycle.co.in															
 ACCESS															
We Say: Effortlessly quick and a nimble handler but priced on the higher side. Also See: Hero Destini 125, Honda Activa 125															
Access 125 (drum)	67,100	124	1/ac	8.7/6750	10/5500	CVT	104	NA	NA	5	NA	×	CBS	NA	NA
Access 125 (disc)	70,000	124	1/ac	8.7/6750	10/5500	CVT	103	NA	NA	5	NA	✓	CBS	NA	NA










	PRICE (Ex-showroom)	ENGINE CAPACITY (cc)	ENGINE LAYOUT	PEAK POWER hp/rpm	PEAK TORQUE Nm/rpm	GEARS	KERB WEIGHT (kg)	ACCELERATION (0-60 km/h)	TOP SPEED (km/h)	FUEL TANK (litres)	FUEL EFFICIENCY (km/l)	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
BURGMAN															
 We Say: Premium 125-cc scooter from the famed Burgman range. Also See: Aprilia SR 125, Honda Grazia, TVS Ntorq 125, Vespa 125															
Burgman Street	77,900	124	1/ac	8.7/6750	10/5500	CVT	110	9.26	92.27	5.6	NA	✓	CBS	Sep 18	★★★★☆
TVS www.tvsmotor.com															
XL															
 We Say: A bare-bones, no-nonsense mode of transportation Also See: No options															
XL100 Comfort	30,490	99.7	1/ac	4.35/6000	6.5/3500	1	80	NA	NA	4	NA	×	×	NA	NA
XL100 Comfort i-Touch	41,274	99.7	1/ac	4.35/6000	6.5/3500	1	86	NA	NA	4	NA	×	×	NA	NA
SCOOTY PEP+															
 We Say: An engine upgrade makes it even more desirable. Also See: NA															
Scooty Pep+	NA	87.8	1/ac	5/6500	5.8/4000	V	95	12.2	74	5	50.67	×	×	Nov 05	★★★★☆
SCOOTY ZEST															
 We Say: Venerable badge gets a larger heart and contemporary design. Also See: NA.															
Scooty Zest 110	59,850	109.7	1/ac	7.82/7500	8.8/5500	V	103	NA	NA	5	NA	×	×	NA	NA
JUPITER															
 We Say: Good features and comfort for the price. Also See: Hero Maestro Edge 125, Honda Dio, Yamaha Fascino															
Jupiter	61,449	109.7	1/ac	7.5/7000	8.4/5500	V	109	9.98	88.78	5	43	✓	CBS	NA	NA
Jupiter ZX	69,052	109.7	1/ac	7.5/7000	8.4/5500	V	107	9.98	88.78	5	43	✓	CBS	NA	NA
Jupiter Classic	67,911	109.7	1/ac	7.5/7000	8.4/5500	V	108	10.45	80.95	5	43	✓	CBS	Oct 20	★★★★☆
NTORQ															
 We Say: Engaging and comfortable scooter that is loaded with features. Also See: Aprilia SR 125, Honda Grazia, Suzuki Burgman Street															
Ntorq 125 (disc)	69,975	124.8	1/ac	9.4/7000	10.5/5500	V	118	6.93	98.71	5	NA	✓	CBS	May 18	★★★★★
VESPA www.vespaindia.com															
125															
 We Say: If you love retro, buy the Vespa. Also See: Aprilia SR 125, Honda Grazia, Suzuki Burgman Street, TVS Ntorq 125															
Vespa 125 Urban Club	93,035	125	1/ac	10.06/7500	10.6/6000	V	114	9.36	101	6	45.25	✓	CBS	Jun 13	★★★★★
LX	96,615	125	1/ac	10.06/7500	10.6/6000	V	114	9.36	101	6	45.25	✓	CBS	Jun 13	★★★★★
ZX	1.01 lakh	125	1/ac	10.06/7500	10.6/6000	V	114	9.36	101	6	45.25	✓	CBS	NA	NA
VXL 125	1.10 lakh	125	1/ac	10.06/7500	10.6/6000	V	114	9.36	101	6	45.25	✓	CBS	NA	NA
SXL 125	1.14 lakh	125	1/ac	10.06/7500	10.6/6000	V	114	9.36	101	6	45.25	✓	CBS	NA	NA
150															
 We Say: Be there or be square? Square is cool. Also See: Aprilia SR 150, Honda Grazia, Suzuki Burgman Street, TVS Ntorq 125															
VXL 149	1.23 lakh	149	1/ac	10.2/7600	10.6/5500	V	114	NA	NA	6	NA	✓	✓	NA	NA
SXL 149	1.27 lakh	149	1/ac	10.2/7600	10.6/5500	V	114	NA	NA	6	NA	✓	✓	NA	NA
YAMAHA www.yamaha-motor-india.com															
CYGNUS RAY															
 We Say: Stylish scooter with a Yamaha badge. Also See: TVS Ntorq 125															
Ray ZR 125 (disc)	69,530	125	1/ac	8.2/6500	9.7/5000	V	99	9.43	88.93	5.2	NA	✓	CBS	Sep 20	★★★★☆
Ray ZR Street Rally 125	73,530	125	1/ac	8.2/6500	9.7/5000	V	99	9.43	88.93	5.2	NA	✓	CBS	Sep 20	★★★★☆
FASCINO															
 We Say: The lightest scooter yet from the Yamaha stable. Also See: Hero Maestro Edge 125, Honda Activa 125															
Fascino 125 (disc)	68,930	125	1/ac	8.2/6500	9.7/5000	V	99	9.43	88.93	5.2	NA	✓	CBS	Nov 20	★★★★☆

Electrics

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
ATHER ENERGY www.atherenergy.com							
 ATHER Top speed: 80 km/h (450 and 450X)* Tested: NA							
450	1.25 lakh*	51.1V	5.4	2.4	111	NA	75*
450X	99,000	51.1V	6.0	2.6	108	NA	85*
AVAN MOTORS www.avanmotors.com							
 XERO Top speed: 25 km/h (Xero)*, 45 km/h (Xero+)* Tested: NA							
Xero	62,000	48V	0.25	1.15	NA	NA	70*
Xero+	81,000	48V	0.8	1.15	NA	NA	106
BGAUSS www.bgauss.com							
 B8 Top speed: 50 km/h* Tested: NA							
B8 Lead Acid	62,999	60V	1.9	1.34	NA	NA	78*
B8 Lithium Ion	82,999	57.6V	1.9	1.45	NA	NA	78*
B8 Li Technology	88,999	57.6V	1.9	1.45	NA	NA	78*
CHETAK www.chetak.com							
 CHETAK Top speed: 60 km/h* Tested: NA							
Chetak Premium	1.15 lakh	NA	4.0	3.0	NA	NA	85*
ELECTROTHERM www.yobykes.in							
 YO ELECTRON Top speed: 25 km/h Tested: Aug 11							
YO Electron	28,000	48V	0.225	1.152	84	NA	70*
 YO XPLOR Top speed: 25 km/h* Tested: NA							
YO Xplor	32,000	48V	0.25	1.152	86	NA	70*
EVOLET www.evoletindia.com							
 PONY Top speed: 25 km/h Tested: NA							
EZ	39,499	48V	0.35	1.152	NA	NA	65*
Classic	49,499	NA	0.35	NA	NA	NA	65*
 POLO Top speed: 25 km/h Tested: NA							
EZ	44,499	48V	0.35	1.152	NA	NA	60*
Classic	54,499	NA	0.35	NA	NA	NA	60*
 DERBY Top speed: 25 km/h Tested: NA							
EZ	46,499	60V	0.35	1.8	NA	NA	60*
Classic	59,499	NA	0.35	NA	NA	NA	60*

*on-road, Delhi

* - Claimed

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	0-20 (km/h) ACCELERATION	RANGE (km)
GEMOPAI www.gemopai.com							
 ASTRID LITE Top speed: 52.5 km/h Tested: Feb 20							
Astrid Lite	79,999	72V	2.4	1.7	160	1.96	55
HERO ELECTRIC www.heroelectric.in							
 HIGH SPEED Top speed: 25-40 km/h Tested: Mar 09							
Flash	29,990	48V	0.25	1.34	69	NA	NA
Nyx E5	58,990	48V	1.2	1.34	77	NA	50*
Optima E5	59,990	48V	1.2	1.34	73	NA	55*
Dash	62,000	48V	NA	1.34	NA	NA	60*
Optima ER	68,721	48V	NA	NA	83	NA	110
Nyx ER	69,754	48V	NA	NA	87	NA	100
 PHOTON Top speed: 45 km/h Tested: NA							
Photon	NA	72V	1.8	1.87	87	NA	80*
KABIRA www.kabiramobility.com							
 KM Series Top speed: 100/120 km/h* Tested: NA							
KM 3000	1.27	73.6V	6.0	4.0	NA	NA	120*
KM 4000	1.37	73.6V	8.0	4.4	NA	NA	150*
LOHIA AUTO www.lohiaauto.com							
 OMA STAR Top speed: 25 km/h Tested: Aug 11							
Oma Star	35,540	48V	0.25	0.96	NA	NA	60*
Oma Star Li	49,690	48V	0.25	0.96	66	NA	60*
OKINAWA www.okinawascooters.com							
 RIDGE Top speed: 45 km/h Tested: Apr 17							
Ridge	42,013	60V	0.8	1.44	96	3.35	70
Ridge+	64,988	60V	0.8	1.56	NA	NA	110
 PRAISE Top speed: 62.30 km/h Tested: May 18							
Praise	59,889	72V	2.5	NA	140	2.34	105
REVOLT www.revoltmotors.com							
 RV Top speed: 45-65 km/h Tested: NA							
RV300	84,999	60V	1.5	2.75	101	NA	110*
RV400	98,999	72V	3.0	3.24	108	NA	100*
TVS www.tvsmotor.com							
 iQUBE Top speed: 78 km/h* Tested: NA							
iQube	1.15 lakh*	NA	4.4	NA	118	NA	75*



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