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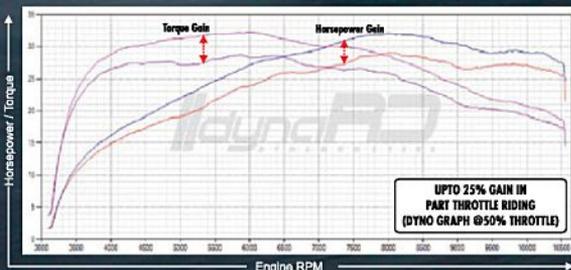
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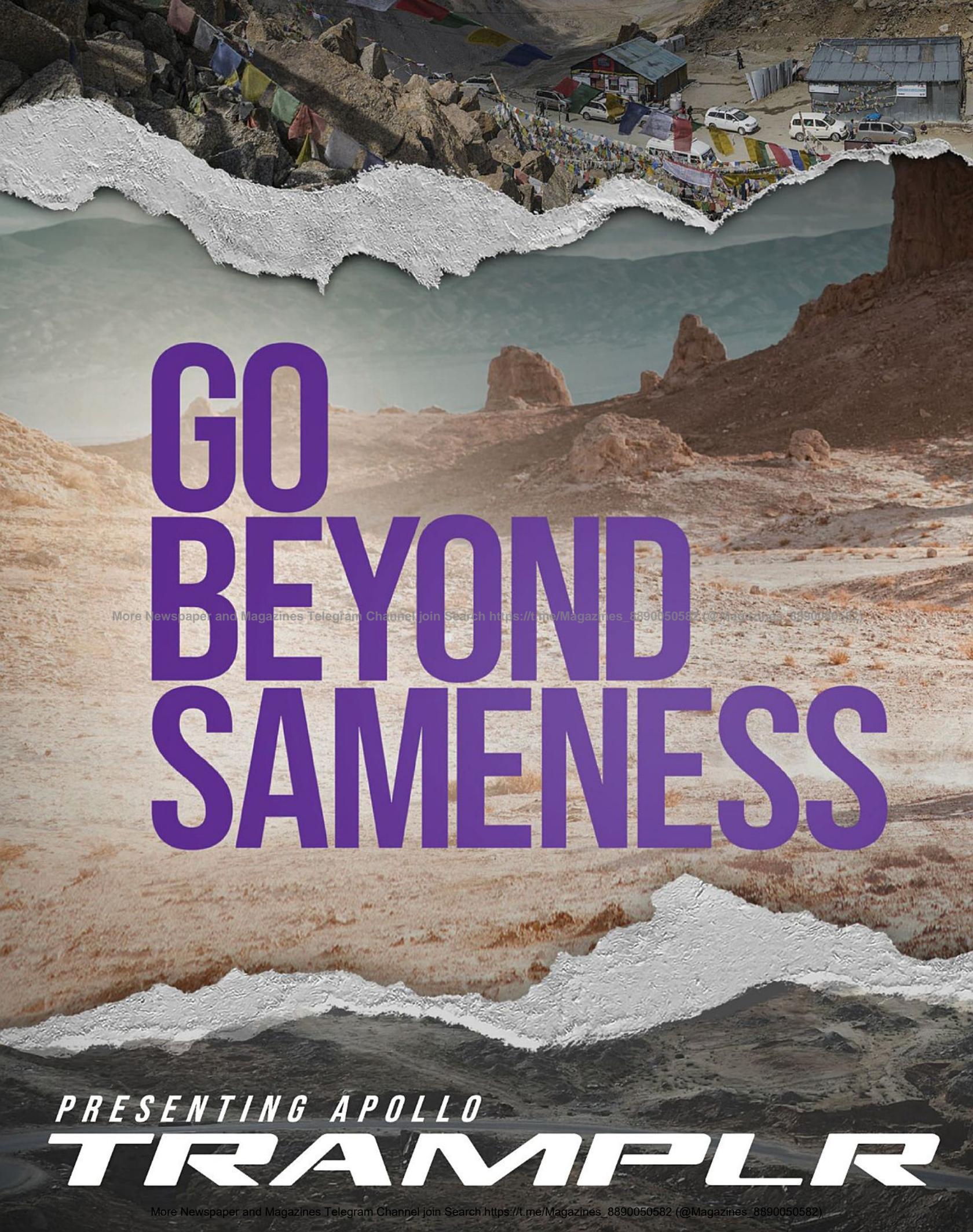
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## A Reasonably Priced Good Motorcycle

I WAS NOT ABLE TO GO FOR THE FIRST RIDE of the Aprilia RS 457 organised in January this year at the Kari Motorway racetrack in Coimbatore, but I had an opportunity to ride it last month. It may be recalled that the RS 457 was unveiled just before the Indian MotoGP race in September last year and it was not possible for us to bring you an in-depth report at that time.

The twin-spar pivot-less chassis of this motorcycle is made of cast aluminium and it is a two-piece unit split in half at the headstock and bolted together where the steering column is mounted. The cast aluminium construction is extremely strong

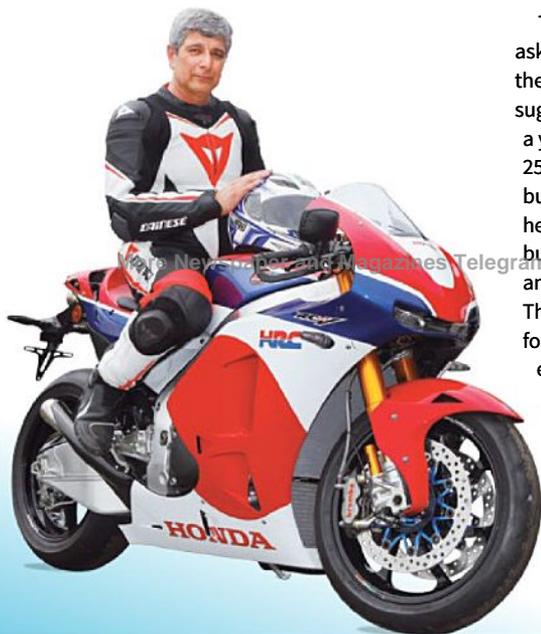
and this gives the chassis a lot of strength and rigidity, besides making it less prone to flexing. The solid frame and good suspension make it handle very well too.

The 270-degree firing order parallel-twin motor produces good power and torque throughout the rev-range and that makes the motorcycle easy to ride both in the city and on the highway. The only drawback is that there is considerable mechanical noise and that adversely affects the refinement aspect.

There is a good amount of kit on the bike such as an upside-down (USD) fork and radial disc brake calliper at the front. On the whole, the Aprilia RS 457 is a good bike at that price.

The most frequent question that I am asked by first-time-buyer parents concerns the best motorcycle for their son. My suggestion is to start with a 125-cc bike. After a year, one may consider upgrading to a 250-cc bike and so on. It is not advisable to buy your son/daughter a superbike as his/her first motorcycle even if you can afford to buy one; it will only land him/her in trouble and, worse still, it will be too late by then. Therefore, please avoid high-powered bikes for you kids until they gain enough riding experience and are capable of handling a powerful motorcycle.

**Aspi Bhathena** EDITOR

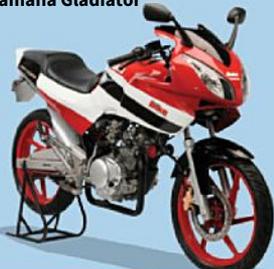


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- Team headed by the only Indian to have **raced at the Isle of Man TT**
- We don't just test **bikes**, we **build them ourselves** too
- In case there is a **problem** in a bike, we don't just **find faults**; we suggest appropriate **solutions**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



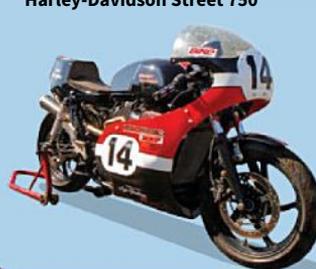
2006 We built the **Yamaha Gladiator**



2016 We built the **Bajaj Pulsar AS200**



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



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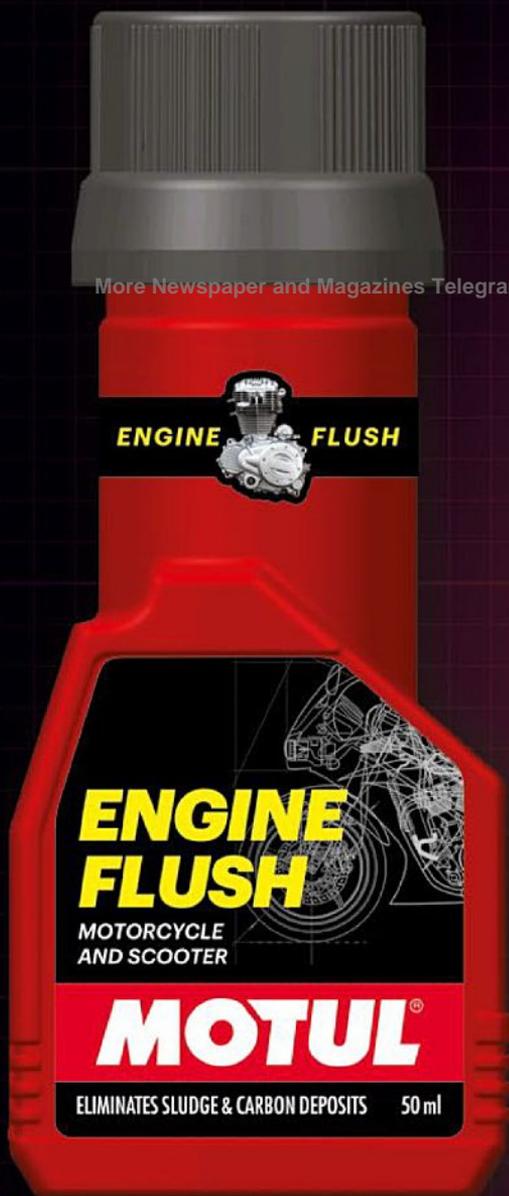
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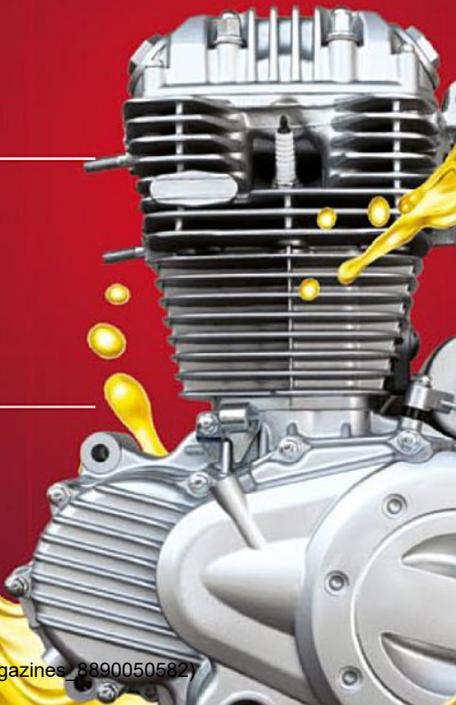
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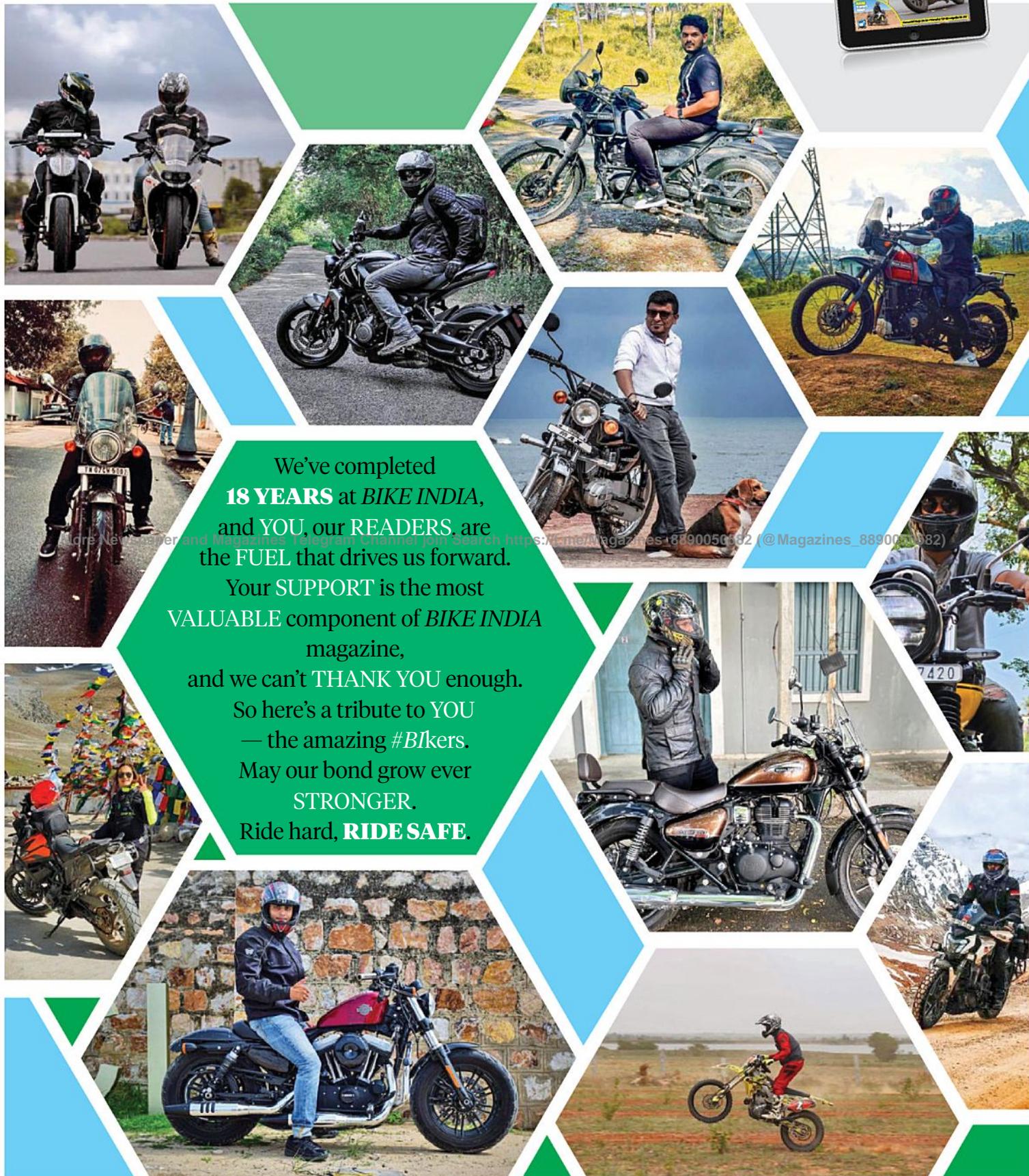
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Note: Riding pictures where the riders are not wearing appropriate gear will not be considered for this section.



We've completed **18 YEARS** at *BIKE INDIA*, and **YOU**, our **READERS**, are the **FUEL** that drives us forward. Your **SUPPORT** is the most **VALUABLE** component of *BIKE INDIA* magazine, and we can't **THANK YOU** enough. So here's a tribute to **YOU** — the amazing **#Bikers**. May our bond grow ever **STRONGER**. Ride hard, **RIDE SAFE**.

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# CONTENTS

JUNE 2024 / VOLUME 19 / ISSUE 11

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## REGULARS

- 6 Editorial
- 8 YOU
- 14 Ignition
- 24 Readers Write
- 82 BI GBU

## FEATURE

- 26 **Ampere Nexus**  
The Nex' big thing is here
- 74 **TVS YMRP 8.0**  
Young media racers take it to the track

## FIRST RIDE

- 28 **Ducati DesertX Rally**  
Upping the adventure bike ante
- 34 **Ather Rizta**  
Ather's "family" scooter ridden



## TESTED

- 38 **Suzuki V-strom 800DE**  
A new take on the middleweight ADV
- 44 **Honda NX500**  
Exciting new 500-twin hits the wringer
- 50 **Kawasaki Ninja ZX-6R**  
Latest iteration of the iconic supersport
- 56 **Ducati Scrambler Full Throttle**  
Next-gen Scrambler brings the thrill
- 60 **Aprilia RS 457**  
Noale's fire-breathing compact supersport
- 64 **Yamaha YZF-R3**  
Much-loved Japanese twin returns
- 68 **River Indie**  
Homegrown "SUV" of electric scooters



## SPORT

- 76 **MotoGP: France**
- 80 **News**

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## PROPERLY READY TO RACE!

The KTM 990 RC R finally arrives as a spiritual successor to the 1190 RC8 R



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**Above:** WP 43-mm USD fork is fully adjustable

**Right:** Sharp tail-section aids aero effect

**E**VER SINCE THE PRODUCTION of the KTM 1190 RC8 R came to an end in 2015, there have been no superbikes from Mattighofen. That's about to change with the new 990 RC R, the Austrian marque's latest superbike that is slated to go into production in early 2025.

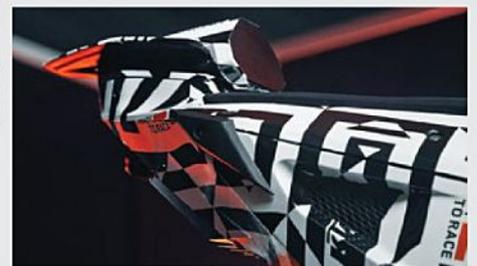
Details are scarce but KTM have revealed a few things about the upcoming machine such as it will spawn a road-legal bike as well as a track-only version.

It gets the 947-cc, liquid-cooled, parallel-twin LC8c engine from the 990 Duke, but the power has gone up by five hp (from 123 hp to 128 hp). Torque remains the same at 103 Nm but comes at a much higher 10,500 rpm as compared to the 6,750 rpm of the Duke. The peak power comes in at 9,500 rpm in the Duke, so we may safely assume a higher rpm for peak power for the RC R. There's a new ergo-crafted condensed stainless steel muffler for the engine as well. Power is sent through a six-speed transmission that can be reversed to a race-shift pattern (one-up-rest-down) as standard.

The steel chassis and die-cast aluminium subframe, derived from the 990 Duke, have been crafted with forward-weight bias and the front end is further stabilised with winglets on the fairing. This marks a departure from the RC 8C track bikes as those had a Kramer-made tubular steel chassis. The steering head angle is 25 degrees, which is slightly more relaxed than the 24.5-degree angle of the 990 Duke.

The fuel-tank has been optimized for a tucked-in riding position and the foot-pegs are adjustable as well. Fully adjustable WP suspension at both ends and Brembo brakes round it off. Considering the bike has been developed from the 990 Duke, we may expect a comprehensive electronics package, including multiple ride modes, a bi-directional quick-shifter, cornering ABS, and cornering traction control.

Furthermore, the KTM 990 RC R prototype will make appearances as a wildcard entry in non-point scoring races in the European Supersport series this year itself. Now, if only KTM decided to make an RC version of that 1390 Super Duke R Evo...



# Brixton of Austria Set to Enter the Indian Market

BRIXTON, THE AUSTRIA-BASED MANUFACTURER OF MOTORCYCLES, IS ALL set to enter the Indian market as part of a joint venture with KAW Veloce Motors Pvt Ltd (KVMP). This is not another completely built-up unit (CBU) venture, with the two companies setting up a manufacturing plant in Kolhapur, Maharashtra. KVMP will look after the manufacturing and distribution of all Brixton motorcycles in India.

We hear that the joint venture is going to launch four models in India, which are being developed at Brixton's Austrian Design Centre. Brixton and KVMP also plan to set up a research and development facility in India, presumably with a view to leveraging India's engineering talent in designing and developing low-cost commuters and budget performance motorcycles.

Brixton first appeared on the global scene in the 2015 EICMA show and the motorcycles started to reach the customers in 2017. It is the result of a joint venture between Brixton and the Chinese motorcycle manufacturer, Gaokin, with the latter supplying the engines to the former.



## Yamaha Call of the Blue

YAMAHA RECENTLY HELD THEIR "CALL OF THE BLUE" CUSTOMER EVENT in Pune at the R M D Sinhgad School of Engineering campus. The aim of the event was to foster the community of Yamaha riders and give them something fun to do on a Sunday morning.

There were Gymkhana and slow-riding race events for the riders, as well as the thrill of racing in the MotoGP for Team Yamaha, albeit via a gaming console. The event was co-sponsored by Monster Energy, who are the

sponsors of the Yamaha factory squad in MotoGP.

Yamaha also lined up their entire Indian market offerings for the customers to see at close quarters and there were stalls selling Yamaha-branded helmets, riding gear, lubricants, and we even spotted an R1, in 1:12 scale though.

The riders arrived astride various Yamaha motorcycles such as the R15, MT15, FZ, and even a few FZ25s. Overall, it was heartening to see that Team Blue is still immensely popular with their customers.

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## New Colours for KTM 200 and 250 Duke

THE KTM 200 DUKE AND 250 DUKE NOW COME in a variety of eye-catching new colour options from the Austrian manufacturer. Electric Orange and Dark Galvano are the two new eye-catching colour options for the KTM 200 Duke, along with new decals. The Silver Metallic matte finish will still be available with the two aforementioned new colours. Atlantic Blue is the new colour option available for the KTM 250 Duke.



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## Moto Morini Prices Reduced

THE ITALIAN BRAND, MOTO MORINI, HAS REVISED AND REDUCED THE prices of two of its models. The X-Cape 650, originally priced at Rs 7.30 lakh, is now available for Rs 5.99 lakh, which means a drop of Rs 1.31 lakh. The more off-road oriented X-Cape 650X was previously priced at Rs 7.50 lakh. Its price has now been reduced to Rs 6.49 lakh, which means a drop of Rs 1.01 lakh.



## Ampere Prices Revised

GREAVES ELECTRIC ANNOUNCED A SIGNIFICANT PRICE REVISION OF THEIR highest-selling models of Ampere electric scooters. The company's best-selling scooter, Magnus EX, with a certified range of more than 100 kilometres, and another model, the LT, with a certified range of about 80 km from a single charge, are now offered for Rs 94,900 and Rs 84,900 (ex-showroom) respectively. Additionally, Ampere's entry-level electric scooter, the Reo Li Plus, is now offered for an incredible ex-showroom price of Rs 59,900.

## First TVS Eurogrip Brand Store Opened

THE WELL-KNOWN INDIAN TYRE MANUFACTURERS, TVS EUROGRIP, HAVE opened their first tyre store in Velachery, Chennai. The store will be a one-stop store for the company's entire range of tyres and tubes for two- and three-wheelers. The company has partnered with TVS Racing, so the customers will be able to buy riding gear and accessories. The store will also retail two-wheeler lubricants from Veedol.

The brand store has been designed to cater to all aspects of tyre care, allied services, and two-wheeler riders' requirements. It offers facilities such as EV charging, lubricant/engine oil change, warranty-related services, air pressure check, filling, and tyre fitting as well as tyre care and puncture repair.



## New Colours for the Yamaha FZ-S

INDIA YAMAHA MOTOR'S STREET-FIGHTER MOTORCYCLE, FZS-S FI, NOW comes in exciting new colour options: Cyber Green and the recently released Ice Fluo-Vermillion. Following these changes, buyers will be able to select from among six other colours for the FZ-S Fi, besides Ice Fluo-Vermillion and Cyber Green. These comprise Majesty Red, Racing Blue, standard matte black, and metallic grey. The bike in the new colours would cost Rs 1,29,700 (ex-showroom). Yamaha claim that the new colours are designed for the younger generation.



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## Royal Enfield Continental GT Cup

REGISTRATION FOR THE ROYAL ENFIELD CONTINENTAL GT CUP began on 13 May 2024. They have four zonal selection rounds planned in Guwahati, Bengaluru, Pune, and New Delhi. Guwahati will host the zonal selection rounds on 25 and 26 May, while Bengaluru will host them on 1 and 2 June. The rounds in Pune and Delhi are scheduled for 8 and 9 June and 15 and 16 June respectively.

Participants can register in either the Professional or Amateur category, depending on their eligibility. The four zonal rounds will select a total of 48 amateur riders comprising the top 12 riders

from each zone. The GT Cup Amateur and Pro final selections will take place from 27 to 30 June 2024 at the Kari Motor Speedway, Coimbatore. A total of 48 amateur riders and 50 professional riders will be participating in the GT Cup. Twelve of the fastest riders from each category will qualify to compete in the championship. The season, beginning in June 2024, will culminate in November 2024 with three rounds and eight races: round one (9 to 11 September), round two (13 to 15 September), and round three (15 to 17 November).



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## Kawasaki Ninja 400 Discontinued

KAWASAKI INDIA HAVE DISCONTINUED THE NINJA 400. THE BIKE WAS ON sale as a completely built-up unit (CBU) with a 399-cc parallel-twin motor that produced 45 hp at 10,000 rpm and 37 Nm of torque at 8,000 rpm. Now they have replaced the 400 with the Ninja 500. At Rs 5.24 lakh (ex-showroom), the 451-cc sport bike gets slotted between the Ninja 300 and the Ninja 650. The Ninja 500 competes with the Aprilia RS457 and the Yamaha YZF-R3.



## Honda R&D Centre in Bengaluru

HONDA R&D (INDIA) PRIVATE LIMITED (HRID), A DIVISION OF HONDA MOTOR Company Limited and the company's research and development branch for motorcycles and power products in India, opened its new Solution R&D Center in Bengaluru, Karnataka. Honda have set a global goal to become carbon-neutral across all of their business operations and product lines by 2050. The company is also trying to make a large number of its products carbon-neutral in terms of energy sources.

In the motorcycle industry, Honda want all of their motorcycles to be carbon-neutral by the year 2040. The R&D Center will work on software and linked services by utilising the technologies and concepts of research and development businesses. This will enable the centre to incorporate complex mobility technologies into the development of electrified vehicles more quickly.



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## BMW M 1000 XR

BMW'S SPORT-TOURER GETS A PERFORMANCE BOOST WITH "M" BADGING. BMW have launched the M 1000 XR at Rs 45 lakh (ex-showroom), powered by their liquid-cooled, 999-cc, in-line four, based on the S 1000 RR, with 201 hp and 113 Nm. That's 31 hp more than the S 1000 XR.

The M 1000 XR has winglets on the side-panels. It comes equipped with Brake Slide Assist, Shift Assistant Pro, Launch Control, Pit Lane Limiter, Hill Start Control Pro, and M Carbon wheels. The new M XR's instrument cluster provides the M start-up animation. It also has a 6.5-inch TFT display, updated rev-counter display, and OBD interface for the M GPS Datalogger and M GPS Laptrigger.

## BMW S 1000 XR

BMW MOTORRAD INDIA HAVE LAUNCHED THE 2024 VERSION OF THEIR sport-tourer, S 1000 XR. Powered by a now re-worked 999-cc, in-line, four-cylinder, the bike makes 170 hp at 11,000 rpm and 114 Nm of torque at 9,250 rpm. Its engine has been reworked and is now more efficient in performance and is capable of going from 0 to 100 km/h in 3.25 seconds with a top speed of 253 km/h. It has a seat height of 850 mm, which is adjustable, and gets an optional M package which comes with the exclusive Light White colour option, along with a sportier seat, a battery that is lighter in weight, and forged wheels. It carries a price tag of Rs 22.50 lakh (ex-showroom).



## TVS Apache RTR 160 Black Editions

TVS MOTOR COMPANY HAVE LAUNCHED THE APACHE RTR 160 BLACK Editions. As one may make out from the nomenclature, both Apaches get a full-black treatment. While the Apache RTR 160 2V is priced at Rs 1.20 lakh, the more powerful and advanced Apache RTR 160 4V is

priced at Rs 1.25 lakh (both prices ex-showroom).

The RTR 160 4V has a 159.7-cc single-cylinder engine that produces 17.5 hp at 9,250 rpm and 14.7 Nm at 7,250 rpm. It has a five-speed transmission and weighs 144 kg, making it one of the lightest motorcycles to ride.

## Ducati Monster Senna Edition

DUCATI PAY HOMAGE TO THE LATE FORMULA 1 DRIVER, Ayrton Senna, by revealing a limited-edition Monster honouring his remarkable career as a Brazilian racing driver.

Ducati have chosen the Monster for paying homage because Senna was one of the first people to own the Monster 900. He also used to move around in Monte Carlo and showed up at gala events astride the Monster.

The Monster Senna's looks have been enhanced by the yellow/green/blue tag on the black rims, which are specifically manufactured for this model, along with the yellow paint on the brake callipers and the Termignoni homologated carbon-fibre silencers. Other distinguishing features include a customized seat, matching engine-guard, and a specialized dashboard animation. The limited-edition Senna retains the same engine as the Monster; the Testastretta 11°, liquid-cooled, L-twin which produces 111 hp. Only 341 limited-edition Ducati Monster Sennas will be produced. The "341" is a tribute to the legend's three world titles and 41 F1 Grand Prix victories.



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## TVS iQube

TVS HAVE LAUNCHED THREE NEW VARIANTS OF THEIR ELECTRIC SCOOTER, the iQube. There's a new base variant, priced at Rs 94,999 (ex-showroom) with a 2.2-kWh battery that promises a range of 75 km but, thanks to a 950-watt charger, it can reach 80 per cent state of charge in just two hours. The same 950-W charger is bundled with the range-topping ST variant which comes in two battery capacities, 3.4 kWh (100-km range) and 5.1 kWh (150-km range), the latter being one of the largest batteries in any electric scooter in the country.

The ST variant also comes with a new 7.0-inch TFT touchscreen console and a tyre pressure monitoring system. The price of the ST variant starts at Rs 1.56 lakh and goes up to Rs 1.85 lakh (all prices ex-showroom) for the 5.1-kWh variant.



## Ducati DesertX Rally

THE DESERTX RALLY IS DUCATI'S LATEST OFF-ROAD MOTORCYCLE. IT GETS 20 millimetres of additional travel. In all, 250-mm suspension travel at the front and 240-mm wheel travel at the rear is available thanks to KYB equipment. The updated wheels, lightweight Takasago Excel rims, carbon steel spokes, and lighter billet aluminium hubs make the Rally more off-road ready. The handlebar-mounted Öhlins steering damper is directly adjustable while the forged carbon sump guard is more durable. The new livery adopts the same colours and visuals as the DesertX, which Antoine Meo used to win in the Erzbergrodeo Prologue. Ducati haven't made any changes in the engine and it is in the same state of tune as the one powering the standard model.

At Rs 23.70 lakh, the DesertX Rally is about Rs 5 lakh dearer than the DesertX.

# READERS WRITE

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**NOTE:** Dear readers, thank you for the large number of responses! However, we request you to send them in a proper format. Firstly, please ensure that your messages/queries are part of the e-mail body 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 e-mail is for the 'Readers Write' column, please mention READERS WRITE in the subject line. Otherwise, your mail could land up in the spam bin. This will ensure that your e-mails are published regularly.

- Editor



## ADV Below Rs 15 lakh

→ With a budget of Rs 15 lakh, which ADVs should I consider? My use involves touring and the occasional trail ride. I am not into hardcore off-roading but do ride on broken roads a lot. So, the motorcycle must be both reliable and comfortable. Please advise me.

Aniket B, via social media

Dear Aniket,  
Within that budget, we would suggest you test-ride both the Honda XL750 Transalp and the Suzuki V-strom 800DE. They are similar in terms of functionality and should meet your requirements perfectly well. While the Honda is more powerful, the V-strom is more accessible and offers more kit as standard. Unfortunately, neither of them can run tubeless tyres.



## NS Family Inheritance

→ May we expect to see the new features of the Bajaj Pulsar NS400Z in the NS200 too?

Shiv, via social media

Hello, Shiv,  
Their track-record shows us that Bajaj do bring updates to their motorcycles frequently and we may expect the same in this case too. However, there is no confirmation as yet as to which features one may expect and when.

## NS400Z Fuel Efficiency

→ What is the fuel-efficiency figure of the Bajaj Pulsar NS400Z?

Sushil Wanjari, via social media

Dear Sushil,  
Bajaj claim that the Pulsar NS400Z is capable of returning as much as 28.5 kilometres to a litre.



## Engine Refinement

→ How refined is the engine of the Aprilia RS 457?

Nalin, via social media

Hello, Nalin,  
We feel the RS 457's engine could do with some more refinement. However, it is merely an observation and not a complaint. For the kind of performance it delivers, the current refinement level is fair. It does not mar the ride experience, if that is what you wish to know.



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**GREAVES  
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# Redefining the Ideal Family Electric Scooter

With its aggressive pricing, a well balanced list of features, and by being the most premium electric scooter in the line-up, the Ampere Nexus aims to take charge of the family electric scooter segment

Story: **Gaurav Davare**

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# NEXUS

FOR THE ONES WHO TAKE CHARGE



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IN A POPULOUS COUNTRY LIKE INDIA, FAMILY scooters are a dime a dozen and a similar trend has emerged even in the rapidly growing electric scooter space. Ampere EV already has a long line of family-oriented electric scooters and the company is aiming to redefine this segment with the Ampere Nexus, its most premium electric scooter yet.

Despite being Ampere's flagship electric scooter, the company has managed to price it aggressively at an introductory Rs 1.10 lakh for the EX variant and Rs 1.20 lakh for the ST variant (both prices ex-showroom). Post the introductory period, those prices will go up to Rs 1.20 lakh and Rs 1.30 lakh, respectively.

The Nexus immediately stands out with its fairly boxy design language. The angular headlamp and LED daytime running lights (DRL) add a futuristic yet youthful vibe. Going further down below, a dual-tone black strip adds a nice bit of contrast to the Zanskar Aqua, Lunar White, Steel Grey, and Indian Red paint options on offer. Towards the side, the long single-piece seat and flush-fit foot-pegs blend in nicely with the simple boxy body.

Unique looks aren't everything as the Ampere Nexus packs a 7.0-inch TFT instrument console with Bluetooth connectivity, navigation, and music controls. It also displays data such as the

speedometer, tachometer, battery range, call and SMS notifications, and odometer. There's also a Night Mode, Limp Home, and Day Mode screen setting. It's interesting how the EX and ST variants differ, as the base model gets a smaller 6.2-inch LCD instrument cluster and only does without Bluetooth connectivity and related features.

Crucially, the EX and ST variants are identical mechanically. A three-kWh LFP battery offers a claimed range of 136 kilometres. This gives juice to a mid-mounted permanent magnet synchronous motor producing 4.0 kW (5.4 hp), enough for a top speed of 93 km/h in Power mode. There are four other ride modes: City, Eco, Limp Home, and Reverse. A 15-Ampere charger that comes as standard is claimed to fully charge the Nexus in 3.3 hours, a 25-A charger being an optional accessory. It rides on 12-inch wheels shod with 90-section tyres and there's a disc brake at the front. Rounding off the mechanicals are a telescopic fork and twin rear shock-absorbers, a front disc brake (a first for an Ampere), and a rear drum brake.

With its launch, the Ampere Nexus makes a strong case for potentially redefining the electric family scooter segment with its aggressive pricing, unique design, and minimal differentiation between the variants on offer. **Bike**



**Safest LFP battery: fastest charging in 3.3 hours**



**Diamond-cut lamps with max brightness**



**4x stronger exoskeleton**



**Hybrid swingarm with twin suspension**



**7.0-inch TFT: brightest touchscreen**



# READY TO TAKE ON THE WORLD

Story: **Adam Child 'Chad'** Photography: **Alex Photo**



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Not one to stand still for a second longer than absolutely necessary, Ducati have upped the adventure bike ante once again with the DesertX Rally, a higher-spec and genuinely race-capable development of the excellent DesertX



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## FIRST RIDE | DUCATI DESERTX RALLY

**T**HE RALLY IS TRULY A DESERTX on steroids, a road-legal ready-to-race bike with beefed-up, long-travel KYB suspension and little in terms of componentry and intent to separate it from the machine that won the twin-cylinder class of the recent Iron Road Prologue at the Erzbergrodeo. Its styling cues shift

somewhat from desert raider to enduro—note the high-mount front mud-guard—while paintless “mass-coloured” plastics and a forged carbon bash-plate signal a tougher and more durable machine expected to take a few hits.

Like the base DesertX, the Rally is powered by the eminently versatile 937-cc Testastretta 11° L-twin that produces 110 hp at 9,250 rpm and 92 Nm at 6,500 rpm. Ducati's DQS quick-shifter is standard and service intervals are every two years or every 15,000 kilometres, with valve clearance checks at 30,000 km. On the electronics front, there are six riding modes perming from four power modes, three levels of engine braking, eight traction control settings, three levels of cornering ABS, and switchable wheelie control. Thus, plenty to play with.

I had not ridden a DesertX for six months but, on our two-day test in the wilds of Morocco, the new Rally felt instantly familiar, with easy-to-understand switchgear and those myriad modes and rider aids at my fingertips. In the congested streets of Marrakesh, I selected Urban mode, then opted for Sport mode on the asphalt road out of town and, when we hit the dusty trails, Enduro followed by the full power Rally mode as the pace got hotter. All done, thank you very much, in a moment and on the move, eyes still on the view ahead.

As the conditions change, the Rally pilot can simply switch

among the modes by quickly closing the throttle and selecting, tuning the bike's characteristics to the terrain and the moment. It is fast and intuitive and the dash communicates the changes clearly. The six riding modes are Sport (full power), Touring (95 hp with a softer delivery), and Urban (75 hp). Wet mode ups the intervention levels of the electronic aids, while the two off-road modes deliver 75 hp and a rapid throttle response (Enduro) and full power with minimal intervention from the ABS and traction control, and none at all from the deactivated wheelie control (Rally).

The system is so polished and easy that it is like having an extra control. On the dirt, I would input Rally mode for effortless stand-up wheelies and then, for a tricky sandy section, pop it back into Enduro for less power and more support from the traction control and other rider aids—and do so without having to think about it at all.



**Left:** There are settings for everyone

**Below:** The Rally is a DesertX on steroids





“ I have never ridden an adventure bike on dirt with so much confidence. And that is priceless ”

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Everything in the drivetrain, from throttle to gearbox, is also on point. A lovely spread of torque blends with the slickest of up-and-down quick-shifters to deliver perfectly metered drive. It is smooth and willing one minute and able to land a serious punch the next. Grab a handful of throttle in second gear with DWC removed and the front wheel will climb skywards.

But the real story of the Rally is not its engine but its chassis, because the quality of KYB suspension units is simply outstanding. Up front a pair closed-cartridge 48-millimetre diameter forks have 250 mm of travel (compared to the DesertX's 46-mm diameter forks with 230 mm of travel) and marginally lighter springs. The yokes are billet aluminium and give one millimetre more offset. At the rear, a fully adjustable KYB shock also gets a remote spring preload adjuster. Stroke goes up from 220 mm to 240 mm while ground clearance increases by 30 mm to 280 mm and seat height goes up from 875 mm to a vertiginous 910 mm, making it the highest perch on any current production bike.

This lofty statistic may put some shorter riders off the Rally. However, if you want a bike to work like a racer off road, these are the dimensions you have to work with. Furthermore, I am under 5' 7" and the altitude of the seat was not as intimidating as I expected, mainly because both seat and bike are narrow, which meant I could get one foot securely down while just about reaching the back brake or gear selector with the other, though I did find it difficult to flick up the side-stand while being astride and even taller riders struggled. ▶



**Above:** Adequate protection for the sump

**Above left:** Radiator also gets its own guard

**Left:** Even the engine is well protected

## FIRST RIDE | DUCATI DESERTX RALLY

On paper, it is also a reasonably heavy bike (203 kg dry/211 kg wet weight, no fuel) but does not feel it, even when fully fuelled. What it does feel like, though, is sensational. Simply, the Rally is one of the best adventure bikes I have ever ridden off road.

Some 90 per cent of our ride was on dirt, ranging from fast open dunes and desert to slow and rocky sections, and the KYB suspension was faultless throughout—so controlled, it behaved as if on paved road rather than churning dirt. Like the proverbial swan that is so graceful on the surface but working frantically underwater, the KYB units take everything you can throw at them and more.

I deliberately tried to provoke the Rally by slamming the throttle shut over humps to agitate the rebound. I tried hitting rocks while on the brakes. I even deliberately landed badly off jumps. And the bike soaked it all up. All day, on both days, the Rally made fast, fun dirt riding effortless. It gave me time to scan ahead, feedback everything I needed to know about grip levels, and responded to my inputs smoothly, driving impeccably through power-sapping sand and making me look so much better than I am. At 130 km/h on a loose surface that would normally make me tense, I realised I was totally chilled-ish.

The 21-inch front and 18-inch rear wheels feature hubs machined from solid aluminium, carbon steel spokes, and Excel rims, with the rear rim half-an-inch narrower to optimize off-road grip. Tubed Pirelli Scorpion Rally STR tyres are standard while Brembo M50 Monobloc callipers and 320-mm discs do the work up front and are supported by a Brembo twin-piston calliper and 265-mm disc at the rear, with cornering ABS controlled by a Bosch IMU.

Comfort remains largely untested for I stood up on the new pegs for most part of the ride and spent little time on the new seat. The new pegs are worth a mention, though, as they are wide, solid, and very grippy even in the wet. The gear-shifter and brake pedal are both machined from solid alloy and adjustable to suit off-road or on-road use.

**Right:** Pirelli Scorpion Rally STRs are apt here



**Right:** That is 250 mm of travel courtesy KYB



**Below:** On road abilities remain to be tested properly

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## | **Bike** SPEC TALK

### > **Ducati DesertX Rally**

**Price:** £18,999 (in the UK, or ₹ 19.85 lakh)

#### > **ENGINE**

**Configuration:** Liquid-cooled 90° V-twin

**Valve-train:** Four valves/cylinder, desmodromic

**Displacement:** 937 cc

**Bore x Stroke:** 94.0 x 67.5 mm

**Compression Ratio:** 13.3:1

**Fuelling:** Bosch electronic fuel injection, 53-mm throttle bodies, ride-by-wire

**Maximum Power:** 110 hp at 9,250 rpm

**Maximum Torque:** 81 Nm at 6,500 rpm

**Clutch:** Wet, multiplate, slipper and self-servo, hydraulic control

**Transmission:** Six-speed, chain final drive, quick-shifter

#### > **CHASSIS**

**Type:** Tubular steel trellis

**Front Suspension:** KYB 48-mm closed-cartridge fork, 250 mm travel, adjustable compression and rebound

**Rear Suspension:** KYB shock-absorber, 240 mm travel

**Front Brake:** Twin 320-mm discs, four-piston Brembo M50 monobloc radial callipers, cornering ABS

**Rear Brake:** 265-mm disc, two-piston Brembo calliper, cornering ABS

**Front Wheel:** 2.15 x 21-inch, wire-spoked

**Rear Wheel:** 4.00 x 18-inch, wire-spoked

**Front Tyre:** 90/90-21, Pirelli Scorpion Rally STR

**Rear Tyre:** 150/70 R18, Pirelli Scorpion Rally STR

**Rake/Trail:** 27.6°/122 mm

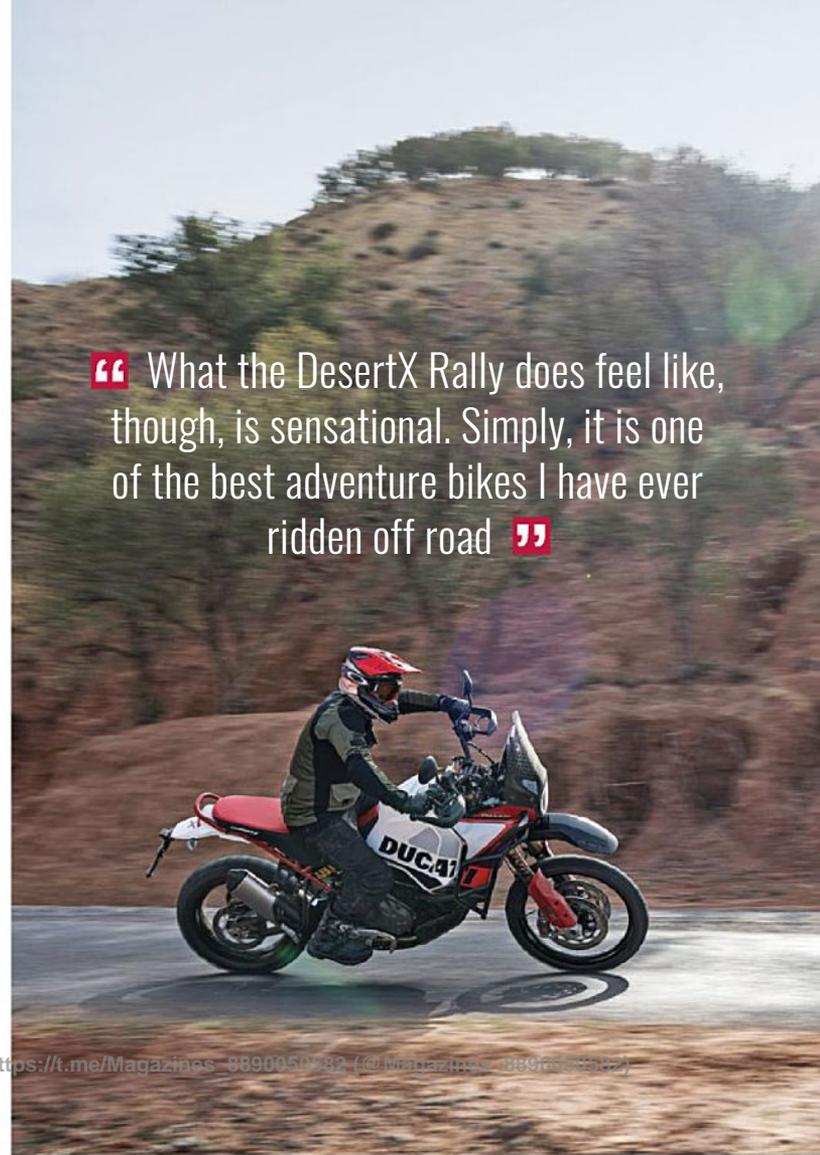
**Wheelbase:** 1,625 mm

**Seat Height:** 910 mm

**Ground Clearance:** 280 mm

**Tank Capacity:** 21 litres

**Weight:** 211 kg (wet, no fuel)



“ What the DesertX Rally does feel like, though, is sensational. Simply, it is one of the best adventure bikes I have ever ridden off road ”



**Left:** The level of detail is amazing

With the rear brake pedal flipped over into its off-road position, it allows you to use the back brake with rare finesse, even in off-road boots.

The DesertX Rally is expensive. Priced at just below £19,000 (Rs 19.85 lakh), it is £4,000 (Rs 4.18 lakh) above the standard DesertX (£14,995 = Rs 15.67 lakh). It is, however, equipped with high-end components, so while the asking price is high, it is easy to see where the money has been spent. The portrait oriented five-inch dash is, for example, pure class and has both connectivity and two display modes, standard and rally, both of which are clear and easy to read. A “Utility Bar” for extra mountings above the clocks is also a neat touch.

Our test bike was (wisely) fitted with a full external steel engine cover and a radiator guard (both of which cost extra money). Importantly for those who plan to ride their Rallys as intended, a couple of days in the desert, with dust and rocks being thrown in all directions, left our test machine still looking like new, with no obvious sign of wear from enduro boots covered in grit rubbing against the bodywork. Even the carbon-fibre sump-guard appeared unblemished.

Of course, our desert-based test leaves us in the dark about the Rally’s abilities on asphalt, but I can already and confidently state it is arguably the best road legal “big” adventure bike I have ever ridden off road, the suspension, perhaps, the finest I have experienced on non-road terrain.

But this is not a radical adventure bike aimed at an extreme audience; the rider aids and modes, along with the friendly power delivery, make it versatile and usable to a wide range of riders. Yes, the 910 mm will be too tall for some and the £18,999 (in the UK, that is Rs 19.85 lakh) is a lot of money, but I forgive its flaws because I have never ridden an adventure bike on dirt with so much confidence. And that is priceless. **Bike**

# Hamara Ather?

The Ather Rizta promises to be a family scooter while retaining the fun-to-ride aspect that is synonymous with the Ather brand. We take a closer look

Story: **Sayantana De** Photography: **Sanjay Raikar**

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**T**HE FOUNDERS OF ATHER ENERGY SET out to create a performance scooter with handling to match and this they achieved with the 450 series. It packed a bunch of thoughtful features to make life easier on a day-to-day basis. However, “performance” is a niche market in India, so Ather decided to apply their know-how to creating their version of the ultimate family scooter and they called it the Rizta. We think this is a stylised version of the Urdu word *rishita*, which means “relation”. Can the family scooter become a family member? We went to Nandi Hills in Bengaluru to find out.

Ather went for a rather conservative styling for the Rizta, which means while the design is not going to excite anyone, it is also not going to offend anyone. The scooter’s bodywork has flat panels and straight lines, which give it a functional appearance. This works in the scooter’s favour, particularly with the dual-tone colours available on the higher trims, though the monotone colourways are appealing on account of their simplicity. The flat floorboard and the huge seat are all straight lines as well and the exposed belt drive of the 450 series has been given a neat little cover on the Rizta.

Thanks to the aforementioned huge seat and tall-ish handlebar, it was

easy to find a comfortable riding position as I had ample room to slide back on the seat. We tried two-up riding as well and, true to Ather’s claim, it was a cinch to fit two riders and a packed camera bag between them on the seat. Under the seat, there’s a 34-litre storage which has a light and a port to connect the Power Hub accessory which can charge mobile phones as well as the Ather Halo smart helmet. However, the coolest storage accessory is undoubtedly the organiser that can be lifted straight out of the storage loaded with your shopping and luggage, thus ensuring that forgetting to pack a shopping bag is a thing of the past on the Rizta. An optional front luggage organiser, which Ather call the “Frunk”, adds 22 litres of storage. One of the major irritants was the side-stand, which has a tendency to bounce back if opened in haste and without deliberation. Ather promised us that they would look into this.

The Rizta also marks the début of AtherStack 6, the sixth generation of Ather’s operating system (OS) for their scooters, and there are some hits and misses. On the one hand, the ability to share your live location with a pre-set contact as an SOS is incredible in terms of security, along with Google Maps integration which makes life so much easier; and Magic Twist, where you rotate the throttle in the opposite direction for braking—this feels really ▶



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## FIRST RIDE | ATHER RIZTA

natural to use (this is not based on regen, as it works the same on any charge level—regen doesn't kick in properly until the battery is at about 80 per cent charge). On the other hand, as we have enough distractions now-a-days, WhatsApp notifications should have been left out. Furthermore, Alexa integration works only for Alexa owners and, I believe, Alexa is still not mainstream enough for this to be super useful. Ather also took this opportunity to give the companion app a comprehensive update and the app is more intuitive than before as a result, showing you the information you are most likely to need at that moment—such as parking location and remaining charge, etc.

We rode the Ather Rizta Z with the smaller 2.9-kWh battery which gives it a claimed range of 123 kilometres. Our test vehicle was equipped with the Pro pack, which adds Skid Control, Ather's version of traction control. The mid-drive motor has 4.3 kW (5.8 hp) and 22 Nm, which give the Rizta a 4.7-second time for 0 to 40 km/h and a top speed of 80 km/h. It picks up speed quickly but in a relaxed way, in keeping with its family scooter

character. There are just two ride modes, Smart Eco and Zip, and we were able to attain the claimed top speed in the Zip mode with ease. Braking performance was decent on all kinds of surfaces and the Magic Twist feature works really well and feels completely natural to use, to the point I ended up not touching the brake levers unless I needed to brake hard.

It handles like an Ather scooter is expected to, with excellent stability at high speeds on the highways and also during extremely low-speed U-turns, but the real news here is the ride quality. We rode this scooter over smooth tarmac, broken asphalt as well as over rural gravel roads and the it soaked up everything in its path with aplomb. So comfortable was the ride that I ended up doing much higher speeds than I realised over less-than-perfect surfaces. The Rizta instils a high level of confidence in the rider to execute such feats. The Skid Control works exactly as expected, with the scooter rolling off smoothly on loose gravel, places where the rear wheel chirps with the Skid Control turned off.

It is quite clear that Ather have put a lot of thought into the

“ It handles like an Ather scooter is expected to, with excellent stability at high speeds ”

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development of the Rizta and people actually lived with the scooter day to day as evidenced by the number of thoughtful touches on it. The price starts from Rs 1.10 lakh (ex-showroom), though the one you want will be the Rizta Z, with either the smaller or the larger battery. That said, we would definitely recommend adding the Pro pack, so you will likely end up spending Rs 1.25 lakh-Rs 1.45 lakh (ex-showroom), plus another Rs 15,000-Rs 20,000 for the Pro pack, like our test vehicle.

But keep aside the numbers for a moment and consider how much this scooter means to Ather, who already have a scooter with headline-grabbing figures in the form of various iterations of the 450 series, to invest their time and effort into crafting a companion for your daily lives. The more I rode the scooter, the more I felt like it will be one of those vehicles which will blend so seamlessly into your life and improve the quality of it that you will miss all the little things that make the Rizta unique the next time you ride a different scooter. In my opinion, that means it may very well end up becoming a member of the family. **Bike**



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**> NEED TO KNOW**  
**Ather Rizta Z (2.9 kWh)**  
 Price: ₹ 1.25 lakh (ex-showroom)  
 Drivetrain: PMSM, 2.9-kWh battery  
 Output: 4.3 kW (5.8 hp)  
 Brakes: 200-mm disc (F), 130-mm drum (R)  
 Tyres: 90/90-12 (F), 100/80-12 (R), tubeless  
 Weight: 119 kg



**Above:** Google Maps integration is extremely useful

**Left:** 34-litre boot has a place to mount the Power Hub accessory



**Right:** Charging port is conveniently located on the front apron

**Below:** Instead of pillion footpegs, there are steps on the floorboard



“V”

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# for Versatile

The V-strom 800DE makes a departure from tradition in a noticeable way. We seek to analyse the upshot

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



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W

HEN SUZUKI REVEALED THE V-STROM 800DE globally, many wanted to know what the “DE” in the moniker stood for. Some say that it stands for “Dual Explorer” while others choose to believe it is inspired by Stefan Hessler’s (Hessler Rallye Team) V-strom Desert Express concept builds. While we are at it, one should also know that Suzuki claim that the “V” stands for versatile because, unlike the V-stroms of the

past, there is no V-twin engine in this one.

Motive force for the 800DE is supplied by a 776-cc, eight-valve, DOHC, liquid-cooled, parallel-twin with a 270-degree crankshaft to mimic the uneven firing order of the V-twin. It develops 84.3 hp at 8,500 rpm and 78 Nm at 6,800 rpm. It draws strongly from a bottom end that transitions into a stronger mid-range. The transmission is a six-speed unit that also gets a quick-shifter which is both useful and fun to have. While the power figures are unlikely to make an impression on paper, there is more to this engine than meets the eye. It is among the smoothest and most refined units we have experienced in this segment. Suzuki claim that most of the credit is due to their patented balancer technology.

The 800DE is not a complicated motorcycle to figure out. It communicates well with the rider and there is hardly a moment when one does not feel in control. The chassis is a simple tubular steel frame but the suspension is a marked departure from the V-strom motorcycles of the past. The upside-down (USD) fork and monoshock are Showa units which have 220 millimetres of travel each; the longest ever on any V-strom or so they claim. Plus, they are adjustable, too, for preload, compression, and rebound. I liked the addition of a dial-type preload adjuster at the rear. It should make life a lot easier for those who ride with a pillion or luggage.

Suzuki’s choice of wheels is interesting because they have gone for a 17-inch rear and a 21-inch front. The wheels are spoked units but, unfortunately, they cannot run tubeless tyres. The latter are Dunlop Trailmax Mixtour and they serve their purpose well, offering ample grip on the road and adequate traction in the dirt.

There are three power modes and the calibration between them is noticeably different. Suzuki have made good use of the ride-by-wire throttle. “A” is the sharpest of the lot and the most appropriate for experienced riders, both on and off road. They will appreciate the instant response at the throttle that makes the motorcycle feel lively. At the other end, “C” is essentially for use in the rain. “B” offers the best balance between the two; ideal for relaxed ▶

## GEAR CHECK

- | Rider: Joshua Varghese
- | Helmet: Bell MX-9 Adventure
- | Jacket: Raida Rover
- | Pants: Raida Rover
- | Gloves: Tiivra DS Apex
- | Boots: TCX Stelvio



“ The 800DE is not a complicated motorcycle to figure out. It communicates well with the rider and there is hardly a moment when one does not feel in control ”



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**Right:** Simple console and easy to switch modes



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“ The Suzuki V-strom is an exciting motorcycle to ride and friendly enough to allow most riders to confidently explore their limits both on and off the road ”



**Above:** Friendly on the dirt

**Right:** No stranger to carving corners

**Left:** Purposeful front-end

**Below:** Adjuster for preload is convenient



riding and urban use. My formula for fun was “A” for the road and “B” for off road. I appreciate the simplicity of the system and the ease of selecting one using the neatly laid-out switchgear.

On open roads, the V-strom comes alive properly. It is eager to be ridden fast and does not shy away from quick blasts along a highway or attacking a curve with vim. Despite having a 21-inch front wheel, this motorcycle possesses remarkable agility. It tips into a corner easily and exits at good pace too. When ridden aggressively, there is some movement from the suspension at the exit but not so much as to cause instability.

Controlling the pace is easy, too, because the brakes are potent and rich in feedback, allowing one to carry them into corners easily. Off the road, the motorcycle lives up to expectations. It responds to input well and never does anything that would take the rider by surprise. Even when one overcooks a slide or a jump, it recovers easily. Personally, I liked this motorcycle best on the road. The suspension soaks up nonchalantly most things that our roads throw at it. The ride quality is excellent and the saddle is comfortable. The relaxed riding position and the bike’s generously padded seat guarantee long stints of riding without fatigue. The windscreen is height-adjustable but requires tools to do the adjustments.

In terms of styling, there are some obvious similarities to the V-strom family but this one is one of the slimmest V-stroms ever and also the one that looks closest to a rally-raid machine. While most of the styling strikes a positive note, the huge gap between the bodywork and the rear wheel is an eyesore. Apart from that, the rest of the motorcycle is nearly flawless, both in terms of functionality and quality. The console displays all the essentials and I did not have to go hunting in the menus to find the settings I needed the most while riding. Of course, the switchgear layout made things easier.

The Suzuki V-strom is an exciting motorcycle to ride and friendly enough to allow most riders to confidently explore their limits both on and off the road. Furthermore, one may expect the legendary Suzuki reliability also. By itself, it is a compelling motorcycle, though less powerful than its closest rival, the Honda XL750 Transalp and while we are at it, the Honda is ever so slightly more refined, too, in addition to being more expensive. However, Suzuki have priced the V-strom well because it retails at Rs 10.30 lakh (ex-showroom) and that is good value when you consider the amount of adjustability and kit it offers as standard equipment. This motorcycle is for someone who wants the fabled Japanese reliability in a package that offers adjustable suspension and a quick-shifter. Furthermore, it is a fun bike to ride and remarkably usable too. **Bike**



## BIKE SPEC TALK ROAD TEST #302

### Suzuki V-strom 800DE

Price: ₹ 10.30 lakh (ex-showroom)

Overall star rating: ★★★★★

#### DIMENSIONS

Length: 2345 mm

Width: 975 mm

Height: 1310 mm

Saddle Height: 855 mm

Wheelbase: 1570 mm

Ground Clearance: 220 mm

Weight: 230 kg (kerb)

#### ENGINE

Configuration: Liquid-cooled, parallel-twin, 270-degree crankshaft

Valve-train: DOHC, eight valves

Displacement: 776 cc

Bore x Stroke: 84.0 x 70.0 mm

Compression Ratio: 12.8:1

Fuelling: Electronic fuel-injection

Maximum Power: 84.3 hp at 8,500 rpm

Maximum Torque: 78 Nm at 6,800 rpm

#### TRANSMISSION

Clutch: Wet, multi-plate

Gears: Six-speed

Primary Drive: Gear

Final Drive: Chain

Gearshift Pattern: One down, five up

#### CHASSIS

Type: Diamond frame, tubular steel

Front Suspension: Showa USD fork, adjustable for compression, rebound and preload, 220-mm travel

Rear Suspension: Showa monoshock with linkage, adjustable for compression, rebound and preload, 220-mm travel

Front Brake: Dual 310-mm discs, Nissin four-piston callipers, ABS

Rear Brake: Single 260-mm disc, single-piston calliper, ABS

Front Wheel: 21-inch, spoked

Rear Wheel: 17-inch, spoked

Front Tyre: 90/90-21, Dunlop Trailmax Mixtour

Rear Tyre: 150/70 R17, Dunlop Trailmax Mixtour

Rake/Trail: 28°/114 mm

#### FUEL EFFICIENCY

Claimed: 22.7 km/l

Tank Capacity: 20 litres

Range: 454 km

#### BIKE INDIA RATING

Design & Style: ★★★★★

Powertrain: ★★★★★

Performance: ★★★★★

Safety: ★★★★★

Ride Quality: ★★★★★

Handling: ★★★★★

Braking: ★★★★★



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# A Gentle GIANT

The Honda NX500 is one of the most accessible twin-cylinder adventure tourers available in the Indian market. We took a ride on one to find out how it performs

Story: **Charan Karthik** Photography: **Sanjay Raikar**



screen is rather small and there was slight difficulty in accessing it with gloves on. The rest of switchgear takes some time getting used to as most of the buttons are not easily accessible.

Getting astride, you will notice the geometry is very relaxed and the bike is a capable mile-muncher. Its 471-cc parallel-twin motor makes 47.5 hp at 8,600 rpm and a peak torque of 43 Nm at 6,500 rpm. The engine has proper grunt. It isn't aggressive and will not catch you off guard, but, climbing through the rev range, the bike keeps on going and does not feel out of breath at any point. Vibrations are not bothersome and are well contained throughout the bike. The moment you get going, the bike envelops around you and the size is not noticeable. Gear-shifts are slick and the six-speed gearbox gave us no troubles during the test rides, although a quick-shifter could have been offered as standard equipment.

This bike comes equipped with the Honda Selectable Torque Control (HSTC), known also as traction control in technical parlance. The unit works like a charm on road but it is slightly slow off road as it kicks in after a slight delay. A small incident during our test was when we were riding on a hairpin bend and encountered some gravel, which was not a big deal for the NX. The HSTC just staggered for a moment but quickly recovered and got going without fuss. The bike is best put as a 70:30 road-biased motorcycle. Other electronics include a dual-channel ABS that worked wonderfully, kicking in late and even keeping up with the beatings we threw at it while we rode it through the dirt. The 296-mm dual discs up front with Nissin calipers along with

“The NX500 would be at the top of my list if I was looking for a powerful, reliable, adventure tourer that sits considerably light on the pocket as well”

**T**HE NX500 IS THE CB500X'S REPLACEMENT AND Honda have given it a more dynamic styling, a modern dash, and a little more oomph to add to the big bike feel. It is a decent looking motorcycle, although its front end is likely to polarize opinion, giving rise to heated discussions around a coffee table as it's not for everyone. However, at the front, you will not miss the beautiful silver-coloured twin exhaust headers that run down towards the belly. The rectangular-diamond shaped headlights are small yet functional and have adequate throw with some resemblance to the Decepticon Shockwave's face from the film *Transformers*. Slowly moving past the chunky fairing at the front, you will notice the large windscreen. Although not adjustable, it provides enough protection from the wind as you tuck in at triple-digit speeds. The bike gets a 41-millimetre Showa upside-down (USD) fork that makes it stand tall and gives it an admirable stance.

Coming to the rear, it is a whole different story as the bike looks very beautiful. The tail-lights have a smooth finish to them and suit the bike's frame. The rear is slightly swept up and is stubby but becomes leaner at the tip. Very stare-worthy. The NX500 gets a five-inch colour TFT display with Honda's RoadSync feature, which is basically smartphone connectivity. It helps with navigation, music control, and call management. The interface is simple to use and has customization options such as changing the layout of the screen, rpm red-line limit, and a day/night background. The toggle switch to navigate through the



TFT cluster is laid out neatly and is easy to navigate

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The NX500 can handle a bit of off-roading as well

the 240-mm disc at the rear provide good feedback through the levers and they stop this 196-kilogram bike quickly. A fact to be noted here is that rivals like the Royal Enfield Himalayan and the KTM 390 Adventure both don't come with dual discs up front.

Riding within the city, the tall stance of this motorcycle and its 830-millimetre seat height were no obstruction to my riding as I was able to navigate the bike and filter through traffic easily. Ride quality, as expected, was amazing, soaking up bumps and potholes on the move. A mini chariot, almost. Suspension set-up is best described as firm but not to a point where it becomes uncomfortable. At higher speeds, the bike feels stable and does not bounce around too much, only occasionally jumping up in the air and getting rowdy, just as an ADV should. There were a number of instances when the bike got some nice "air time". At lower speeds, the bumps are absorbed considerably well. The NX500 has a 19-inch front wheel shod with a 110/80 tyre and a 17-inch rear wheel with 160/60 tyre.

Another thing I liked about the bike is the super comfy seat. During our extended test, I had the opportunity to ride as a pillion as well and it was moderately comfortable. We were given a bike that was loaded with accessories such as a crash-guard, a rear luggage rack, and knuckle-guards. As I got astride wearing all the gear, it felt as if I were embarking on an interstate ride. In the hot weather, one can expect a bike like this to heat up but that was not the case; the Honda was smooth and sailed quietly and I barely felt any heat near my legs. This is a good thing as ADVs are meant to be ridden everywhere and they must be adaptable to all conditions.

And when we talk about riding everywhere, I mean everywhere; the bike is equipped with a 17.5-litre fuel-tank. It is not a guzzler and gives back generous kilometres to the litre. Although we did not get a chance to test it out, the dash indicated an average consumption of nearly 3.5 litres for 100 kilometres. It is available in three colours: Grand Prix Red, Pearl Horizon White, and, of course, the one we tested, Mat Gunpowder Black Metallic.

Honda's intentions with this bike are clear: a capable adventure tourer that is easy to use, has adequate power, and will last for a long time. And that's exactly what it is.

The Honda NX500 is priced at Rs 5.90 lakh (ex-showroom). Honda's Achilles heel has always been their pricing, but the NX500 deviates from the norm somewhat. Had it been more accessible, I am sure, its rivals would have had a tough time. If you have the money and are looking for something that is simple, fuss-free, yet capable of doing big things, then the NX500 is surely the way to go. **Bike**

## BIKE SPEC TALK ROAD TEST #303

### > Honda NX500

Price: ₹ 5.90 lakh (ex-showroom)

Overall star rating: ★★★★★

### > DIMENSIONS

Length: 2165 mm

Width: 829 mm

Height: 1413 mm

Saddle Height: 830 mm

Wheelbase: 1447 mm

Ground Clearance: 181 mm

Weight: 196 kg (kerb)

### > ENGINE

Configuration: Liquid-cooled, parallel-twin

Valve-train: DOHC, eight valves

Displacement: 471 cc

Bore x Stroke: 67 x 66.8 mm

Compression Ratio: 10.7:1

Fuelling: Electronic fuel-injection

Maximum Power: 47.5 hp at 8,600 rpm

Maximum Torque: 43 Nm at 6,500 rpm

### > TRANSMISSION

Clutch: Wet, multiplate

Gears: Six speed

Primary Drive: Gear

Final Drive: Chain

Gearshift Pattern: One down, five up

### > CHASSIS

Type: Diamond frame

Front Suspension: Showa 41-mm USD fork

Rear Suspension: Monoshock with adjustment for preload

Front Brake: Twin 296-mm discs, ABS

Rear Brake: 240-mm disc, ABS

Front Wheel: 19-inch, alloy

Rear Wheel: 17-inch, alloy

Front Tyre: 110/80 R19, Dunlop Trailmax Mixtour

Rear Tyre: 160/60 R17, Dunlop Trailmax Mixtour

Rake/Tail: 27°/108 mm

### > FUEL EFFICIENCY

Claimed: 27.45 km/l

Tank Capacity: 17.5 litres

Range: 480 km

### BIKE INDIA RATING

Design & Style:	★★★★☆
Powertrain:	★★★★★
Performance:	★★★★★
Safety:	★★★★★
Ride Quality:	★★★★★
Handling:	★★★★☆
Braking:	★★★★★





**Left**  
A smooth,  
refined  
parallel-twin

**Right**  
Rear luggage  
rack feels  
solidly built



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# Green Blur

This piece is all about spending a few days with a true-blue (or, in this case, green) supersport

Story: Joshua Varghese Photography: Apurva Ambep

## TESTED | KAWASAKI NINJA ZX-6R

**T**HERE ARE AS MANY AS THREE motorcycles from the current line-up of WorldSSP race machines that are sold in India but only one of them is an in-line four: the Kawasaki Ninja ZX-6R. Most of our time with this Ninja went by in a green blur but here are the things that stood out for us.

Among the other 600s in the supersport class, the ZX-6R possesses the largest displacement. Its engine is a 636-cc, 16-valve, DOHC, in-line four that has a compression ratio of 12.9:1 and a 15,000-rpm red-line. It develops 124 hp (129 hp with ram air) at 13,000 rpm and a peak torque of 69 Nm at 10,800 rpm. If we are comparing spec-sheet data, then this model is not as powerful as the previous generation and, I must say, I have not ridden that motorcycle, but having tested the latest model, it is evident that this one is not to be taken lightly. Those who have ridden litre-class motorcycles may find the performance more usable in comparison but for everyone else, the 6R is a force to be reckoned with.

The engine is a screamer and the exhaust note is addictive. It sings through each gear with intent and delivers the full supersport experience. I must point out that at 198 kilograms, it is almost as heavy as a litre-class motorcycle, so the power-to-weight ratio is nothing extraordinary but it does accelerate with zest. Revs build up freely and rapidly with the engine coming alive properly in the upper reaches of the power-band. Which means, to enjoy this motorcycle to its full potential, it has to be ridden fast. Considering that 0-100 km/h is dismissed in less than five seconds and it is capable of doing it in first gear, this is a quick machine but it is easier to use to its full potential than a 1,000-cc superbike.

That said, to fully enjoy the ZX-6R, a rider needs skill, physical fitness, and the ability to focus. This is not a machine that appreciates sloppy thinking when it is singing through its four-into-one exhaust past 10,000 rpm.

Most of the ZX-6R's power comes in after 7,000 rpm and then it blitzes away to the red-line but it also offers a healthy mid-range. Not only does it deliver on that front but it does so admirably. The flexibility of this engine offers an adequate level of torque even below 4,000 rpm and, to put things in perspective, this missile can pull away from less than 25 km/h in sixth gear. That is nothing short of brilliance.

The ZX-6R also has razor-sharp handling to complement its performance, meaning there is fun to be had around corners also. The chassis comprises a perimeter frame made of aluminium and 17-inch wheels at either end wrapped in Diablo Rosso IV rubber. Suspension is managed by Showa units that are adjustable for compression, rebound, and preload, a 41-mm Separate Function Big Piston USD fork and a linked monoshock.

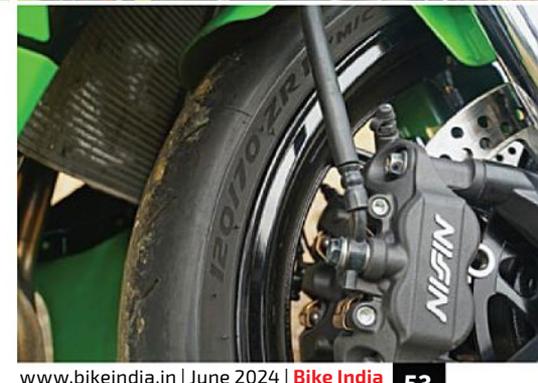
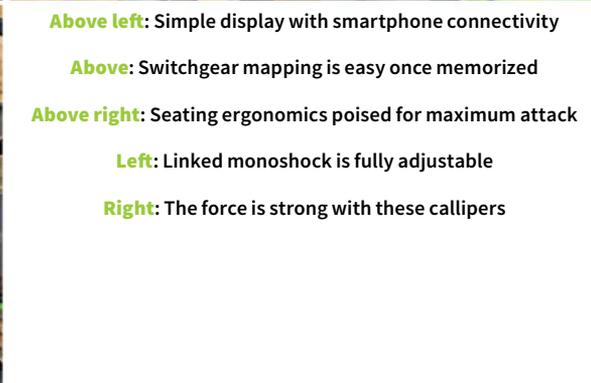
The 6R responds to steering input instantly and is easily among the most agile motorcycles I have ever ridden. After a quick turn-in, it holds the line well and exits the corner with the front end getting light, if one has the throttle pinned at the exit. Even with the lowest levels of rider aids, the ZX-6R reacts eagerly to a smooth throttle input and remains confidently planted through a curve. At the same time, it will bite back if not treated with the respect it deserves. Thanks to the feel at the ▶

“ The Kawasaki Ninja ZX-6R is the best in-line four supersport money can buy if a superbike is not on the cards. The condition of our roads and the congestion in our cities may not make it the most ideal motorcycle to use in town, though ”





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**Above left:** Simple display with smartphone connectivity

**Above:** Switchgear mapping is easy once memorized

**Above right:** Seating ergonomics poised for maximum attack

**Left:** Linked monoshock is fully adjustable

**Right:** The force is strong with these callipers



“ To fully enjoy the Ninja ZX-6R, a rider needs skill, physical fitness, and the ability to focus ”

lever and powerful bite of the four-piston callipers on the twin discs at the front, it is for the rider to choose how fast to enter a corner because the equipment is fully capable of being extremely precise and urgent.

While its speed and handling are supremely addictive, it is a committed motorcycle and that is reflected in its riding position. When flowing along an open road, one is hardly aware of any exertion, but in town things are different. The flexibility of its engine ensures that it does not need a lot of gear-changes when riding around in town. Furthermore, there are a few riding modes and two power modes to choose from. For example, one does not really need all 125 hp in town. In which case the low power mode “L” makes sense. However, the engine heats up quickly, especially in our traffic. The suspension is sprung on the stiff side to cater to the ZX-6R’s sharp handling but a wide range of adjustability ensures that a reasonable setting is not too hard to find.

With its central scoop for ram air and its lines (so sharp that they could interrupt onlookers’ train of thought and demand attention), this is among the most aggressive takes on the ZX-6R yet. On this machine, the Kawasaki racing colours look appropriate and tasteful. Moreover, there is a 4.3-inch screen as well and, in case you find it relevant, it is smartphone-compatible too. Navigation through menus could have been easier, though.

Kawasaki expect you to part with Rs 11.20 lakh (ex-showroom) for the Ninja ZX-6R. There is no way to tell if that is the right price because it has no direct rival, but for reference, the ZX-10R is priced at Rs 16.79 lakh (ex-showroom).

In conclusion, the Ninja ZX-6R is the best in-line four supersport money can buy if a superbike is not on the cards. It is engineered so well that it is equally capable of setting lap-times around a track as it is as a daily rider. However, the condition of our roads and the congestion in our cities may not make it the most ideal motorcycle to use in town. However, if one is willing to sacrifice some comfort for thrill, then it does make sense because when there is space to let it loose, it delivers very well. **Bike**

**Bike SPEC TALK** ROAD TEST #304

**Kawasaki Ninja ZX-6R**

Price: ₹ 11.20 lakh (ex-showroom)

Overall star rating: ★★★★★

**DIMENSIONS**

Length: 2025 mm  
 Width: 710 mm  
 Height: 1105 mm  
 Saddle Height: 830 mm  
 Wheelbase: 1400 mm  
 Ground Clearance: 130 mm  
 Weight: 198 kg (kerb)

**ENGINE**

Configuration: Liquid-cooled, in-line, four-cylinder  
 Valve-train: DOHC, 16 valves  
 Displacement: 636 cc  
 Bore x Stroke: 67.0 x 45.1 mm  
 Compression Ratio: 12.9:1  
 Fuelling: Electronic fuel-injection  
 Maximum Power: 124 hp at 13,000 rpm, 129 hp with ram air  
 Maximum Torque: 69 Nm at 11,000 rpm

**TRANSMISSION**

Clutch: Wet, multi-plate  
 Gears: Six-speed  
 Primary Drive: Gear  
 Final Drive: Chain  
 Gearshift Pattern: One down, five up

**CHASSIS**

Type: Perimeter frame, aluminium  
 Front Suspension: 41-mm Showa (SFF-BP) USD fork, adjustable for compression, rebound and preload  
 Rear Suspension: Monoshock with linkage, adjustable for compression, rebound and preload  
 Front Brake: Dual 310-mm discs, Nissin four-piston monobloc callipers, ABS  
 Rear Brake: 220-mm disc, Nissin twin-piston calliper, ABS  
 Front Wheel: 17-inch, cast alloy  
 Rear Wheel: 17-inch, cast alloy  
 Front Tyre: 120/70 ZR17, Pirelli Diablo Rosso IV  
 Rear Tyre: 180/55 ZR17, Pirelli Diablo Rosso IV  
 Rake/Trail: 23.5°/101 mm

**FUEL EFFICIENCY**

Claimed: NA  
 Tank Capacity: NA  
 Range: NA

**Bike INDIA RATING**

Design & Style:	★★★★★
Powertrain:	★★★★★
Performance:	★★★★★
Safety:	★★★★★
Ride Quality:	★★★★☆
Handling:	★★★★★
Braking:	★★★★★

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# No Shortage of *Style*

The new Ducati Scrambler is possibly the best version yet but what more does the Full Throttle offer?

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

**M**

**M**OST PEOPLE KNOW THE SCRAMBLER AS THE entry-point into the Ducati family and that is true, but there is more to it. The Scrambler range has its own identity and the new generation has only added to that charm. They are the simplest and easiest

Ducatis to have fun on. We did, too, except that our time was spent astride the Scrambler Full Throttle, a motorcycle that has everything the Scrambler has, plus a lot of high-end kit.

So far as styling goes, one is aware that there is something that sets it apart from the standard Scrambler but one is usually unable to put a finger on it. That is because although it is largely similar to the standard model, the Full Throttle has been inspired by flat-track racers. The shape of the handlebars, side-panels with the number “62” on them, and the rear bodywork are giveaways to that design philosophy. It works in the motorcycle’s favour, especially in this colour scheme. That is where the inspiration ends because while flat-trackers use 19-inch wheels, this one has 17- and 18-inch units at the rear and front respectively. Lights are LED all around and Ducati’s eye for detail even for something as small as the turn indicators needs to be applauded.

The number “62” is a tribute to the first-ever Scrambler that was launched in 1962 and since then the evolution has always been within the guidelines of what the motorcycle was initially developed to be. Even the Full Throttle offers an incredible combination of old school charm, motor sport inspiration, modern technology, and high-end componentry.

The revised riding position makes the saddle a comfortable place to be in because the rider sits fairly upright with both the wide handlebar and the foot-pegs within easy reach. The rider’s field of view includes just the slim and shapely 13.5-litre fuel-tank and the handlebar ahead of it. The 4.3-inch display is the highlight of that region and, once again, Ducati have packaged new-age technology into a console that is reminiscent of clusters of yore. The amount of electronics on offer is fairly simple by Ducati standards but still comprehensive enough to take care of beginners. They include traction control, riding modes (Road and Wet), and even cornering ABS.

The Desmodue is the simplest engine Ducati have on offer and, in its latest iteration, it has lost as much as 2.5 kilograms. It is an 803-cc, air-cooled, four-valve, L-twin engine that develops 73 hp at 8,250 revolutions per minute (rpm) and a peak torque of 65.2 Nm at 7,000 rpm. The best part is that all of that power is usable in most conditions. Be it a quick burst of acceleration for multiple overtake manoeuvres at once or a blast along the hillside, the Full Throttle has enough torque on tap to help a beginner improve and to keep the veteran entertained. The six-speed transmission is a pleasure to use and, because this is the Full Throttle, the up-and-down quick-shifter is standard.

As compared to the outgoing models, this Scrambler’s exhaust headers have been routed differently. Follow the pipes and it will lead one to the Termignoni exhaust, offered as standard with this motorcycle. At idle, the benefits of the Termini do not stand out over



#### > GEAR CHECK

Rider: Joshua Varghese  
 Helmet: KYT NZ-Race  
 Jacket: RST Spectre  
 Pants: Richa Brutale  
 Gloves: RE Vamos  
 Boots: TCX X-Roadster

the engine noise but once the revs build, it makes itself heard; a guttural roar accompanied by the occasional pop and crackle.

The torque comes in early and carries the rider into a potent mid-range which makes the Scrambler easy to have fun with. On an open road, using each gear to its full potential is easy to do because the power delivery is smooth and progressive. The response from the ride-by-wire throttle inspires great confidence for new riders while the more experienced ones have the option of wringing out all the performance available. There is a new clutch at play, too, and it is hydraulically actuated, which improves usability in town.

Be that as it may, this is not a motorcycle that asks to be ridden like a maniac. The Scrambler lifestyle is all about chilling as the world goes by and that it does beautifully. This generation gets a new trellis frame with a bolt-on subframe. There is also a new cast aluminium swing-arm. They have contributed to a significant weight loss of up to four kilos over the previous model with the total weight now coming to a reasonable 170 kg (dry).

Suspension is managed by an upside-down (USD) fork and a

centrally placed monoshock; both KYB units with only preload adjustability. The set-up is slightly on the stiffer side but usably so. The wheel travel at either end is a generous 150 millimetres each and that is more than enough for urban adventures. By equipping it with Pirelli MT60 RS dual-purpose tyres, Ducati have further broadened this motorcycle's versatility. Riding on trails like a mad man is something the Full Throttle will let you do but its sweet spot is in exploring the path less taken at a steady and comfortable pace.

On the road, it becomes quickly evident that it fits the bill as a premium everyday motorcycle for our conditions. The ride quality is good enough to ride over broken roads without slowing down much and the bike remains fairly planted on the highway and through fast corners. The centre of gravity is low and its neutral handling allows one to easily tame the Full Throttle and make it dance to one's tune. It is a nimble machine and easy to throw into corners. Scraping foot-pegs through a corner is within its ability and, in the right hands, it can be immensely fun along a serpentine road, even if the surface is far from smooth. For the Scrambler's

“ Although it is largely similar to the standard model, the Full Throttle has been inspired by flat-track racers ”



1 New-age tech in old-school shape

2 Simple and tasteful

3 New exhaust header routing is nice

4 Attention to detail at the front end

pace and capability, the brakes are also more than adequate. They are four-piston Brembo callipers and they work flawlessly. Furthermore, the addition of cornering ABS ensures great peace of mind.

At the end of my time with this Ducati Scrambler Full Throttle, it must be said that the Italian marque has significantly updated the range without losing any of the charm and fun that define a Scrambler. The Full Throttle in particular may not be the most value-for-money proposition in the line-up but, given the sheer amount of kit it offers as standard, it is a motorcycle that demands attention. It has the simplicity of a Scrambler and the exclusivity of more expensive models from other Ducati families.

The most important part for me is that, as its name suggests, this is one motorcycle that can be ridden at full throttle with ease. The price one has to pay for such excitement is Rs 12 lakh (ex-showroom), which, although not as expensive as the Monster (Rs 12.95 lakh, ex-showroom), is still enough to keep it out of reach for most. The Scrambler continues to be a fun, easy-to-ride motorcycle that has a great personality, now more than ever. The Full Throttle is best for those who want all of that in a package that is going to be fairly exclusive. The other Scrambler options include the standard model and the Nightshift. **BIKE**

## BIKE SPEC TALK ROAD TEST #305

### > Ducati Scrambler Full Throttle

Price: ₹ 12.00 lakh (ex-showroom)

Overall star rating: ★★★★★

#### > DIMENSIONS

Length: 2103 mm

Width: 893 mm

Height: 1150 mm

Saddle Height: 795-810 mm

Wheelbase: 1449 mm

Ground Clearance: 174 mm

Weight: 185 kg (kerb)

#### > ENGINE

Configuration: Air-cooled, L-twin

Valve-train: Desmodromic, SOHC, four valves

Displacement: 803 cc

Bore x Stroke: 88.0 x 66.0 mm

Compression Ratio: 11.0:1

Fuelling: Electronic fuel-injection

Maximum Power: 73 hp at 8,250 rpm

Maximum Torque: 65.2 Nm at 7,000 rpm

#### > TRANSMISSION

Clutch: Wet, multiplate

Gears: Six-speed

Primary Drive: Gear (@Magazines\_8890050582)

Final Drive: Chain

Gearshift Pattern: One down, five up

#### > CHASSIS

Type: Trellis frame, steel

Front Suspension: 41-mm KYB USD fork, preload adjustable, 150-mm travel

Rear Suspension: KYB monoshock, preload adjustable, 150-mm travel

Front Brake: 330-mm disc Brembo monobloc four-piston calliper, cornering ABS

Rear Brake: 245-mm disc Brembo single-piston calliper, cornering ABS

Front Wheel: 18-inch, cast alloy

Rear Wheel: 17-inch, cast alloy

Front Tyre: 110/80 R18, Pirelli MT60 RS

Rear Tyre: 180/55 R17, Pirelli MT60 RS

Rake/Trail: 24.0°/108 mm

#### > FUEL EFFICIENCY

Claimed: NA

Tank Capacity: 13.5 litres

Range: NA

#### BIKE INDIA RATING

Design & Style:	★★★★★
Powertrain:	★★★★☆
Performance:	★★★★☆
Safety:	★★★★★
Ride Quality:	★★★★☆
Handling:	★★★★☆
Braking:	★★★★★



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# 'Racing Squad'

# Introduction

The Aprilia RS 457 has been making waves. We follow up on our track test with some time in the real world

Story: **Joshua Varghese** Photography: **Apurva Ambep**

**F**OR THOSE OF YOU WHO DID NOT KNOW, the “RS” in the moniker stands for “Racing Squad” at the Aprilia factory in Noale. What I like about manufacturers like Aprilia is that they build and race motorcycles. Which means they are no strangers to engineering the best possible solutions to comply with a set of technical regulations.

The RS 457 is the most accessible Aprilia motorcycle in India but it was made for Europe. Aprilia claim that the RS 457 is the best possible solution for the restrictions enforced by the A2 motorcycle riding licence in that continent which includes a 35-kW (47.6 hp) power limit while power-to-weight ratio is capped at 0.2 kW/kg.

In India, we call that good news because this machine is locally manufactured at Baramati, Maharashtra, and is available to us at an enticing price, adding spice and drama to a segment that otherwise had only two major players. Our first proper introduction took place at the racetrack where it lived up to the expectations of an Aprilia. After a fairly long wait, we finally got a chance to ride it in town and on our favourite roads.

Some say that a sport bike is developed around its engine and should that be the case, you must know that this is a new mill and not just a downsized powerplant from its larger sibling. It is a 457-cc, eight-valve, DOHC, liquid-cooled, parallel-twin engine with a 270-degree crankshaft. They have extracted enough power to meet the A2 limit—47.6 hp at 9,400 rpm and a peak torque of 43.5 Nm at 6,700 rpm—but we feel they could have extracted more if they wanted to. It is

noisy at idle as compared to its peers but the character of the engine is evident almost as soon as one starts moving. This is an engine that is excited about being put through its paces. Since it weighs only 175 kilograms (kerb) and has 47.6 hp, the power-to-weight ratio is a very good 272 hp/tonne. It does not take much to get moving and then it properly comes alive in the mid-range and retains that level of enthusiasm all the way to the 10,500-rpm red-line.

Transmission is managed by a six-speed unit and I would not say the motorcycle needs a quick-shifter because I had a lot of fun on the RS without it too. However, in case you do, a bi-directional unit is offered as an option. The ratios are spaced well and Aprilia claim that the motorcycle is capable of attaining a top speed of 190 km/h and, going by our experience on the track, we do not doubt it. It is also equally impressive that the RS 457 pulls away with ease from as low as 40 km/h in sixth gear. With such performance comes a trade-off in refinement but, thankfully, it is not so palpable as to ruin the experience. The same can be said of our time in town. The vibrations never bothered me and since the motorcycle is capable of cruising comfortably in higher gears, I never had to rev it very high.

Despite its power-packed performance, what impressed me most about the RS 457 was its handling. The aluminium perimeter frame uses the engine as a stressed and load-bearing member where the frame, subframe, and swing-arm are bolted on to the powerplant. They have saved a lot of weight and gained a chassis that does not flex much. The motorcycle is eager to tip into a corner and is so stable once leaned in that it inspires the rider to explore the limits of grip on offer. ▶

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# Bike SPEC TALK ROAD TEST #306

## > Aprilia RS 457

Price: ₹ 4.10 lakh (ex-showroom)

Overall star rating: ★★★★★☆

### > DIMENSIONS

Length: 1980 mm

Width: 795 mm

Height: 1140 mm

Saddle Height: 800 mm

Wheelbase: 1350 mm

Ground Clearance: NA

Weight: 175 kg (kerb)

### > ENGINE

Configuration: Liquid-cooled, parallel-twin

Valve-train: DOHC, eight valves

Displacement: 457 cc

Bore x Stroke: 69 x 61.11 mm

Compression Ratio: 10.5:1

Fuelling: Electronic fuel-injection

Maximum Power: 47.6 hp at 9,400 rpm

Maximum Torque: 43.5 Nm at 6,700 rpm

### > TRANSMISSION

Clutch: Wet, multi-plate

Gears: Six-speed

Primary Drive: Gear

Final Drive: Chain

Gearshift Pattern: One down, five up

### > CHASSIS

Type: Perimeter frame

Front Suspension: 41-mm USD fork, preload adjustable, 120 mm travel

Rear Suspension: Monoshock, preload adjustable, 130 mm travel

Front Brake: 320-mm disc, four-piston ByBre calliper, ABS

Rear Brake: 220-mm disc, single-piston ByBre calliper, ABS

Front Wheel: 17-inch, cast alloy

Rear Wheel: 17-inch, cast alloy

Front Tyre: 110/70 ZR17, TVS Eurogrip Protorq Extreme HR

Rear Tyre: 150/60 ZR17, TVS Eurogrip Protorq Extreme HR

Rake/Trail: 24.1°/NA

### > FUEL EFFICIENCY

Claimed: NA, 24.5 km/l (achieved)

Tank Capacity: 13 litres

Range: 318 km

#### BIKE INDIA RATING

Design & Style:	★★★★★
Powertrain:	★★★★☆
Performance:	★★★★☆
Safety:	★★★★☆
Ride Quality:	★★★★☆
Handling:	★★★★★
Braking:	★★★★☆



**Top:** Engine makes power and is also part of the chassis

**Above:** Remarkable fuel-efficiency

**Right:** Saddle does not feel like it is 800 mm high





### ► GEAR CHECK

Rider: Joshua Varghese  
 Helmet: KYT NZ-Race  
 Suit: Dainese Laguna Seca  
 Gloves: Shima RS-1  
 Boots: RST Tractech EVO II

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TVS Eurogrip's Protorq Extreme HR tyres complement the sporty nature of the RS well and there is plenty of grip all the way to the absolute edge. Even with the knee scraping the ground and a significant part of my body hanging off the motorcycle, my confidence in the stability of the motorcycle never wavered. Aprilia made the right call by equipping this motorcycle with radially mounted four-piston callipers from ByBre at the front because this is a machine that can be ridden fast easily. The feedback and stopping power of the brakes are adequate but rigorous hard braking can cause noticeable brake fade, but most people are not likely to push the bike to such limits on public roads.

The Aprilia's five-inch TFT display is easily the best in the segment. It feels as if it was developed by motorcyclists because everything that a rider wants to see is represented well and navigating through the menus is also simple. Aprilia were the first ones to introduce ride-by-wire in MotoGP and it trickled into their road offerings in 2007. The RS also uses a ride-by-wire system and it is no surprise that it is calibrated well for all three riding modes on offer: Sport, Eco, and Rain. There are three levels of traction control on offer and my favourite setting was "Sport ATC 1" but I did use Eco during my time in town. Eco is more than enough for urban use and since I used Sport only on the open road, an overall fuel efficiency of 24.1 km/litre was easily achieved.

It is reasonable to assume that such an enjoyable machine may be uncomfortable to ride but that is not the case with this one. The seat is 800 millimetres off the ground but its contour does not make one feel so.

The rider triangle is somewhat committed but not uncomfortably so. I rode it to the outskirts of town and back through heavy traffic without much fatigue. It is certainly usable as an everyday machine. The suspension is adjustable for preload both at the front and rear; something unique to an Aprilia in this segment. That said, even with my eyes closed, I could easily tell if the road I was on was made of concrete or tar, something that is not so evident in motorcycles that have a softer set-up. Would I change anything about it? Certainly not.

The styling of this Aprilia is, perhaps, the easiest thing to describe because Aprilia have got the basics right and kept it true to the RS heritage. Every part of the motorcycle is as committed to form as it is to function. The triple-bulb headlight is a signature RS feature while other elements such as the fairing and minimal tail section round off the shape quite well. Despite its compact size, it did not feel cramped when I had to tuck in behind the fairing. Even without the flashy stickering, it is easy to identify it as an Aprilia. In my opinion, the paint schemes that offer red wheels look mint.

That is everything we liked and disliked about the RS 457 but the icing on this Italian cake is the price. At Rs 4.10 lakh (ex-showroom), it is easily the most accessible motorcycle in its segment. Primarily because the others come as completely built-up units (CBU). Even without factoring in the price, it is the largest, fastest, and most powerful motorcycle in its segment. Besides, it handles like a dream. Simply put, it is a benchmark product at an attractive price. **Bike**

TESTED | YAMAHA YZF-R3

# A Sharp Po



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# cket-knife

The Yamaha YZF-R3 has always been close to many a heart. The latest one is no exception

Story: Charan Karthik Photography: Apurva Ambep

**W**E HAD ONE OF THE MOST beautiful experiences in Thailand when we rode the R3 for the first time last year. But then, first rides are, well, first rides. You need to spend some time astride a motorcycle to understand it completely. And that's exactly what we did when Yamaha sent us the bike for a road test.

Let us first consider all the changes in this bike as compared to the older version. The front is the most prominent one and catches your eye immediately. The fascia has been re-designed and gets two beautiful looking LED headlamps. Looking at the front feels like staring at Toothless the dragon from the film *How to Train Your Dragon*. The headlamps have ample throw and they give the bike a subtle and fresh character that it always needed. The fairing on the sides over the engine has also been tweaked and it looks much better and more streamlined now. The bike itself looks leaner and sharper. If the old one was a tiger, this one is definitely a cheetah. Moving on, the switchgear has been revised, the starter switch now has a cool spring type swipe down method which turns the engine over.

One of the major updates is the LCD instrument cluster. Although not a

coloured one, the unit serves its purpose well with a display of everything you'll ever need while out on a spin. Sadly, it is devoid of any sort of device connectivity. I did love the analogue tachometer on the older R3 but that's just a personal preference. The layout of the screen is clean and crisp to look at. Going back to the aesthetics part, I must mention the new fuel-tank with its neat gill-like design on both the sides at the front end. Other changes include a more aggressive rider position, with the handlebar being set lower than before. I will get to that later. The bike also gets LED blinkers all around but the tail-lights remain the same. Part of the package now is also a 37-millimetre upside-down (USD) front fork which feels considerably stiffer.

As you swing a leg over the motorcycle, the change in the riding position becomes immediately noticeable. While sitting on the bike, my feet could touch the ground, the seat height now being a low 780 mm, thus adding to the aggressiveness. The rider triangle is much more focused and sport-oriented than before.

As I switched the bike on, I was welcomed by the 321-cc parallel-twin. The engine has an output of 42 hp at 10,750 rpm and 29.5 Nm of peak torque at 9,000 rpm. It also revs up to 12,000 rpm. On paper, it might not seem like a lot of power, but the way the R3 carries itself on the road is what

“ I have always loved the R3 and I continue to do so. The price is high, but if I ever have an opportunity to get one I will not shy away ”



makes the difference. A sharp pocket-knife is what the bike feels like. I had the opportunity to take it to the hills and the way it behaved is why I still consider it to be a benchmark in its class. This sport bike weighs 169 kilograms and is capable of carving corners with ease. All you need to do is trust the bike and know your limits and you've got a proper weapon. Sure, the motor is not as aggressive as the Austrian single, but it has a good top end and it never feels breathless. You will only feel the rpm climbing slowly at the top of the sixth gear.

The front brake has been engineered well and slowing down from triple-digit speeds was like taking a walk in the park. I mainly used the front brake alone to slow down and was slightly surprised by how much bite it possessed. The anti-lock braking system (ABS) made an intrusion at a considerably later stage, thus making for a fun ride. The rear brake, however, was not that sharp and was mild at best. The front has a 298-mm single disc while the rear gets a 220-mm one. Maybe, a larger rear disc would feel better? The bike gets dual-channel ABS as standard.

Tyres on the R3 are Dunlop Sportmax GPR-300s, the front being a 110/70 and the rear a 140/70, both on 17-inch rims. They provided enough grip through the corners. The suspension, both front and rear, had proper stiffness to them. The rear, in particular, was reliable and provided good feedback. It was impossible not to trust the bike through the feedback it gave. Climbing through the rev-range, aggressively shifting up, the bike did pop a small power wheelie, but nothing that caught me

off guard. You expect the bike to do something and it will do exactly that. This is the best characteristic of this motorcycle as it didn't take me long to adapt to its nature.

As for the feeling I got while riding the bike, it was impressive. Small things like pops and bangs from the exhaust sounded amazing. Music to my ears. The exhaust has a soft note at the beginning of the rev-range but it slowly opens up and screams like a banshee as you open the throttle.

As you may have noticed, I haven't talked about the electronics and other equipment. That's because there aren't any. Barring the dual-channel ABS, there aren't any other rider aids. This can be looked at in two ways: one, where the bike is cut and right, being a raw rider's machine and, two, where it just feels old and outdated. Competitors do have rider aids such as traction control, switchable ABS, smartphone connectivity, TPMS, and TFT clusters. But all of these, as I look at them, are not necessary. They can be had as an accessory or an add-on. They don't have to be standard equipment.

Now, there has been a lot of talk about how the R3 resembles its smaller sibling, the R15. I would never agree with this. Even to a layman, it is easily distinct. In fact, the R3 in the Icon Blue colour is one of the most beautifully designed sub-400-cc bikes in our market. The 10-spoke petal-like alloy sits just right on the bike.

The R3 was loved for offering a lot of bike for less money. An amazing motor, a raw delivery of power, minimal but adequate





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**Above:** An occasional pop or bang is guaranteed from the exhaust



**Above right:** LCD instrument cluster is crisp



**Left:** Tail remains unchanged on the R3

electronics, and, of course, the Japanese stamp of reliability. However, that is not the case now. The Yamaha YZF-R3 is priced at Rs 4.65 lakh (ex-showroom), which I find to be annoyingly steep. Yes, it is a completely knocked down (CKD) unit and it comes from Indonesia. However, that alone does not justify the price tag. When the R3 was about to be launched, I expected it to be pricey but not this much. It's safe to say that the bike will only attract the true blue enthusiasts. If you ask me, I have always loved the R3 for various reasons and I continue to do so. The price is high, but if I ever have an opportunity to get one, I will not shy away. **Bike**

## Bike SPEC TALK ROAD TEST #307

### > Yamaha YZF-R3

Price: ₹ 4.65 lakh (ex-showroom)

Overall star rating: ★★★★★

#### > DIMENSIONS

Length: 2090 mm

Width: 730 mm

Height: 1140 mm

Saddle Height: 780 mm

Wheelbase: 1380 mm

Ground Clearance: 160 mm

Weight: 169 kg (kerb)

#### > ENGINE

Configuration: Liquid-cooled, parallel-twin

Valve-train: DOHC, four valves

Displacement: 321 cc

Bore x Stroke: 68.0 x 44.1 mm

Compression Ratio: 11.2:1

Fuelling: Electronic fuel-injection

Maximum Power: 42 hp at 10,750 rpm

Maximum Torque: 29.5 Nm at 9,000 rpm

#### > TRANSMISSION

Clutch: Wet, multiplate

Gears: Sixspeed 582 (@Magazines\_8890050582)

Primary Drive: Gear

Final Drive: Chain

Gearshift Pattern: One down, five up

#### > CHASSIS

Type: Diamond frame

Front Suspension: 37-mm upside-down telescopic fork

Rear Suspension: Monoshock, preload adjustable

Front Brake: 298-mm disc, ABS

Rear Brake: 220-mm disc, ABS

Front Wheel: 17-inch, cast alloy

Rear Wheel: 17-inch, cast alloy

Front Tyre: 110/70 R17, Dunlop Sportmax GPR-300

Rear Tyre: 140/70 R17, Dunlop Sportmax GPR-300

Rake/Tail: 25°/95 mm

#### > FUEL EFFICIENCY

Claimed: 26.3 km/l

Tank Capacity: 14 litres

Range: 368 km

#### Bike INDIA RATING

Design & Style:	★★★★★
Powertrain:	★★★★★
Performance:	★★★★★
Safety:	★★★★★
Ride Quality:	★★★★☆
Handling:	★★★★★
Braking:	★★★★★

# Raging River

The River Indie is unique in a sea of electric scooters and, while there are plenty of fish in the sea, some are more noteworthy than others. Just how different is the River Indie? We swing a leg over it and take it for a spin

Story: **Sayantana De** Photography: **Sanjay Raikar**

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**T**HE INDIAN ELECTRIC SCOOTER MARKET has seen a veritable explosion of home-grown vehicles and everyone is trying to have their schtick stand out, but it is difficult to do so in such a varied landscape. It seems like River, the Bengaluru-based electric vehicle (EV) makers, have managed to pull it off with their electric scooter, the Indie. It looks like nothing else and offers specs and features that are markedly different from the competition. Just how much of that translates into a different real-world riding experience? We dip our toes into the “River” to explore the breadth of its shores.

There’s a certain movie from the Pixar Animation Studios and a particular Indian electric scooter manufacturer copied the face of a character for their scooter already, so River have gone ahead and followed the other main character’s face a little bit. The double-headlight set-up looks cute and works well with its unconventional proportions. Available in three bright shades, with contrasting black hardware, the Indie garnered a lot of interest from onlookers. The design is mostly dominated by straight lines, which is uncommon in scooter designs. The three colours on offer are named after the seasons: the Monsoon Blue you see here, along with Spring Yellow, and Summer Red. It seems like not offering a colour called “Winter White” is a missed opportunity.

The Indie is referred to as the “SUV of Scooters” by the manufacturer and what sets SUVs apart from other vehicles is their practicality. River ensured that the Indie was as practical as possible. I can imagine the conversation in the product meeting where somebody asked, ‘How much storage space do we need?’ and someone else answered, ‘Yes!’ The under-seat storage is a cavernous 43 litres, with a 12-litre glovebox, totalling 55 litres. There are pannier racks on the sides which can hold optional 20-litre boxes and a 25-litre top box. In total, the River Indie can be equipped with a mind-boggling 120 litres of storage. I liked the neat touch where the charging port flap can only be opened via a toggle located inside the glovebox, adding security. The build quality is robust with consistent panel gaps. There’s a Bluetooth-capable negative TFT display that is not a touchscreen affair, but easy to use thanks to handlebar-mounted buttons.

The Indie comes with steering column-mounted handlebars and these are an engineering solution to a problem: the empty space between the handles can accommodate a mobile phone-holder accessory from River and, once mounted there, the phone can be charged via the USB port next to the console. This is when you want to use the phone for navigation, of course, and if you simply want to charge the phone, there’s another USB outlet inside the glovebox. The tall position of the handlebars means an upright riding stance, which, coupled with the long and wide seat, makes for ▶



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**Above left:** Unique handlebar design

**Above:** Floorboard is flat and wide

**Far left:** Fun to ride on gravel!

**Left:** 43-litre boot is simply huge

**Right:** Largest-in-segment 14-inch wheels



### GEAR CHECK

- Rider: Sayantan De
- Helmet: Axor X-Cross DV
- Jacket: Rynox Helium GT
- Gloves: Tiivra DS
- Boots: Clan Stealth





**Bike SPEC TALK** ROAD TEST #308

**River Indie**

**Price:** ₹ 1.38 lakh (ex-showroom)

**Overall star rating:** ★★★★★

**DIMENSIONS**

**Length:** 1990 mm  
**Width:** 745 mm  
**Height:** 1300 mm  
**Wheelbase:** 1365 mm  
**Ground Clearance:** 165 mm  
**Weight:** 140 kg (kerb)

**DRIVELINE**

**Configuration:** Mid-drive, PMSM  
**Output:** 6.7 kW (9.1 hp), 26 Nm  
**Battery:** 4.0 kWh, lithium-ion  
**Power-to-Weight:** 65.00 hp/tonne

**TRANSMISSION**

**Primary Drive:** Belt  
**Final Drive:** Belt

**CHASSIS**

**Type:** Steel tubular dual cradle  
**Brakes (F):** 240-mm disc, three-piston calliper  
**Brakes (R):** 200-mm disc, single-piston calliper  
**Tyres (F/R):** 110/70-14 (F), 120/70-14 (R), tubeless  
**Suspension (F):** Telescopic fork  
**Suspension (R):** Dual shock-absorbers

**RANGE**

**Charge Time:** 5.0 hours (claimed, 800 W)  
**Range:** 161 km (claimed), 100 km (indicated)

BIKE INDIA RATING	
Design & Style:	★★★★★
Powertrain:	★★★★★
Performance:	★★★★★
Safety:	★★★★★
Ride Quality:	★★★★★
Handling:	★★★★★
Braking:	★★★★★

comfortable ergonomics. Also, since the flat floorboard can be used as a cargo space with or without the “floor cage” (guard-rails for the floorboard), there are additional foot-pegs for the rider. While using these, the riding geometry becomes a cruiser-like feet-forward one, further improving comfort.

The mid-drive motor that powers the Indie is rated at 6.7 kW (9.1 hp) and 26 Nm, which give the scooter a 0-40 km/h time of 3.7 seconds and a top speed of 90 km/h, both in Rush mode. Engaging this mode drops the range to 70 kilometres, though. There are two other ride modes, Eco and Ride. The real-world range in Eco mode is about 120 km, dropping to 100 km in Ride mode. The battery is a four-kWh unit. The Eco mode is best left for low-charge situations, as the River is fun in Ride and Rush modes, with Ride striking a great balance between range and performance. Whack the throttle open in either of these two modes and the Indie belies its 140-kilo kerb weight and scoots forward (pun intended).

One issue with the River Indie is the proprietary charging port, which means, despite the fast-charging capability being present in the software, you can't take advantage of it at charging stations. A fast charger from River is in the works and till then you are limited to a charging time of five hours for 0 to 80 per cent SOC with the included 800-Watt charger.

The River Indie has a rather unique feature: 14-inch wheels front and rear. This is a rarity even among petrol-powered scooters, as only the Aprilia SR 125/160 and the Yamaha Aerox 155 come equipped with those. The tyres are suitably chunky, with a 110-section at the front and 120-section at the rear. While narrower tyres would have aided the range, I can't argue with the handling prowess of the Indie on these big, wide tyres. Riding the scooter through the twisties was a lot of fun and the stability on offer was great. The fat tyres make turn-in rather slow during very low-speed U-turns, though. But the other upside of the big wheels is the ride quality, as the large wheels roll smoothly over broken roads and we even rode it over some gravel roads to see if it can live up to the SUV moniker. It turned out to be as much fun to ride on loose surfaces as it was on tarmac.

A particular highlight of the riding experience is the braking, which is phenomenal. There's CBS, but two different braking circuits with a three-piston calliper at the front and a single-piston one at the rear. The right brake lever actuates two of the three pistons in the front calliper and the left lever actuates the remaining piston at the front as well as the rear brake. Combining both translates into exceptional retardation, occasionally overwhelming the limits of friction.

The River Indie is offered in a single variant, priced at Rs 1.38 lakh (ex-showroom). At that price, it is priced on a par with other flagship scooters, but it is one of the truly unique products in a crowded market; not just by design, but by concept and execution too. It offers unbeatable cargo capacity, and a great mix of power, ride, and handling, all in one head-turner of a package which makes it simply the best option if you don't want to go with the flow and want to stand out from the crowd. **BIKE**



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# Electrified Solution

Nexzu Mobility sent us their electric bicycle, the Roadlark, for a road test. Here is how it went off

Story: **Charan Karthik** Photography: **Sanjay Raikar**

IN THE OLDEN DAYS, THERE WERE BICYCLES THAT had small headlamps that lit up as you pedalled. Known as the “dynamo”, this device helped power a variety of things. Modern dynamos power USB ports and accessories. But a revolutionary trend in the present age is the integration of electricity. Bicycles were one of the earliest modes of transport that underwent electrification.

Let us consider a scenario where a person wants to burn calories but does not have the time for a workout at the gym. What would s/he do? Manage a modicum of that workout while commuting to work and get that problem sorted. The Nexzu Roadlark will help you do exactly that. It is an electric bicycle with a bunch of features that will make short rides easy.

The bicycle dons a bright red paint scheme on its steel frame, one that will immediately catch your eye. The mudguards are also of the same colour and are a snug fit for the wheels, just a few millimetres above them. This makes for

a clean look; not many parts sticking out and a streamlined design overall. The bike gets disc brakes at the front and rear, enhancing its braking performance, along with a fork at the front which I found average at best for a commuter bicycle. Sliding a leg across and getting astride the bicycle wasn't a hassle as the top tube swoops downwards, thus facilitating easy mounting and dismounting. This comes in useful while wearing trousers as you don't have to throw your leg over and struggle. There is an LED headlamp at the front and a reflector at the rear, both mounted on the mudguards. The reflector at the front is fitted on the handlebar.

While most electric cycles have their battery inside the downtube, the Nexzu has its cuboid-shaped battery stowed neatly between the seat tube and the rear wheel. It is a 36-volt 14.5-Ah (520-Wh) pack and has a claimed range of 100 kilometres in the “pedelec mode” with minimal pedal assists, while it does a claimed 75 kilometres in the full electric “throttle

mode". The top speed, Nexzu claim, is 25 km/h, which is decent for a bicycle. The company also claims that the battery gets fully charged in three to five hours, and we recorded a time of four and a half hours for charge up to 80 per cent. Power is delivered by a 250-watt brushless DC hub-mounted motor.

While resting the hands on the handlebar, the rider will have easy access to both the light and horn switches placed one below the other. Next to it is the power and mode indicator with an on-off switch. It has three different modes: Low, Mid, and High. The difference is noticeable between the two extremes. The Roadlark gets two keys, one to switch on the battery (by inserting it into the slot on the battery pack) and the other to activate the drive train, for which the slot is located on the right-hand side of the handlebar.

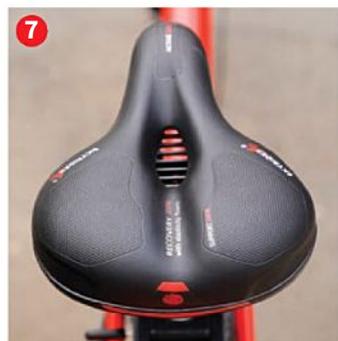
Coming to the riding aspect, the bike is very easy to pedal and it takes no time for the rider to get moving. The gear ratio enables quick acceleration. As I pedalled harder, I could sense the ratio getting heavier and keeping up with the power I was putting down. This is a useful feature of this motor, for the cycle is a single-speed setup. Under braking, it does take some time for the motor to ease off but it does considerably well. The Roadlark has a very wide and chunky saddle. It has a lot of cushioning. Personally speaking, I don't prefer excessive cushioning because it tends to get uncomfortable over long rides; however, since this one is a commuter, it was not bothersome.

This bicycle has a quick-release lever for saddle adjustments that can be done according to the rider's height and riding style. The saddle can also be fully pushed towards the front and sort of moved out of the way, helping in the removal of the battery from the frame.

The Nexzu Roadlark comes in three variants. The most accessible one with its 5.2-Ah battery pack costs Rs 32,950, the middle one with an 8.7-Ah battery has been priced at Rs 35,950, and the top variant, which we rode for this road test, with its 14.5-Ah battery pack will set you back by Rs 39,950.

Considering these price tags, the Roadlark was found to be wanting in an upmarket feel or a sense of completeness and is a little too heavy at 27 kilograms. Barring those factors, it is fun to ride and is a great way to commute without polluting the environment. **Bikes**

- 1 Starter switch is placed neatly alongside the light and horn switches
- 2 Disc brakes have adequate bite
- 3 250-watt hub mounted motor
- 4 Key slot on the right side of the handlebar to switch on the cycle
- 5 LED headlight is good for early morning and night rides
- 6 14.5-Ah battery pack adds to the weight of the cycle
- 7 Saddle is comfortable but a bit on the softer side



### NEED TO KNOW

#### Nexzu Roadlark

- Price: Rs 39,950
- Motor: 250-watt BLDC
- Battery Pack: 14.5-Ah
- Suspension: Telescopic front fork
- Brakes (F/R): Disc
- Tyres: 54-559 (26 x 2.10)
- Weight: 27 kg



# A Friday Spent in the Right Way



TVS flew us down to the Madras International Circuit to attend the selection round for their Young Media Racer Programme. Read on to know how we got selected for it

Story: **Charan Karthik** Photography: **TVS Motor Company**

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IT WAS FIVE O'CLOCK IN THE MORNING and the alarm was ringing. I just could not get up because I had not got proper sleep the night before. Race day jitters? Not so much. I was just too excited to sleep and kept imagining scenarios. Anyway, an hour later, I went down for breakfast and, by 8.00 am, we were on the racetrack, drooling at TVS' race-spec Apache RTR 200 4Vs.

Let me rewind a little and tell you what the TVS Young Media Racer Programme (YMRP) is. The initiative was started by the TVS Motor Company in 2017 and this year marks the eighth edition. The YMRP, as the very name suggests, is a programme wherein the country's youngest media personnel gear up and race against one another. This was the selection round and, as per TVS' briefing, this was the highest turnout they had witnessed so far. As many as 39 of us were going to be pitted against one another under the hot Chennai sun.

The day started with all of us assembling inside a classroom for a briefing by Pradeep H K, Brand Manager, Brand Experience, TVS Racing, who took us through TVS' history, how the TVS Racing Team was formed, and what the YMRP is. Later, he was joined by Harry Sylvester, our trainer, who told us about basic track riding etiquette along with the meaning of various flags. He also spoke about racing lines, acceleration, and the importance of gearing. Soon we were joined by Jagan Kumar, KY Ahamed, and a few other TVS Racing Team riders who assisted us on the track.

After about an hour in the classroom we were all divided into three batches. Luckily, I was put into the first one and was assigned bike number four (Andrea Dovizioso?). Thirteen of us scrambled and made our way to collect our riding gear. TVS

were kind enough to lend us every bit of their gear. I collected my one-piece racing suit, a pair of boots, and gauntlet gloves. If one might recall, TVS have a partnership with Alpinestars and, for this event, they lent us the Alpinestars Tech Air 5 airbag vest and the Alpinestars Supertech R10 helmet. Safety taken to a whole new level, literally. I have not seen any other manufacturer in our country providing riders with such high-level safety gear. A big thumbs-up to TVS. However, I was carrying my own ECE 22.06-certified and FIM-homologated helmet and used the same.

Starting off with the first session, we were led by one of our trainers and we were shown the lines around the track, along with marshal posts. After the 15-minute session, we pulled into the pits and assembled in the classroom for the second session where Harry showed us the body position and braking before corners. A while later, we went out and implemented them on the track. Soon thereafter, our third and final instructed session got under way and we all assembled on the starting line. One of the trainers lined up at the start line, ahead of us, while Harry explained to us how the timing boards would be shown before the start of the race.

Five minutes to go, one minute to go, 30 seconds to go, and soon the five red lights came on and went out. The rider ripped open the throttle and went ahead. We went and replicated the same. On the home stretch, after doing the start, we did the braking drill where we were instructed to use the front to its full potential and engine brake to come to a complete stop.

By this time, the sun was scorching us all and making a deep-fried dish of us. Hydration was the key. We were given lunch soon after the session and were told to get ready for our practice/qualifying session. We were given 15 minutes in all to get both





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our practice laps and qualifying laps done. I geared up and mentally prepared myself for pushing the bike and getting the best time possible. All the 13 of us in our batch were sent out in two separate intervals, while a trainer led us out one by one on the track, supervising us all and ensuring there was enough gap in between all of us.

Since the entire session was 15 minutes, I went all-out from the beginning. After managing more than five laps, the chequered flag was shown and I pulled into the pits. The remaining two batches were sent out after us and they all completed their sessions. The results came and I qualified for the championship in fourth place with a lap time of 2:24.609. The top step was just three seconds above.

With three race weekends spread over the next five months, I have all the time to prepare myself and fight it out with some of the best media personnel in the country.

I have gained a lot from the TVS YMRP and even got my first ever knee-down moment in the third corner. TVS have given me a lot of memories to take home and cherish for ever. **EMCE**





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# Clean Sweep for Martin

Report:  
Charan Karthik



Jorge Martin had a clean sweep of the weekend, taking pole and winning the sprint and the main race while Márquez and Bagnaia battled it out and home hero Fabio Quartararo crashed out



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**MOTUL**

**E**VERY GRAND PRIX THIS year has been entertaining and dramatic. The Le Mans Grand Prix was no exception. Heading into the weekend, Jorge

"Martinator" Martin on his Prima

Pramac Racing Ducati was the favourite for the victory and there was a good reason as to why. Martinator set the fastest time in qualifying and took pole while the reigning champion, Francesco "Pecco" Bagnaia, could only manage second fastest for his Ducati Lenovo team ahead of Aprilia Racing's Maverick Viñales. Both the VR46 Ducatis were placed fourth and fifth, followed by Aleix Espargaro closing out row two. Rookie Pedro Acosta could only manage seventh for his Red Bull GASGAS Tech3 team and Fabio Quartararo on his Monster Energy Yamaha qualified highest among all the Japanese bikes in eighth, closely followed by his former teammate, Franco Morbidelli, on the Prima Pramac Ducati. Marc Márquez (Gresini Racing) could only manage 13th for the day.

## Sprint

STARTING FROM POLE, MARTIN held his advantage heading into Turn One, while Bagnaia plummeted to 15th after a horrible start and the race was over for the reigning champ when he went off track and had to retire his Ducati due to technical issues.

Márquez arguably had the best start of the lot, overtaking riders and settling in at fourth place by lap one. Espargaro, running third on his Aprilia, was penalized with two long laps for jumping the start. This promoted Márquez to third with Martin and Marco Bezzecchi (Pertamina Enduro VR46 Racing Team) running one and two. Bezzecchi crashed and Márquez and Viñales inherited second and third.

## Race

ON SUNDAY, BAGNAIA HAD A GREAT start from second with Martin following suit and Aleix Espargaro slotting behind in third. Bagnaia held his lead until seven laps to go

when Martin dug deep and overtook the factory Ducati rider. Meanwhile, behind him, Márquez slowly clawed his way from 13th to podium contention with seven laps to go following a battle with Fabio Di Giannantonio (Pertamina Enduro VR46 Racing Team). Martinator stayed ahead out of trouble until a small mistake by him with three laps to go saw Pecco Bagnaia right back on his tail, with Márquez a few bike-lengths behind. Amidst all this, the Frenchman, Fabio Quartararo, was having one of the best races of this year, comfortably running in sixth until he crashed out with 10 laps to go to the

## MotoGP Result

Pos.	Rider	Timing
1	Jorge <b>MARTIN</b>	41:23.709
2	Marc <b>MARQUEZ</b>	+0.446
3	Francesco <b>BAGNAIA</b>	+0.585
4	Enea <b>BASTIANINI</b>	+2.206
5	Maverick <b>VIÑALES</b>	+4.053

## MotoGP C'ship Standings

Pos.	Rider	Pts.
1	Jorge <b>Martin</b>	129
2	Francesco <b>Bagnaia</b>	91
3	Marc <b>Marquez</b>	89
4	Enea <b>Bastianini</b>	89
5	Maverick <b>Viñales</b>	81
6	Pedro <b>Acosta</b>	73
7	Brad <b>Binder</b>	67
8	Aleix <b>Espargaro</b>	51
9	Fabio Di <b>Giannantonio</b>	47
10	Marco <b>Bezzecchi</b>	36

disappointment of all the French fans.

With three laps to go, the three Ducatis had bunched up, Pecco sandwiched between Martin at the front and Márquez at the rear, while the pack following them was quite some time behind the leading trio. Martin stayed just a little ahead, while Bagnaia had a tough time keeping Márquez behind. On the last lap, after multiple attacks, Márquez finally overtook the factory Ducati rider on the inside, late braking into Chemin aux Boeufs. However, it was too late for him to catch Martinator, who cruised home for the win.

Behind the trio, Enea Bastianini led the rest of the field home in fourth, having started 10th, with Viñales, Di Giannantonio, and Morbidelli in fifth, sixth, and seventh respectively. Brad Binder of Red Bull KTM minimized his losses, finishing in eighth after starting from the back of the grid in 22nd. Alex Márquez on his Gresini Ducati finished in 10th, behind Aleix Espargaro on his Aprilia RS-GP24. **BK**



Fabio Quartararo repping his special Le Mans livery



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## Moto2

THE MOTO2 FRENCH GRAND PRIX SAW AN incredible run by Aron Canet (Fantic Racing) against all odds to bring pole position in Le Mans. The Fantic Racing rider, seen limping in the pits with crutches earlier, with three minutes left to go, moved from third to provisional pole, where he stayed with his lap of 1:35.037. Championship leader Joe Roberts (OnlyFans American Racing Team) picked up the pace and posted a lap within 0.136 seconds of Canet. This was his first front-row start of the season. Sergio Garcia (MT Helmets – MSI) rounded off the front row. Albert Arenas was fourth quickest for Gresini. The lap record was beaten on Friday, first by Alonso Lopez (SpeedUp Racing), then by Sergio Garcia, and later by Manuel Gonzalez (QJMotor Gresini Moto2), taking it to the first sub-1:35 seconds of the historic track for the class with a new best of 1:34.868 seconds.

On race day, it was pure domination by Sergio Garcia who got the best start from the front row and slowly broke away to claim his second win of the 2024 season. Ai Ogura (MT Helmets - MSI) qualified 17th, but got an impressive start and slotted into 11th by the first lap; later, at the halfway mark, he moved up to sixth. A few mistakes by other riders saw him move up to third and a cool-headed overtake saw him going past Alonso Lopez on the last lap to secure second and a classic one-two finish for the team. While Lopez finished third, Joe Roberts crossed the line in fourth. **Bike**

### Moto2 Result

Pos.	Rider	Timing
1	Sergio <b>GARCIA</b>	35:20.709
2	Ai <b>OGURA</b>	+3.174
3	Alonso <b>LOPEZ</b>	+3.704
4	Joe <b>ROBERTS</b>	+3.764
5	Somkiat <b>CHANTRA</b>	+3.935

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### Moto2 C'ship Standings

Pos.	Rider	Pts.
1	Sergio <b>Garcia</b>	89
2	Joe <b>Roberts</b>	82
3	Fermin <b>Aldeguer</b>	63
4	Ai <b>Ogura</b>	63
5	Alonso <b>Lopez</b>	54



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## Moto3

DAVID ALONSO (CFMOTO ASPAR TEAM) TOPPED every session and took pole for the third time in a row. The Colombian rider arrived as the favourite, having topped every session on Friday. Daniel Holgado (Red Bull GASGAS Tech3) had to settle for second with a margin of 0.011 seconds separating the two. Jose Antonio Rueda (Red Bull KTM Ajo) took no time getting back to speed in France after missing two rounds of this season. The Spanish rider ended qualifying with the third best time. Collin Veijer (Liqui Moly Husqvarna Intact GP), Adrian Fernandez (Leopard Racing), and Ivan Ortola (MT Helmets - MSI) locked out the second row.

On race day, it was an intense battle between Alonso and Holgado right from the moment the lights went out. After a strong start from pole, it was Holgado who led out of the second corner, going on to lead most of the laps. The Colombian, Alonso, slotted in behind and spent most of the race in fourth as David Munoz (BOE Motorsports) and Collin Veijer took the fight to the championship leader. The leader had dominated the weekend with his pace and unleashed everything on lap 18. Alonso and Holgado swapped places over the last two laps, with Alonso's Spanish rival briefly ahead again at the beginning of the final lap. Alonso quickly showed dominance and used his speed to hold and block the 2023 Le Mans winner to take his third win of the season. Veijer finished fourth, Joel Esteban (CFMOTO Aspar Team) finished fifth, after climbing his way up from 17th on the grid, with Ivan Ortola finishing behind him. **BMW**



### Moto3 Result

Pos.	Rider	Timing
1	David <b>ALONSO</b>	34:00.058
2	Daniel <b>HOLGADO</b>	+0.105
3	Collin <b>VEIJER</b>	+0.242
4	Joel <b>ESTEBAN</b>	+0.476
5	Ivan <b>ORTOLA</b>	+0.612

### Moto3 C'ship Standings

Pos.	Rider	Pts.
1	Daniel <b>Holgado</b>	94
2	David <b>Alonso</b>	93
3	Collin <b>Veijer</b>	62
4	Ivan <b>Ortola</b>	50
5	Joel <b>Kelso</b>	42

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## Alex Espargaro Announces Retirement

MOTOGP'S OLDEST RIDER ON THE GRID, ALEX ESPARGARO (Aprilia Racing), announced his retirement from racing at the top level.

The Spanish rider, aged 34, started his MotoGP career with Ducati in 2009 when he made his debut at the Indianapolis Grand Prix as a replacement rider for Mika Kallio. He has had three victories in his career as of May 2024. His maiden victory came at the Argentine Republic Grand Prix in 2022 with Aprilia and two victories in 2023 at the British Grand Prix and Catalan Grand Prix, again with the Aprilia Racing team. Espargaro's retirement from the sport will make Marc Márquez the oldest rider on the grid.



## MotoGP Will Be Considerably Different in 2027

**ENGINE DISPLACEMENT** downsized from 1,000 cubic centimetres to 850 cc. Maximum cylinder bore reduced from 81 millimetres to 75 mm. Still four-cylinder.

Manufacturers that have raced in 2026 will start the 2027 season in Rank B. Six engines per season per contracted rider for a 20-race calendar. Seven engines for 21- or 22-race calendar. Engine development is frozen, only three wildcards will be allowed per season, no in-season testing is allowed for the main race riders and 190 tyres will be allocated for testing.

Manufacturers who have not raced in 2026 will start the 2027 season in Rank D. Riders will have two additional engines per season. Unlimited engine development and testing with race riders with six wildcards allowed and 260 test tyres allocated.

Rankings will be revised at the mid-season checkpoint in 2027, based on the first part of the 2027 season results only. Regular ranking system will resume at the end-season checkpoint at the end of 2027.

GPS data from all riders will be available to all

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- Ban on all holeshot and ride-height devices
- Width reduction of front fairing from 600mm to 550mm
- Nose of front fairing moved back 50mm
- 1000 cc to 850 cc Engine capacity reduction
- 7 to 6 engines per season
- GPS data from all riders available to all teams after each session

teams at the end of session.

In MotoGP, the total number of gearbox ratios (pairs of gears) permitted per season will be reduced to 16, plus four different overall ratios for the primary drive.

Fuel-tank capacity will be reduced from 22 litres to 20 litres for Grand Prix. It will be 11 litres for Sprint.

Use of fully sustainable fuels will be allowed.

Width of the top of the front fairing will be 50 mm narrower, nose will be pushed back 50 mm. Rear aerodynamics to be homologated as part of the aero body and only one update per season will be allowed.

There will be a ban on any ride-height and holeshot devices.

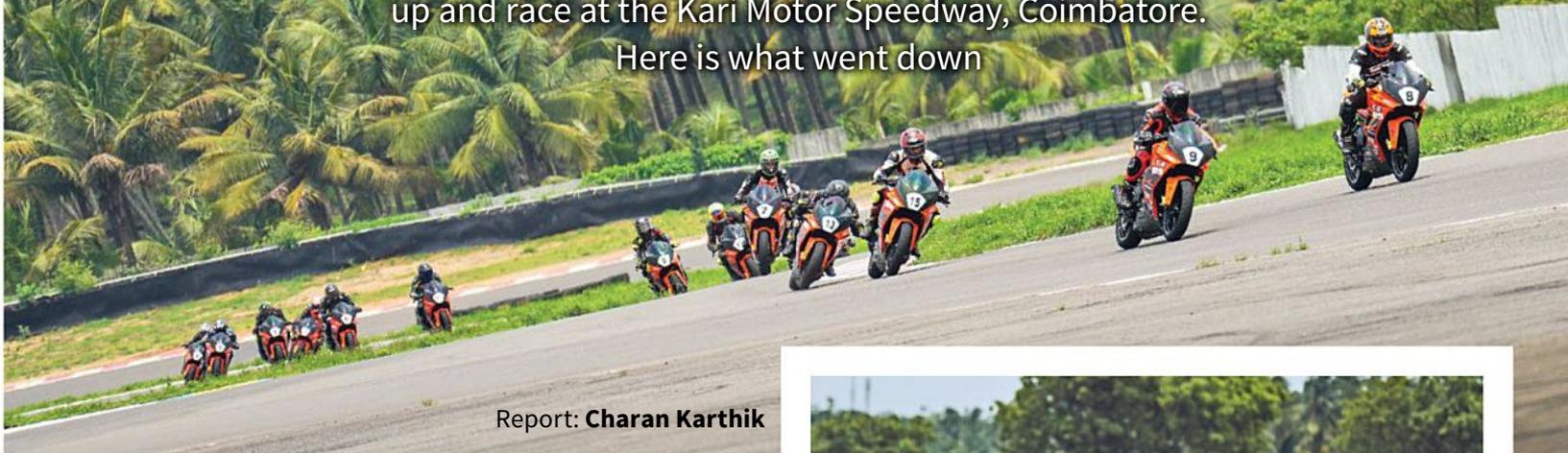
Minimum bike weight will be reduced from 157 kilograms to 153 kg.

**MOTUL 300V** 100% SYNTHETIC  
ESTER Core® Technology  
FACTORY LINE ROAD RACING

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# Rahil Shetty Tops KTM Cup Season II

The KTM Cup season II saw as many as 111 racers turn up and race at the Kari Motor Speedway, Coimbatore. Here is what went down



Report: **Charan Karthik**

**K**TM INDIA CONCLUDED THEIR CUSTOMER racing programme, KTM Cup at the Kari Motor Speedway, Coimbatore. The KTM Cup saw racing talent from different cities battle it out in three categories: Pro, Women, and Amateur. Rahil Pillari Shetty claimed the overall victory in the Pro category while Abhishek Vasudev and Kayan Zubin Patel took the second and third positions respectively.

In the Amateur category, it was Adam Feroz Backer who took top honours while Mohd Yosuf and Shashanka Sharma finished in second and third respectively.

The Women category was won by Ann Jennifer while Lani Jena Fernandez and Tanisha Sanjay Arora occupied the remaining podium spots in second and third respectively.

Apart from the cash prize, the winners in each category will be flying to Austria for the KTM Academy of Speed. They will be trained by KTM's professional instructors in the presence of MotoGP riders at the Academy.

The KTM Cup is conducted in three stages—Selections, Qualifier, and Finale. The Amateur and Women participated in the selection rounds in Coimbatore, Delhi, Mumbai, and Kolkata and the top 66 made it to the Qualifier. Thirty-six Pros joined in the Qualifiers in Coimbatore.

During the KTM Cup Selection and Qualifier rounds, the KTM Race Academy trains the racers. It is driven and mentored by former MotoGP racer Jeremy McWilliams and seven-time INMRC champion Emmanuel Jebaraj.

KTM had announced their customer racing programme, the KTM Cup, in December 2022 and season two of KTM Cup came to an end on 26 May 2024 with racers from different parts of the country participating in it.

The KTM Cup is recognised by FMSCI as KTM's One-make Race Championship. This year, Castrol and CEAT joined KTM for the championship. **BIKE**



**Below:** Ann Jennifer taking top honours in the Women category



**Above:** Rahil Shetty won the Pro category ahead of Abhishek Vasudev and Kayan Zubin Patel

An advertisement for Motul 300V Factory Line 100% Synthetic Ester Core Technology. It features two bottles of Motul 300V motor oil on the left. In the center, the text "300V" is written in a large, stylized font, with "FACTORY LINE" and "ROAD RACING" below it. To the right, it says "100% SYNTHETIC ESTER Core® Technology". At the bottom right, the "MOTUL" logo is displayed in a red box. Below the logo, the website "www.motul.in" and the Facebook page "facebook.com/motulindia" are listed.

# THE GOOD THE BAD

# & THE UGLY

## 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
<b>Bikes</b>															
<b>aprilia</b> APRILIA <a href="http://www.aprilia.com">www.aprilia.com</a>															
<b>RS 457</b>															
 <p><b>We Say:</b> A super sport for the world made-in-India. <b>Also See:</b> KTM RC 390, Yamaha YZF-R3</p>															
RS 457	4.10 lakh	457	I2/lc	47.6/9400	43.5/6700	6	175	NA	NA	13	NA	✓	✓	Jun 24	★★★★★
<b>660</b>															
 <p><b>We Say:</b> Aprilia's versatile 660 platform caters to vastly different riding styles. <b>Also See:</b> Honda CB650R/CBR650R, Kawasaki Z650/Ninja 650</p>															
Tuono 660	17.44 lakh	659	I2/lc	95/10500	67/8500	6	183	NA	NA	15	NA	✓	✓	NA	NA
RS 660	17.74 lakh	659	I2/lc	100/10500	67/8500	6	183	NA	NA	15	NA	✓	✓	NA	NA
Tuareg 660	18.85 lakh	659	I2/lc	80/9250	70/6500	6	204	NA	NA	18	NA	X	✓	NA	NA
<b>RSV4</b>															
 <p><b>We Say:</b> A thoroughbred Italian superbike. <b>Also See:</b> BMW S 1000 RR, Ducati Panigale, Honda CBR1000RR, Kawasaki Ninja ZX-10R, Yamaha YZF-R1</p>															
RSV4 Factory	31.26 lakh	999.6	V4/lc	217/13000	125/10500	6	202	NA	NA	17.9	NA	✓	✓	NA	NA
<b>BAJAJ AUTO</b> <a href="http://www.bajajauto.com">www.bajajauto.com</a>															
<b>CT</b>															
 <p><b>We Say:</b> Affordable and frugal commuter. <b>Also See:</b> Hero HF Deluxe, Honda CD110 Dream, TVS Star City+</p>															
CT 110X	69,216	115.45	1/ac	8.6/7000	9.81/5000	4	127	NA	90	11	NA	✓	CBS	NA	NA
CT 125X	77,216	124.45	1/ac	10.9/8000	11/5500	5	130	NA	NA	11	NA	✓	CBS	NA	NA
<b>PLATINA</b>															
 <p><b>We Say:</b> Comfortable and efficient everyday motorcycle. <b>Also See:</b> Hero Splendor, TVS Star City+, Yamaha Saluto</p>															
Platina 100	67,808	102	1/ac	7.9/7500	8.34/5500	4	117	NA	90	11	NA	✓	CBS	NA	NA
Platina 110 ABS	79,821	115.45	1/ac	8.6/7000	9.81/5000	5	123	NA	NA	10.5	NA	✓	ABS	NA	NA
<b>AVENGER</b>															
 <p><b>We Say:</b> Powerful and torquey, great combo of style and value. Pillion seat could be more comfortable. <b>Also See:</b> Suzuki Intruder 150</p>															
160 Street	1.17 lakh	160	1/ac	15/8500	13.7/7000	5	156	NA	NA	13	NA	✓	✓	NA	NA
220 Street/Cruise	1.43 lakh	220	1/ac	19.03/8500	17.5/7000	5	163	NA	NA	13	NA	✓	✓	NA	NA
<b>PULSAR DTS-I</b>															
 <p><b>We Say:</b> Good fusion of performance, efficiency and looks, great value for money. <b>Also See:</b> Honda CB Unicorn 160, Suzuki Gixxer, TVS Apache RTR</p>															
Pulsar 125 Neon Disc	80,416	124.4	1/ac	11.8/8500	10.8/6500	5	140	NA	NA	15	NA	✓	CBS	NA	NA
Pulsar 150 SD	1.10 lakh	149.5	1/ac	14.0/8500	13.25/6500	5	148	NA	NA	15	NA	✓	✓	NA	NA
Pulsar 220F	1.38 lakh	220	1/ac	20.4/8500	18.5/7000	5	160	NA	NA	15	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
<b>PULSAR NS</b>															
<b>We Say:</b> Value for money, a modern bike now with a 160-cc option. <b>Also See:</b> Honda CB Hornet 160R, X-Blade, KTM 200 Duke, Suzuki Gixxer, TVS Apache RTR 200 4V															
	99,571	124.45	1/ac	12/8500	11/7000	5	144	NA	NA	12	NA	✓	CBS	Aug 21	★★★★☆
Pulsar NS160	1.46 lakh	160.3	1/ac	17.2/9000	14.6/7250	5	152	NA	NA	12	NA	✓	✓	NA	NA
Pulsar NS200	1.57 lakh	199.5	1/lc	24.5/9750	18.7/8000	6	158	NA	NA	12	44.5	✓	✓	Aug 12	★★★★☆
Pulsar NS400Z	1.85 lakh	373.3	1/lc	40/8500	35/7000	6	174	NA	NA	12	NA	✓	✓	NA	NA
<b>PULSAR RS</b>															
<b>We Say:</b> Good amount of kit at a fair price. <b>Also See:</b> KTM RC 200															
	1.72 lakh	199.5	1/lc	24.5/9750	18.7/8000	6	166	NA	NA	13	NA	✓	✓	NA	NA
<b>PULSAR N</b>															
<b>We Say:</b> Good amount of kit at a fair price. <b>Also See:</b> (for N160) Suzuki Gixxer, TVS Apache RTR 160 4V, Yamaha FZ-S, (for 250s) Suzuki Gixxer 250, Yamaha FZ25															
	1.24 lakh	149.68	1/ac	14.5/8500	13.5/6000	5	145	NA	NA	14	NA	✓	✓	NA	NA
Pulsar N160	1.33 lakh	164.82	1/ac	15.9/8750	14.65/6750	5	154	NA	NA	14	NA	✓	✓	NA	NA
Pulsar N250	1.51 lakh	249.07	1/ac	24.5/8750	21.5/6500	5	164	NA	NA	14	NA	✓	✓	NA	NA
<b>DOMINAR</b>															
<b>We Say:</b> The largest and most powerful Bajaj motorcycle yet. <b>Also See:</b> KTM 390 Duke															
	1.84 lakh	248.77	1/lc	27/8500	23.5/6500	6	180	3.87	133.27	13	NA	✓	✓	Aug 20	★★★★☆
Dominar 400	2.30 lakh	373.3	1/lc	40/8800	35/6500	6	193	NA	NA	13	NA	✓	✓	NA	NA
<b>BENELLI india.benelli.com</b>															
<b>IMPERIALE</b>															
<b>We Say:</b> An Italian contender in the single modern-classic arena. <b>Also See:</b> Honda H'Ness CB350, Jawa forty two, Royal Enfield Meteor 350															
	2.35 lakh	374	1/ac	21/6000	29/3500	5	205	5.61	116.18	12	NA	✗	✓	Oct 20	★★★★☆
<b>LEONCINO</b>															
<b>We Say:</b> A good-looking retro-modern scrambler. <b>Also See:</b> Royal Enfield 650 Twins															
	4.99 lakh	500	l2/lc	47.5/8500	46/6000	6	NA	NA	NA	13.5	NA	✓	✓	NA	NA
<b>TRK</b>															
<b>We Say:</b> Currently the only option if you want a 500-cc adventure-tourer. <b>Also See:</b> BMW G 310 GS, Kawasaki Versys-X 300															
	2.89 lakh	249	1/lc	25/9250	21/8000	6	164	NA	NA	18	NA	✓	✓	NA	★★★★☆
TRK 502	5.85 lakh	500	l2/lc	47.5/8500	46/6000	6	235	2.88	150.87	20	NA	✓	✓	Jul 19	★★★★☆
TRK 502X	6.35 lakh	500	l2/lc	47.5/8500	46/6000	6	NA	NA	NA	20	NA	✗	✓	NA	NA
<b>POWER CRUISER</b>															
<b>We Say:</b> Currently the only option if you want a 500-cc power cruiser. <b>Also See:</b> Kawasaki Vulcan 650															
	5.25 lakh	500	l2/lc	47.5/8500	46/6000	6	216	NA	NA	21	NA	✓	✓	Sep 21	★★★★☆
<b>BMW MOTORRAD www.bmw-motorrad.in</b>															
<b>TOUR</b>															
<b>We Say:</b> Among the most powerful and refined touring bikes available today. <b>Also See:</b> Kawasaki Ninja 1000, Honda GL1800 Gold Wing															
	24.95 lakh	1254	F2/lc	136/7750	143/6250	6	279	NA	NA	25	NA	✓	✓	NA	NA
K 1600 B	29.90 lakh	1649	l6/lc	160/7750	180/5250	6	336	NA	NA	26.5	NA	✓	✓	NA	NA
K 1600 GTL	33.00 lakh	1649	l6/lc	160/7750	180/5250	6	350	NA	NA	26.5	NA	✓	✓	NA	NA
K 1600 Grand America	33.00 lakh	1649	l6/lc	160/7750	180/5250	6	336	NA	NA	26.5	NA	✓	✓	NA	NA
<b>HERITAGE</b>															
<b>We Say:</b> BMW going back to their roots in a modern way. <b>Also See:</b> Aprilia Tuono V4R, Kawasaki Z1000, Triumph ThruxtonR.															
	17.25 lakh	1170	F2/lc	110/7750	116/6000	6	220	NA	NA	17	NA	✓	✓	NA	NA
R nineT	19.00 lakh	1170	F2/lc	110/7750	116/6000	6	222	NA	NA	18	NA	✗	✓	NA	NA
<b>R 18</b>															
<b>We Say:</b> Bavaria's cruiser offering to take on American iron. <b>Also See:</b> Harley-Davidson Heritage Softail Classic, Indian Vintage															
	19.90 lakh	1802	F2/lc	91/4750	158/3000	6	345	NA	NA	16	NA	✗	✓	NA	NA
R 18 Transcontinental	32.50 lakh	1802	F2/lc	91/4750	158/3000	6	427	NA	NA	24	NA	✗	✓	NA	NA

LEGENDS: ac: Air-cooled, lc: Liquid-cooled, l: In-line, V: V layout, F: Flat, sc: Supercharged, A: Automatic, BO: By Order, L: Limited, \*: 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
<b>ADVENTURE</b>															
<b>We Say:</b> Arguably among the best all-round motorcycles there are.															
<b>Also See:</b> KTM 390 Adventure (for G 310 GS), Aprilia Dorsoduro, Ducati Multistrada, Triumph Tiger															
	G 310 GS	3.30 lakh	313	1/lc	34/9250	28/7500	6	175	NA	NA	11	NA	✓	✓	NA
	F 850 GS Pro	12.95 lakh	853	I2/lc	90/8000	86/6250	6	229	NA	NA	15	NA	✗	✓	NA
	F 850 GS Adventure	13.75 lakh	853	I2/lc	90/8000	86/6250	6	244	NA	NA	23	NA	✗	✓	NA
	F 900 XR Pro	12.55 lakh	895	I2/lc	105/8500	92/6500	6	NA	NA	NA	NA	NA	✓	✓	NA
	S 1000 XR Pro	22.10 lakh	999	I4/lc	165/11000	114/9250	6	228	NA	NA	20	NA	✓	✓	NA
	R 1250 GS Pro	20.55 lakh	1254	F2/lc	136/7750	143/6250	6	249	NA	NA	20	NA	✗	✓	NA
	R 1250 GS Adventure Pro	22.50 lakh	1254	F2/lc	136/7750	143/6250	6	268	NA	NA	30	NA	✗	✓	NA
<b>ROADSTER</b>															
<b>We Say:</b> Nimble, everyday bike with exceptional quality.															
<b>Also See:</b> KTM 390 Duke (for G 310 R), Aprilia Tuono V4R, Kawasaki Z1000															
	G 310 R	2.90 lakh	313	1/lc	34/9250	28/7500	6	164	NA	NA	11	NA	✓	✓	NA
	S 1000 R	19.00 lakh	999	I4/lc	165/11000	114/9250	6	205	NA	NA	17.5	NA	✓	✓	NA
	S 1000 R Pro	20.45 lakh	999	I4/lc	165/11000	114/9250	6	205	NA	NA	17.5	NA	✓	✓	NA
	S 1000 R Pro M Sport	23.30 lakh	999	I4/lc	165/11000	114/9250	6	205	NA	NA	17.5	NA	✓	✓	NA
	M 1000 R	33.00 lakh	999	I4/lc	210/13750	113/11100	6	199	NA	280	16.5	NA	✓	✓	NA
	M 1000 R Competition	38.00 lakh	999	I4/lc	210/13750	113/11100	6	199	NA	280	16.5	NA	✓	✓	NA
	R 1250 R	16.25 lakh	1254	F2/lc	136/7750	143/6250	6	239	NA	NA	18	NA	✓	✓	NA
<b>SPORT</b>															
<b>We Say:</b> Great track tool.															
<b>Also See:</b> Aprilia RSV4, Ducati Panigale, Honda CBR1000RR, Kawasaki Ninja ZX-10R, Suzuki GSX-R 1000, Yamaha YZF-R1.															
	G 310 RR	3.05 lakh	313	1/lc	34/9700	28/7700	6	174	NA	NA	11	NA	✓	✓	NA
	S 1000 RR	20.75 lakh	999	I4/lc	210/13750	113/11000	6	197	NA	NA	17.5	NA	✓	✓	NA
	S 1000 RR Pro	23.10 lakh	999	I4/lc	210/13500	113/11000	6	197	NA	NA	17.5	NA	✓	✓	NA
	S 1000 RR Pro M Sport	25.25 lakh	999	I4/lc	210/13500	113/11000	6	193.5	NA	NA	17.5	NA	✓	✓	NA
	M 1000 RR	49.00 lakh	999	I4/lc	212/14500	113/11000	6	192	NA	NA	16.5	NA	✓	✓	NA
	M 1000 RR Competition	55.00 lakh	999	I4/lc	212/14500	113/11000	6	191.8	NA	NA	16.5	NA	✓	✓	NA
 <b>CFMOTO</b> <a href="http://www.amwmotorcycles.com">www.amwmotorcycles.com</a>															
<b>300</b>															
<b>We Say:</b> New entrant in the bustling performance single-cylinder segment.															
<b>Also See:</b> BMW G 310 R, KTM 390 Duke															
	300NK	2.29 lakh	292.4	1/lc	27.88/8720	25/7000	6	151	3.19	137.77	12.5	NA	✓	✓	Feb 20 ★★★★★
<b>650</b>															
<b>We Say:</b> A trio of 650 alternatives to add															
<b>Also See:</b> Benelli TRK 502, Kawasaki Z650, Ninja 650															
	650NK	4.29 lakh	649.3	I2/lc	56.44/8250	54.4/7000	6	206	NA	NA	17	NA	✓	✓	NA
	650MT	5.29 lakh	649.3	I2/lc	56.44/8250	54.4/7000	6	218	NA	NA	18	NA	✓	✓	NA
	650GT	5.59 lakh	649.3	I2/lc	56.44/8250	54.4/7000	6	226	NA	NA	19	NA	✓	✓	NA
 <b>DUCATI</b> <a href="http://www.ducati.com">www.ducati.com</a>															
<b>SCRAMBLER</b>															
<b>We Say:</b> A fun and agile Ducati you can use everyday.															
<b>Also See:</b> Indian FTR 1200 S, Kawasaki Z650, Triumph Street Scrambler															
	Icon	10.39 lakh	803	V2/ac	73/8250	65.2/7000	6	185	NA	NA	13.5	NA	✓	✓	NA
	Nightshift/Full Throttle	12.00 lakh	803	V2/ac	73/8250	65.2/7000	6	185	NA	NA	13.5	NA	✓	✓	NA
	1100 Dark Pro	13.40 lakh	1079	V2/ac	86/7500	88/4750	6	206	NA	NA	15	NA	✓	✓	NA
	1100 Sport Pro	15.99 lakh	1079	V2/ac	86/7500	88/4750	6	206	NA	NA	15	NA	✓	✓	NA
<b>MONSTER</b>															
<b>We Say:</b> Light and nimble, a good buy.															
<b>Also See:</b> Kawasaki Z900, Z1000, Triumph Street Triple															
	Monster	12.95 lakh	937	V2/lc	111/9250	93/6500	6	188	NA	NA	14	NA	✓	✓	NA
	Monster SP	15.95 lakh	937	V2/lc	111/9250	93/6500	6	188	NA	NA	14	NA	✓	✓	NA
<b>STREETFIGHTER</b>															
<b>We Say:</b> The naked motorcycle with that much-liked V4 motor															
<b>Also See:</b> BMW S 1000 R, Kawasaki Z H2															
	Streetfighter V2	18.50 lakh	955	V2/lc	153/10750	101.4/9000	6	200	NA	NA	17	NA	✓	✓	NA
	Streetfighter V4	24.62 lakh	1103	V4/lc	208/13000	123/9500	6	195	NA	NA	16	NA	✓	✓	NA
	Streetfighter V4 S	28.00 lakh	1103	V4/lc	208/13000	123/9500	6	193	NA	NA	16	NA	✓	✓	Jan 22 ★★★★★
<b>DIAVEL</b>															
<b>We Say:</b> Looks big and heavy, but is light and nimble. Now with a 1,158-cc V4															
<b>Also See:</b> Triumph Rocket 3															
	Diavel V4	25.91 lakh	1158	V4/lc	168/10750	126/7500	6	211	NA	NA	20	NA	✓	✓	NA

LEGENDS: ac: Air-cooled, lc: Liquid-cooled, l: In-line, V: V layout, F: Flat, sc: Supercharged, A: Automatic, BO: By Order, L: Limited, \*: 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	
<b>HYPERMOTARD</b>																
<b>We Say:</b> A tall road bike with the handling of a supersport. <b>Also See:</b> Aprilia Dorsoduro																
	Hypermotard 950 RVE	16.00 lakh	937	V2/lc	114/9000	96/7250	6	178	NA	NA	14.5	NA	✓	✓	NA	NA
<b>MULTISTRADA</b>																
<b>We Say:</b> The motorcycle equivalent of a luxury SUV. <b>Also See:</b> BMW R 1200 GS, Honda Africa Twin, Triumph Tiger																
	V2	16.36 lakh	937	V2/lc	113/9000	96/7750	6	196	NA	NA	20	NA	✓	✓	NA	NA
	V2 S	18.99 lakh	937	V2/lc	113/9000	96/7750	6	202	NA	NA	20	NA	✓	✓	NA	NA
	V4	21.48 lakh	1158	V4/lc	170/10500	125/8750	6	215	NA	NA	22	NA	✗	✓	NA	NA
	V4 S	26.73 lakh	1158	V4/lc	170/10500	125/8750	6	218	NA	NA	22	NA	✗	✓	NA	NA
	V4 Rally	29.72 lakh	1158	V4/lc	170/10500	121/8750	6	227	NA	NA	22	15.15	✗	✓	May 24	★★★★
	V4 Pikes Peak	31.48 lakh	1158	V4/lc	170/10500	125/8750	6	214	NA	NA	22	NA	✗	✓	NA	NA
<b>DESERT X</b>																
<b>We Say:</b> NA <b>Also See:</b> NA																
	Desert X	18.33 lakh	937	L2/lc	110/9250	92/6500	6	202	NA	NA	21	NA	✓	✓	NA	NA
<b>SUPERSPORT</b>																
<b>We Say:</b> A practical option below the Panigale at a more accessible price <b>Also See:</b> Kawasaki Ninja 1000																
	SuperSport 950	16.06 lakh	937	V2/lc	110/9000	93/6500	6	184	NA	NA	16	NA	✓	✓	NA	NA
	SuperSport 950 S	19.11 lakh	937	V2/lc	110/9000	93/6500	6	184	NA	NA	16	NA	✓	✓	NA	NA
<b>PANIGALE</b>																
<b>We Say:</b> Powerful track-tool with a price-tag to shame executive sedans. <b>Also See:</b> Aprilia RSV4, BMW S 1000 RR, Kawasaki Ninja ZX-10R, Ninja H2, Suzuki GSX-R1000																
	Panigale V2	20.68 lakh	995	V2/lc	155/10750	104/9000	6	200	NA	NA	17	NA	✓	✓	NA	NA
	Panigale V4	27.73 lakh	1103	V4/lc	215/13000	124/9500	6	198	NA	NA	17	NA	✓	✓	NA	NA
	Panigale V4 S	33.48 lakh	1103	V4/lc	215/13000	124/9500	6	195	NA	NA	17	NA	✓	✓	NA	NA
	Panigale V4 R	69.99 lakh	998	V4/lc	218/15500	111/12000	6	193	NA	NA	17	NA	✓	✓	NA	NA
<b>HARLEY-DAVIDSON</b> <a href="http://www.harley-davidson.com">www.harley-davidson.com</a> More Newspaper and Magazines Telegram Channel join Search <a href="https://t.me/Magazines_8890050582">https://t.me/Magazines_8890050582</a> (@Magazines_8890050582)																
<b>X440</b>																
<b>We Say:</b> A refined and affordable roadster with great handling, and a Harley-Davidson badge. <b>Also See:</b> Royal Enfield Classic 350/Meteor 350, Honda H'ness CB350																
	X440 Denim	2.40 lakh	440	1/ac	27/6000	38/4000	6	190.5	NA	NA	13.5	NA	✓	✓	NA	NA
	X440 S	2.80 lakh	440	1/ac	27/6000	38/4000	6	190.5	NA	NA	13.5	NA	✓	✓	NA	NA
<b>PAN AMERICA</b>																
<b>We Say:</b> A Harley-Davidson for all roads and no roads. <b>Also See:</b> Kawasaki Vulcan S																
	Pan America 1250 Special	24.64 lakh	1252	V2/lc	152/8750	128/6750	6	258	NA	NA	21.2	NA	✓	✓	NA	NA
<b>SPORT</b>																
<b>We Say:</b> Value packed, classic and timeless looking motorcycles that proudly boast of their heritage. <b>Also See:</b> Indian Scout																
	Nightster	13.39 lakh	975	V2/lc	90/7500	95/5750	6	221	NA	NA	11.7	NA	✓	✓	NA	NA
	Nightster Special	14.09 lakh	975	V2/lc	90/7500	95/5750	6	221	NA	NA	11.7	NA	✓	✓	NA	NA
	Sportster S	16.49 lakh	1252	V2/ac	122/7500	125/6000	6	228	NA	NA	11.8	NA	✓	✓	NA	NA
<b>SOFTAIL</b>																
<b>We Say:</b> Authentic and original to Harleys, one of their best-selling lines ever! <b>Also See:</b> Indian Chief																
	Fat Bob 114	21.49 lakh	1868	V2/ac	93/5020	155/3500	6	306	NA	NA	13.6	NA	✓	✓	NA	NA
	Fat Boy 114	25.69 lakh	1868	V2/ac	94/5020	155/3250	6	317	NA	NA	18.9	NA	✓	✓	NA	NA
	Heritage Classic	27.19 lakh	1868	V2/ac	94/5020	155/3250	6	330	NA	NA	18.9	NA	✓	✓	NA	NA
	Breakout 117	30.99 lakh	1923	V2/ac	103/5020	168/3500	6	310	NA	NA	18.9	NA	✓	✓	NA	NA
<b>TOURING</b>																
<b>We Say:</b> Long distance touring at its finest - torquey, immensely comfortable and, of course, addictive! <b>Also See:</b> Indian Chieftain																
	Street Glide Special	38.79 lakh	1923	V2/ac	109/5020	175/3500	6	375	NA	NA	22.7	NA	✓	✓	NA	NA
	Road Glide Special	41.79 lakh	1923	V2/ac	109/5020	175/3500	6	387	NA	NA	22.7	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
<b>HERO MOTOCORP</b> www.heromotocorp.com															
<b>HF DELUXE</b> We Say: All the Hero MotoCorp qualities at an affordable price. Also See: Bajaj Platina, TVS Star City+															
	59,018	97.2	1/ac	8.02/8000	8.05/6000	4	110	9.39	91.11	9.1	NA	✓	CBS	Jan 07	★★★★☆
<b>HF 100</b>															
<b>HF Deluxe i3S</b>	68,768	97.2	1/ac	8.02/8000	8.05/6000	4	112	9.39	91.11	9.6	NA	✓	CBS	Jan 07	★★★★☆
<b>SPLENDOR</b> We Say: Perfect commuter if you can do with the looks. Also See: Bajaj Platina, Honda CD110 Dream, TVS Sport															
	75,141	97.2	1/ac	8.02/8000	8.05/6000	4	112	NA	NA	9.8	NA	✓	CBS	NA	NA
<b>Splendor+ (Drum brake)</b>															
<b>Splendor+ XTEC</b>	79,911	97.2	1/ac	8.02/8000	8.05/6000	4	112	NA	NA	9.8	NA	✓	CBS	NA	NA
<b>SUPER SPLENDOR</b> We Say: Splendor hops onto the 'executive' bandwagon. Also See: Honda SP 125															
	80,848	124.7	1/ac	10.8/7500	10.6/6000	5	122	NA	NA	10	NA	✓	CBS	NA	NA
<b>Super Splendor (Drum brake)</b>															
<b>Super Splendor XTEC (Disc)</b>	89,078	124.7	1/ac	10.8/7500	10.6/6000	5	123	NA	NA	10	NA	✓	CBS	NA	NA
<b>GLAMOUR</b> We Say: The Glamour actually looks much better than the Super Splendor. Worth the extra dough. Also See: Bajaj Discover 125, Yamaha Saluto															
	82,348	124.7	1/ac	10.9/7500	10.6/6000	5	122	7.37	96.72	10	NA	✓	CBS	NA	★★★★☆
<b>Glamour (Drum brake)</b>															
<b>Glamour XTEC (Disc brake)</b>	92,348	124.7	1/ac	10.9/7500	10.6/6000	5	123	7.37	96.72	10	NA	✓	CBS	Oct 20	★★★★☆
<b>PASSION PRO</b> We Say: The Passion is back in a new avatar. Also See: TVS Star City+															
	77,951	97.2	1/ac	8.02/8000	8.05/6000	4	115	7.91	95.94	11	NA	✓	CBS	NA	★★★★☆
<b>Passion+</b>															
<b>Passion XTEC (Disc brake)</b>	85,438	113.2	1/ac	9.1/7500	9.79/5000	4	118	7.91	95.94	10	NA	✓	CBS	Nov 20	★★★★☆
<b>XTREME</b> 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															
	95,000	124.7	1/ac	11.4/8250	10.5/6500	5	136	5.9	NA	10	NA	✓	CBS	Apr 24	★★★★☆
<b>Xtreme 125R IBS</b>															
<b>Xtreme 160R 2V (Single disc)</b>	1.22 lakh	163.2	1/ac	15/8500	14/6500	5	139.5	6.18	NA	12	NA	✓	✓	NA	NA
<b>Xtreme 160R 4V Premium</b>	1.36 lakh	163.2	1/ac	16.9/8500	14.6/6500	5	145	6.18	NA	12	NA	✓	✓	NA	NA
<b>Xtreme 200S 4V</b>	1.41 lakh	199.6	1/oc	19.1/8500	17.35/6500	5	155	NA	NA	12.8	NA	✓	✓	NA	NA
<b>XPULSE</b> We Say: The Impulse's successor is here; off-road ready with an optional Rally Kit. Also See: No other options															
	1.40 lakh	199.6	1/ac	19.1/8500	17.35/6500	5	NA	NA	NA	13	NA	✓	✓	NA	NA
<b>XPulse 200T 4V</b>															
<b>XPulse 200 4V Pro</b>	1.53 lakh	199.6	1/ac	19.1/8500	17.35/6500	5	161	NA	NA	13	NA	✗	✓	NA	NA
<b>KARIZMA XMR</b> We Say: The name returns in a new avatar. Also See: KTM RC 200															
	1.80 lakh	210	1/lc	25.5/9250	20.4/7250	6	163.5	NA	NA	11	NA	✓	✓	NA	NA
<b>Karizma XMR</b>															
<b>MAVRICK</b> We Say: Hero's first premium production bike in India. Also See: Harley-Davidson X440, Triumph Speed 400															
	1.99 lakh	440	1/ac	27/6000	36/4000	6	191	NA	NA	13.5	NA	✓	✓	NA	NA
<b>Mavrick base</b>															
<b>Mavrick top</b>	2.24 lakh	440	1/ac	27/6000	36/4000	6	187	NA	NA	13.5	NA	✓	✓	NA	NA
<b>HONDA</b> www.honda2wheelersindia.com															
<b>CD110 DREAM</b> We Say: Reliable, refined, bare-bones commuter.. Also See: TVS Star City+, Yamaha Saluto RX															
	71,113	109.51	1/ac	8.8/7500	9.3/5500	4	112	NA	NA	9.1	NA	✓	CBS	NA	NA
<b>CD110 Dream DX</b>															
<b>SHINE</b> We Say: One of the most fuel-efficient bikes in the country. Also See: TVS Star City+, Yamaha Saluto RX															
	64,900	99.8	1/ac	7.6	8.05	4	NA	NA	NA	10.5	NA	✓	CBS	NA	NA
<b>Shine 100</b>															
<b>Shine 125 (Disc)</b>	83,800	123	1/ac	10/7500	11/5000	5	114	NA	96.53	10.5	NA	✓	CBS	Aug 12	★★★★☆
<b>LIVO</b> We Say: Good styling and performance always welcome in the commuter segment. Also See: TVS Star City+, Yamaha Saluto RX															
	75,820	109.51	1/ac	8.8/7500	9.3/5500	4	114	8.16	92.7	9	70.25	✓	✗	NA	NA
<b>Livo</b>															
<b>Livo (Disc)</b>	79,820	109.51	1/ac	8.8/7500	9.3/5500	4	114	8.16	92.7	9	70.25	✓	✗	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
<b>SP</b>															
<b>We Say:</b> A BS VI-ready motorcycle that is apt for the daily commute. <b>Also See:</b> Hero Glamour, Yamaha Saluto															
	85,131	124.7	1/ac	10.7/7500	10.9/6000	5	116	NA	NA	11	NA	✓	CBS	NA	NA
<b>SP 125 (Disc)</b>	89,131	124.7	1/ac	10.7/7500	10.9/6000	5	116	NA	NA	11	NA	✓	CBS	NA	NA
<b>SP 160</b>	1.18 lakh	162.7	1/ac	13.46/7500	14.58/5500	5	139	NA	NA	12	NA	✓	CBS	NA	NA
<b>SP 160 (Dual-disc)</b>	1.22 lakh	162.7	1/ac	13.46/7500	14.58/5500	5	141	NA	NA	12	NA	✓	CBS	NA	NA
<b>UNICORN</b>															
<b>We Say:</b> Among the smoothest mills around. Great ride-handling combo. Available with a choice of motors. <b>Also See:</b> Bajaj Pulsar 150, TVS Apache RTR160															
	1.09 lakh	162.7	1/ac	13.46/7500	14.58/5500	5	140	NA	NA	13	NA	✓	✓	NA	NA
<b>HORNET 2.0</b>															
<b>We Say:</b> Desirable name-tag and muscular design make it a perfect all-rounder for the young. <b>Also See:</b> Bajaj Pulsar 180, TVS Apache RTR 180															
	1.39 lakh	184.40	1/ac	17.27/8500	16.1/6000	5	142	NA	NA	12	NA	✓	✓	NA	NA
<b>CB350</b>															
<b>We Say:</b> Finely-aged wine in a retro-modern bottle. <b>Also See:</b> Benelli Imperiale 400, Jawa, Royal Enfield Meteor 350.															
	2.00 lakh	348.36	1/ac	21.07/5500	30/3000	5	181	NA	NA	15	NA	✗	✓	NA	NA
<b>H'ness CB350</b>	2.10 lakh	348.36	1/ac	21.07/5500	30/3000	5	181	NA	NA	15	NA	✗	✓	NA	NA
<b>CB350RS</b>	2.15 lakh	348.36	1/ac	21.07/5500	30/3000	5	179	NA	NA	15	NA	✗	✓	NA	NA
<b>CB300F</b>															
<b>We Say:</b> A nimble and refined premium street bike. <b>Also See:</b> BMW G 310 R, KTM 250 Duke															
	1.70 lakh	293.52	1/ac	24.7/7500	25.6/5500	6	153	NA	NA	14.1	NA	✓	✓	NA	NA
<b>CB300R</b>															
<b>We Say:</b> A modern, compact street bike that packs a punch. <b>Also See:</b> (for CB300R) BMW G 310 R, KTM 250/390 Duke (for CB650R) Kawasaki Z650, Triumph Trident															
	2.40 lakh	286.01	1/lc	31.13/9000	27.5/7500	6	146	3.09	138.29	9.7	NA	✓	✓	NA	NA
<b>CB200X</b>															
<b>We Say:</b> Honda's entry adventure tourer. <b>Also See:</b> Hero Xpulse, KTM 250 Adventure															
	1.47 lakh	184.40	1/ac	17/8500	16.1/6500	5	147	NA	NA	12	NA	✓	✓	NA	NA
<b>NX500</b>															
<b>We Say:</b> Honda's larger adventure tourer. <b>Also See:</b> Benelli TRK 502, Kawasaki Versys 650															
	5.90 lakh	471.03	l2/lc	47.6/8500	43.2/6500	6	199	NA	NA	17.7	27.5	✓	✓	Jun 24	★★★★★
<b>XL750 TRANSALP</b>															
<b>We Say:</b> Honda's big and purposeful adventure bike. <b>Also See:</b> BMW F 850 GS, Kawasaki Versys 1000, Triumph Tiger 850 Sport															
	11.00 lakh	755	l2/lc	91.8/9500	75/7250	5	208	NA	NA	16.9	NA	✓	✓	May 24	★★★★★
<b>CRF1100L AFRICA TWIN</b>															
<b>We Say:</b> Honda's much-awaited adventure bike <b>Also See:</b> Ducati Multistrada, Triumph Tiger															
	16.01 lakh	1084	l2/lc	102/7500	103/6000	6	238	NA	NA	24.5	NA	✗	✓	NA	NA
<b>Adventure Sports DCT</b>	17.55 lakh	1084	l2/lc	102/7500	103/6000	6A	238	NA	NA	24.5	NA	✗	✓	NA	NA
<b>GL1800 GOLD WING</b>															
<b>We Say:</b> The most iconic grand tourer in the world. <b>Also See:</b> BMW K 1600 GTL, Harley-Davidson Touring line															
	39.20 lakh	1833	F6/lc	126/5500	170/4500	7A+R	390	NA	NA	21.1	NA	✓	✓	NA	NA
<b>HUSQVARNA</b> <a href="http://www.husqvarna-motorcycles.com/in/">www.husqvarna-motorcycles.com/in/</a>															
<b>VITPILEN</b>															
<b>We Say:</b> The Husky for tarmac-only rides. <b>Also See:</b> KTM 250 Duke, Suzuki Gixxer 250, Yamaha FZ25															
	2.19 lakh	248.8	1/lc	31/9000	24/7250	6	151*	NA	NA	13.5	NA	✓	✓	NA	NA
<b>SVARTPILEN</b>															
<b>We Say:</b> The Husky that traverses both tarmac and trails. <b>Also See:</b> KTM 390 Duke, Royal Enfield Scram, TVS RTR310															
	2.92 lakh	398.6	1/lc	46/9000	39/7000	6	171*	NA	NA	13.5	NA	✓	✓	NA	NA

**LEGENDS:** ac: Air-cooled, lc: Liquid-cooled, l: In-line, V: V layout, F: Flat, sc: Supercharged, A: Automatic, BO: By Order, L: Limited, \*: 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
 <b>INDIAN</b> www.indianmotorcycle.in															
<b>SCOUT</b>															
 <p><b>We Say:</b> Charismatic cruiser with more urgency than its bigger siblings.  <b>Also See:</b> Harley-Davidson Street Bob, Fat Bob</p>															
Scout	13.60 lakh	1133	V2/lc	95.2/NA	97/5600	6	254	NA	NA	12.5	NA	✓	✓	NA	NA
Scout Bobber	16.87 lakh	1133	V2/lc	95.2/NA	97/5600	6	255	NA	NA	12.5	NA	✓	✓	NA	NA
Scout Rogue	17.28 lakh	1133	V2/lc	95.2/NA	97/5600	6	255	NA	NA	12.5	NA	✓	✓	NA	NA
<b>CRUISER/BAGGER</b>															
 <p><b>We Say:</b> The first, no-nonsense steps to an iconic motorcycle.  <b>Also See:</b> Harley-Davidson Softail/Touring, Moto Guzzi California</p>															
Chief Dark Horse	22.13 lakh	1890	V2/ac	NA	162/3200	6	304	NA	NA	15.1	NA	✓	✓	NA	NA
Chief Bobber Dark Horse	22.81 lakh	1890	V2/ac	NA	162/3200	6	315	NA	NA	15.1	NA	✗	✓	NA	NA
Super Chief Limited	24.33 lakh	1890	V2/ac	NA	162/3200	6	335	NA	NA	15.1	NA	✓	✓	NA	NA
Springfield Dark Horse	29.56 lakh	1890	V2/ac	NA	171/3000	6	355	NA	NA	20.8	NA	✓	✓	NA	NA
Springfield	32.73 lakh	1890	V2/ac	NA	171/3000	6	376	NA	NA	20.8	NA	✓	✓	NA	NA
Chieftain Dark Horse	31.99 lakh	1890	V2/ac	NA	171/3000	6	373	NA	NA	20.8	NA	✓	✓	NA	NA
Chieftain Limited	34.25 lakh	1890	V2/ac	NA	171/3000	6	373	NA	NA	20.8	NA	✓	✓	NA	NA
Challenger Dark Horse	36.97 lakh	1768	V2/ac	122/5500	178/3800	6	377	NA	NA	22.7	NA	✓	✓	NA	NA
Challenger Limited	37.84 lakh	1768	V2/ac	122/5500	178/3800	6	377	NA	NA	22.7	NA	✓	✓	NA	NA
<b>TOURING</b>															
 <p><b>We Say:</b> The fully-loaded luxury tourer.  <b>Also See:</b> BMW K 1600 GTL, Harley-Davidson Street Glide Special, CVO Limited, Honda GL1800 Gold Wing</p>															
Roadmaster	42.15 lakh	1890	V2/ac	NA	171/3000	6	412	NA	NA	20.8	NA	✓	✓	NA	NA
Roadmaster Dark Horse	43.48 lakh	1890	V2/ac	NA	171/3000	6	403	NA	NA	20.8	NA	✓	✓	NA	NA
Roadmaster Limited	44.13 lakh	1890	V2/ac	NA	171/3000	6	403	NA	NA	20.8	NA	✓	✓	NA	NA
Pursuit Dark Horse	42.03 lakh	1768	V2/ac	122/5500	178/3800	6	416	NA	NA	22.7	NA	✓	✓	NA	NA
Pursuit Limited	47.37 lakh	1768	V2/ac	122/5500	178/3800	6	416	NA	NA	22.7	NA	✓	✓	NA	NA
<b>FTR 1200</b>															
 <p><b>We Say:</b> Fun flat-track racer.  <b>Also See:</b> Ducati Scrambler</p>															
FTR Rally	19.95 lakh	1203	V2/lc	123/8000	118/6000	6	242	NA	NA	12.9	NA	✓	✓	NA	NA
FTR	19.38 lakh	1203	V2/lc	123/8000	118/6000	6	233	NA	NA	13.0	NA	✓	✓	NA	NA
FTR S	21.03 lakh	1203	V2/lc	123/8000	118/6000	6	237	NA	NA	13.0	NA	✓	✓	NA	NA
FTR R Carbon	22.03 lakh	1203	V2/lc	123/8000	118/6000	6	235	NA	NA	13.0	NA	✓	✓	NA	NA
 <b>JAWA</b> www.jawamotorcycles.com															
<b>JAWA</b>															
 <p><b>We Say:</b> Jawa are back with modern engineering under a classic silhouette.  <b>Also See:</b> Benelli Imperiale 400, Royal Enfield Bullet 350/Classic 350.</p>															
42	1.89 lakh	294.7	1/lc	27.3/NA	26.8/NA	6	170	4.53	124.78	13.2	NA	✗	✓	Jan 20	★★★★☆
Jawa 350	2.15 lakh	334	1/lc	22.5/NA	28.1/NA	6	194	NA	NA	13.2	NA	✗	✓	NA	NA
<b>BOBBER</b>															
 <p><b>We Say:</b> Larger-hearted street cruiser with an attitude.  <b>Also See:</b> Harley-Davidson X440, Royal Enfield Meteor 350</p>															
42 Bobber (white)	2.09 lakh	334	1/lc	29.9/NA	32.7/NA	6	185	NA	NA	13.2	NA	✗	✓	NA	NA
42 Bobber	2.12 lakh	334	1/lc	29.9/NA	32.7/NA	6	185	NA	NA	13.2	NA	✗	✓	NA	NA
Perak	2.13 lakh	334	1/lc	30.6/NA	32.7/NA	6	185	NA	NA	13.2	NA	✗	✓	NA	NA
 <b>KAWASAKI</b> www.kawasaki-india.com															
<b>W</b>															
 <p><b>We Say:</b> Kawasaki's take on a modern-classic.  <b>Also See:</b> Royal Enfield Bullet</p>															
W175	1.22 lakh	177	1/ac	13/7500	13.2/6000	5	135	NA	NA	12	NA	✗	✓	NA	NA
W175 Street	1.35 lakh	177	1/ac	13/7500	13.2/6000	5	135	NA	NA	12	NA	✓	✓	NA	NA
<b>ELIMINATOR</b>															
 <p><b>We Say:</b> A compact twin-cylinder cruiser with decent punch.  <b>Also See:</b> Royal Enfield Meteor 650</p>															
Eliminator 500	5.62 lakh	451	I2/lc	45/9000	42.6/6000	6	176	NA	NA	13	NA	✓	✓	NA	NA
<b>Z650</b>															
 <p><b>We Say:</b> Versatile street bike.  <b>Also See:</b> Benelli TnT 600i</p>															
Z650	6.65 lakh	649	I2/lc	68/8000	64/6700	6	191	NA	NA	15	NA	✓	✓	NA	NA
<b>Z RS</b>															
 <p><b>We Say:</b> Iconic exterior meets cutting-edge underpinnings.  <b>Also See:</b> BMW R nineT Racer, Triumph ThruxtonR</p>															
Z650RS	6.99 lakh	649	I2/lc	68/8000	64/6700	6	192	NA	NA	12	NA	✓	✓	NA	NA
Z900RS	16.80 lakh	948	I4/lc	109/8500	98.5/6500	6	215	NA	NA	17	NA	✓	✓	NA	NA

\* optional

	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
<b>Z900</b>															
	<b>We Say:</b> Aggressively styled streetbike at a hard-to-resist price. <b>Also See:</b> Ducati Monster 821, Triumph Street Triple, Yamaha MT-09														
Z900	9.29 lakh	948	I4/lc	123/9500	98.6/7700	6	212	NA	NA	17	NA	✓	✓	NA	NA
<b>Z H2</b>															
	<b>We Say:</b> A supercharged naked beast. <b>Also See:</b> BMW S1000R, Aprilia Tuono, Ducati Streetfighter V4														
Z H2	23.48 lakh	998	I4 SC/LC	200/11000	137/8500	6	239	NA	NA	19	NA	✓	✓	NA	NA
Z H2 SE	27.76 lakh	998	I4 SC/LC	200/11000	137/8500	6	240	NA	NA	19	NA	✓	✓	NA	NA
<b>VERSYS</b>															
	<b>We Say:</b> A touring Kwacker for all-road use. <b>Also See:</b> BMW F 750/850 GS, Ducati Multistrada, Suzuki V-Strom, Triumph Tiger														
Versys 650	7.77 lakh	649	I2/lc	66/8500	61/7000	6	219	NA	NA	21	NA	✓	✓	NA	NA
<b>VULCAN</b>															
	<b>We Say:</b> A stylish Japanese cruiser at a tempting price. <b>Also See:</b> Harley-Davidson Street 750														
Vulcan S	7.10 lakh	649	I2/lc	61/7500	62.4/6600	6	235	NA	NA	14	NA	✓	✓	NA	NA
<b>NINJA</b>															
	<b>We Say:</b> A true performance bike in India. <b>Also See:</b> KTM RC 390, Yamaha YZF-R3, Honda CBR650R (650).														
Ninja 300	3.43 lakh	296	I2/lc	39/11000	27/10000	6	179	NA	NA	17	NA	✓	✓	NA	NA
Ninja 400	5.24 lakh	399	I2/lc	45/10000	37/8000	6	168	NA	NA	14	NA	✓	✓	NA	NA
Ninja 500	5.24 lakh	451	I2/lc	45/9000	42.6/6000	6	171	NA	NA	14	NA	✓	✓	NA	NA
Ninja 650	7.16 lakh	649	I2/lc	68/8000	64/6700	6	196	NA	NA	15	NA	✓	✓	NA	NA
<b>NINJA ZX-4R</b>															
	<b>We Say:</b> Most compact four-cylinder Japanese supersport in India <b>Also See:</b> No direct rivals.														
Ninja ZX-4R	8.49 lakh	399	I4/lc	77/14500	39/13000	6	189	NA	NA	15	NA	✓	✓	NA	NA
<b>NINJA ZX-6R</b>															
	<b>We Say:</b> Legendary four-cylinder Japanese supersport returns <b>Also See:</b> No direct rivals.														
Ninja ZX-6R	11.09 lakh	636	I4/lc	129/13000	69/11000	6	198	NA	NA	17	NA	✓	✓	NA	NA
<b>NINJA ZX-10R</b>															
	<b>We Say:</b> One of the most rider-friendly litre-class superbike there is. <b>Also See:</b> Aprilia RSV4, Ducati Panigale V4, Honda CBR1000RR														
Ninja ZX-10R	16.63 lakh	998	I4/lc	213/13500	114.9/11200	6	206	NA	NA	17	NA	✓	✓	NA	NA
<b>NINJA H2</b>															
	<b>We Say:</b> The only supercharged big bikes on sale in India. <b>Also See:</b> BMW S 1000 RR, Ducati Panigale V4														
Ninja H2 SX	31.95 lakh	998	I4 sc/lc	200/11000	137.3/9500	6	256	NA	NA	19	NA	✓	✓	NA	NA
Ninja H2 SX SE	32.95 lakh	998	I4 sc/lc	200/11000	137.3/9500	6	260	NA	NA	19	NA	✓	✓	NA	NA
Ninja H2R (track-only)	79.90 lakh	998	I4 sc/lc	310/14000	165/12500	6	216	NA	NA	17	NA	✓	✓	NA	NA
<b>KEEWAY</b> <a href="http://www.keeway-india.com">www.keeway-india.com</a>															
<b>SR</b>															
	<b>We Say:</b> NA <b>Also See:</b> No direct rivals														
SR 125	1.20 lakh	125	1/ac	9.7/9000	8.2/7500	5	120	NA	NA	14.5	NA	✓	✓	NA	NA
SR 250	1.49 lakh	223	1/ac	16/6500	16/7500	5	120	NA	NA	14.2	NA	✓	✓	NA	NA
<b>K-LIGHT</b>															
	<b>We Say:</b> Keeway's modern-classic cruiser looks the part <b>Also See:</b> No direct rivals														
K-Light 250V	3.20 lakh	249	V2/ac	18.7/8500	19/5500	5	179	NA	NA	20	NA	✓	✓	NA	NA
<b>V302C</b>															
	<b>We Say:</b> A modern-classic take on bobbers <b>Also See:</b> Kawasaki Eliminator, Royal Enfield Meteor														
V302C	4.29 lakh	298	V2/lc	29.5/8500	26.5/6500	6	NA	NA	NA	15	NA	✓	✓	NA	NA
<b>K 300</b>															
	<b>We Say:</b> (N) Sharp styling, aggressive pricing. (R) Better aerodynamics. <b>Also See:</b> (N) KTM 250 Duke, TVS Apache RTR310; (R) TVS Apache RR 310, BMW G 310 RR														
K300 N	2.29 lakh	293	1/lc	27.5/8750	25/7000	6	151	NA	NA	12.5	NA	✓	✓	NA	NA
K300 R	2.65 lakh	293	1/lc	27.5/8750	25/7000	6	165	NA	NA	12	NA	✓	✓	Mar 23	★★★★☆

LEGENDS: ac: Air-cooled, lc: Liquid-cooled, I: In-line, V: V layout, F: Flat, sc: Supercharged, A: Automatic, BO: By Order, L: Limited, \*: 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
<b>KTM</b> www.ktm.com/in															
<b>DUKE</b>  <b>We Say:</b> A bike which loves to be ridden aggressively and features updated technology. <b>Also See:</b> Bajaj Pulsar NS 200, Benelli TnT 300, Honda CB300R															
125 Duke	1.79 lakh	124.7	1/lc	14.5/9250	12/8000	6	148	5.63	104.93	10.2	NA	✓	✓	Jan 19	★★★★★
200 Duke	1.97 lakh	199.5	1/lc	25/10000	19.2/8000	6	148	3.73	135	10.5	NA	✓	✓	NA	NA
250 Duke	2.39 lakh	249.0	1/lc	31/9250	25/7000	6	163	NA	NA	15	NA	✓	✓	NA	NA
390 Duke	3.11 lakh	398.6	1/lc	46/8500	39/6500	6	168	NA	NA	15	NA	✓	✓	Jan 24	★★★★★
<b>ADVENTURE</b>  <b>We Say:</b> The ADV we have all been waiting for. <b>Also See:</b> BMW G 310 GS, Royal Enfield Himalayan															
250 Adventure	2.47 lakh	248.8	1/lc	30/9000	24/7500	6	156	NA	NA	14.5	NA	✓	✓	NA	NA
390 Adventure X	2.81 lakh	373.3	1/lc	43.5/9000	37/7500	6	161*	2.94	153.81	14.5	NA	✓	✓	NA	NA
390 Adventure	3.39 lakh	373.3	1/lc	43.5/9000	37/7500	6	177	2.94	153.81	14.5	NA	✓	✓	Jul 20	★★★★★
390 Adventure SW	3.61 lakh	373.3	1/lc	43.5/9000	37/7500	6	177	2.94	153.81	14.5	NA	✓	✓	NA	NA
<b>RC</b>  <b>We Say:</b> A serious track-tool for learner and enthusiast alike. <b>Also See:</b> Bajaj Pulsar RS 200, Kawasaki Ninja 300, TVS Apache RR 310															
RC 125	1.90 lakh	124.7	1/lc	15/9250	12/8000	6	NA	NA	NA	NA	NA	✓	✓	NA	NA
RC 200	2.18 lakh	199.5	1/lc	25.8/10000	19.2/8000	6	160	NA	NA	13.7	NA	✓	✓	NA	NA
RC 390	3.18 lakh	373.3	1/lc	43.5/9000	37/7000	6	172	NA	NA	13.7	NA	✓	✓	NA	NA
<b>MAHINDRA 2 WHEELER</b> www.mahindramojo.com															
<b>MOJO</b>  <b>We Say:</b> A large-capacity single that aims to work every day and everywhere. <b>Also See:</b> Bajaj Dominar 400, Royal Enfield Classic 350.															
Mojo	2.08 lakh	294.7	1/lc	25.72/7300	25.96/6000	6	186.2	NA	NA	21	NA	✓	✓	NA	NA
<b>QJMOTOR</b> www.qjmotor-india.com More Newspaper and Magazines Telegram Channel join Search https://t.me/Magazines_8890050582 (@Magazines_8890050582)															
<b>SRC 250</b>  <b>We Say:</b> A twin-cylinder 250 is the first step into the QJMOTOR family. <b>Also See:</b> Bajaj Pulsar 180, TVS Apache RTR 160 4V.															
SRC 250	1.79 lakh	249	12/lc	17.4/8000	17/6000	5	163	NA	NA	14	NA	✓	✓	NA	NA
<b>SRV 300</b>  <b>We Say:</b> QJMOTOR's V-twin cruiser is placed in a niche segment. <b>Also See:</b> Keeway V302C, Royal Enfield Meteor 350															
SRV 300	3.19 lakh	296	V2/lc	30.3/9000	26/5000	6	164	NA	NA	13.5	NA	✓	✓	NA	NA
<b>SRK 400</b>  <b>We Say:</b> Naked parallel-twin streetfighter has the appeal trying to be relevant. <b>Also See:</b> KTM 390 Duke, Bajaj Dominar															
SRK 400	3.69 lakh	400	2/lc	40.9/9000	37/7500	6	186	NA	NA	13.5	NA	✗	✓	May 2023	NA
<b>SRC 500</b>  <b>We Say:</b> Retro-modern single that reminisces the era gone by. <b>Also See:</b> Benelli Imperiale 400, Royal Enfield Classic 350															
SRC 500	2.39 lakh	480	1/lc	25.5/5750	36/4250	6	205	NA	NA	15.5	NA	✓	✓	NA	NA
<b>ROYAL ENFIELD</b> www.royalenfield.com															
<b>BULLET</b>  <b>We Say:</b> The subtle Enfield makes a come back with a UCE heart. <b>Also See:</b> No options, there are no alternatives to a Bullet but a Bullet itself!															
Bullet 350 Military	1.74 lakh	349	1/ac	20.2/6100	27/4000	5	195	NA	NA	13	NA	✗	✓	NA	NA
Bullet 350 Black Gold	2.16 lakh	349	1/ac	20.2/5250	27/4000	5	195	NA	NA	13	NA	✗	✓	NA	NA
<b>CLASSIC 350</b>  <b>We Say:</b> Royal Enfield fuses old world charm with modern retro lines. <b>Also See:</b> Honda CB350, Jawa and Jawa forty two, Benelli Imperiale 400															
Classic Redditch	1.93 lakh	349	1/ac	20.2/5250	27/4000	5	195	NA	110.93	13	NA	✗	✓	NA	NA
Classic Chrome	2.25 lakh	349	1/ac	20.2/5250	27/4000	5	195	NA	110.93	13	NA	✗	✓	NA	NA
<b>HUNTER 350</b>  <b>We Say:</b> Aggressively priced and immensely capable for urban riding. <b>Also See:</b> Honda H'Ness CB350, Benelli Imperiale 400															
Hunter 350 Retro	1.50 lakh	349	1/ac	20.2/6100	27/4000	5	NA	NA	NA	15	NA	✗	✓	NA	NA
Hunter 350 Metro Rebel	1.75 lakh	349	1/ac	20.2/6100	27/4000	5	NA	NA	NA	15	NA	✓	✓	Sep 22	★★★★★

	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	
<b>METEOR</b>																
<b>We Say:</b> A very modern machine that still retains a retro appeal. <b>Also See:</b> Honda H'Ness CB350, Benelli Imperiale 400																
	Meteor 350 Fireball	2.06 lakh	349	1/ac	20.2/6100	27/4000	5	191	NA	NA	15	NA	✓	NA	NA	
	Meteor 350 Supernova	2.30 lakh	349	1/ac	20.2/6100	27/4000	5	191	NA	NA	15	NA	✓	Dec 20	★★★★★	
	Super Meteor 650	3.64 lakh	648	I2/ac	47/7100	52.3/5650	6	241	NA	NA	15.7	NA	✓	NA	NA	
	Super Meteor 650 Tourer	3.94 lakh	648	I2/ac	47/7100	52.3/5650	6	241	NA	NA	15.7	NA	✓	May 23	★★★★★	
<b>SCRAM 411</b>																
<b>We Say:</b> All-new Royal Enfield motorcycle that is a credible adventure-tourer and a genuine all-rounder, now with fuel-injection. <b>Also See:</b> Yezdi Scrambler																
	Scram 411	2.06 lakh	411	1/ac	24.5/6500	32/4250	5	199	NA	NA	15	NA	✗	✓	Apr 22	NA
<b>HIMALAYAN</b>																
<b>We Say:</b> All-new Royal Enfield motorcycle that is a credible adventure-tourer and a genuine all-rounder, now with fuel-injection. <b>Also See:</b> Yezdi Adventure																
	Himalayan 450 Base	2.85 lakh	451.6	1/lc	40.02/8000	40/5500	6	193	NA	NA	17	NA	✗	✓	NA	NA
	Himalayan 450 Summit	2.98 lakh	451.6	1/lc	40.02/8000	40/5500	6	193	NA	NA	17	NA	✗	✓	Jan 24	★★★★★
<b>INTERCEPTOR</b>																
<b>We Say:</b> The most affordable and seriously credible twin you can buy today. <b>Also See:</b> No direct rivals.																
	INT 650 Chrome	3.03 lakh	648	I2/ac	47.5/7250	52.3/5150	6	217	NA	NA	13.7	NA	✗	✓	NA	NA
	Chrome	3.31 lakh	648	I2/ac	47.5/7250	52.3/5150	6	217	NA	NA	13.7	NA	✗	✓	NA	NA
<b>CONTINENTAL GT</b>																
<b>We Say:</b> If you want something a little sportier.. <b>Also See:</b> No direct rivals.																
	GT 650 Chrome	3.19 lakh	648	I2/ac	47.5/7250	52.3/5150	6	214	NA	NA	12.5	NA	✗	✓	NA	NA
	Chrome	3.45 lakh	648	I2/ac	47.5/7250	52.3/5150	6	214	NA	NA	12.5	NA	✗	✓	NA	NA
<b>SHOTGUN</b>																
<b>We Say:</b> A Royal Enfield bobber for those who have longed for one. <b>Also See:</b> No direct rivals.																
	650 Sheet Metal	3.59 lakh	648	I2/ac	47/7250	52.3/5650	6	240	NA	NA	13.8	NA	✓	✓	NA	NA
	650 Stencil	3.73 lakh	648	I2/ac	47/7250	52.3/5650	6	240	NA	NA	13.8	NA	✓	✓	NA	NA
 <a href="https://t.me/Magazines_8890050582">More Newspaper and Magazines Telegram Channel join Search https://t.me/Magazines_8890050582 (@Magazines_8890050582)</a> <b>SUZUKI</b> <a href="http://www.suzukimotorcycle.co.in">www.suzukimotorcycle.co.in</a>																
<b>GIXXER 150</b>																
<b>We Say:</b> Street sport bike which brings style, handling and efficiency together well. <b>Also See:</b> Bajaj Pulsar NS 160, Hero Xtreme 160R, Honda X-Blade, TVS Apache RTR160, Yamaha FZ-S																
	Gixxer	1.35 lakh	155	1/ac	13.6/8000	13.8/6000	5	141	6.02	112.47	12	47.75	✓	✓	Jun 18	★★★★★
	Gixxer SF Ride Connect	1.46 lakh	155	1/ac	13.6/8000	13.8/6000	5	148	NA	NA	12	NA	✓	✓	NA	NA
<b>GIXXER 250</b>																
<b>We Say:</b> Suzuki's first 250-cc challenger looks promising. <b>Also See:</b> Honda CBR250R, Yamaha Fazer 25, Yamaha FZ 25																
	Gixxer 250	1.81 lakh	249	1/oc	26.5/9000	22.2/7300	6	156	3.71	137.53	12	NA	✓	✓	Jan 20	★★★★★
	Gixxer SF 250 Race Ride Con	2.06 lakh	249	1/oc	26.5/9000	22.2/7300	6	161	3.56	137.53	12	NA	✓	✓	Nov 19	★★★★★
<b>V-STROM</b>																
<b>We Say:</b> Capable adventure tourer. <b>Also See:</b> Ducati Multistrada, Kawasaki Versys, Triumph Tiger																
	V-strom SX	2.12 lakh	249	1/ac	26.5/9300	22.2/7300	6	167	NA	NA	12	NA	✓	✓	NA	NA
	V-strom 800DE	10.30 lakh	776	I2/lc	84.3/8500	78/6800	6	232	NA	NA	20	NA	✗	✓	NA	NA
<b>KATANA</b>																
<b>We Say:</b> Suzuki resurrect an iconic motorcycle in an appealing package. <b>Also See:</b> Kawasaki Ninja ZX-14R																
	Katana	13.61 lakh	999	I4/lc	152/11000	106/9250	6	217	NA	NA	12	NA	✓	✓	NA	NA
<b>HAYABUSA</b>																
<b>We Say:</b> One of the world's fastest motorcycles, officially on sale in India. <b>Also See:</b> Kawasaki Ninja ZX-14R																
	GSX-1300R	16.90 lakh	1340	I4/lc	190/9700	150/7000	6	266	NA	300 (ltd)	20	NA	✓	✓	NA	NA

LEGENDS: ac: Air-cooled, lc: Liquid-cooled, I: In-line, V: V layout, F: Flat, sc: Supercharged, A: Automatic, BO: By Order, L: Limited, \*: 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
 <b>TRIUMPH</b> <a href="http://www.triumphmotorcycles.in">www.triumphmotorcycles.in</a>															
<b>400</b>															
 <b>We Say:</b> A downsized modern classic roadster with a punchy motor <b>Also See:</b> Harley-Davidson X440, Royal Enfield Classic 350															
Speed 400	2.34 lakh	398.15	1/lc	39.5/8000	37.5/6500	6	176	NA	NA	13	NA	✓	✓	NA	NA
Scrambler 400 X	2.64 lakh	398.15	1/lc	39.5/8000	37.5/6500	6	185	NA	NA	13	NA	✓	✓	NA	NA
<b>MODERN CLASSICS</b>															
 <b>We Say:</b> Modern classic trying to re-live the good old days. <b>Also See:</b> Harley-Davidson Forty-Eight, Moto Guzzi V9															
Speed Twin 900	8.49 lakh	900	12/lc	65/7500	80/3800	5	216	NA	NA	12	NA	✓	✓	NA	NA
Scrambler 900	9.59 lakh	900	12/lc	65/7250	80/3250	5	223	NA	NA	12	NA	✗	✓	NA	NA
Bonneville T100	9.69 lakh	900	12/lc	65/7400	80/3750	5	228	NA	NA	14.5	NA	✗	✓	NA	NA
Speed Twin 1200	11.09 lakh	1200	12/lc	100/7250	112/4250	6	216	NA	NA	14.5	NA	✓	✓	NA	NA
Bonneville T120	11.09 lakh	1200	12/lc	80/6550	105/3100	6	236	NA	NA	14.5	NA	✗	✓	NA	NA
Scrambler 1200 X	11.83 lakh	1200	12/lc	90/7000	110/4250	6	228	NA	NA	15	NA	✗	✓	NA	NA
Bonneville Bobber	12.05 lakh	1200	12/lc	78/6100	106/4000	6	251	NA	NA	12	NA	✗	✓	NA	NA
Bonneville Speedmaster	12.05 lakh	1200	12/lc	78/6100	106/4000	6	263	NA	NA	12	NA	✗	✓	NA	NA
<b>SPORT</b>															
 <b>We Say:</b> A faired Trident. <b>Also See:</b> Aprilia RS 660, Kawasaki Ninja 650															
Daytona 660	NA	660	13/lc	95/11250	69/8250	6	201	NA	NA	14	NA	✓	✓	NA	NA
<b>ROADSTER</b>															
 <b>We Say:</b> Stripped-down racers for the road. <b>Also See:</b> Benelli TnT 600i, Ducati Monster, Suzuki GSX-S750, Yamaha MT-09, BMW S 1000 R (1200), Ducati Diavel (Rocket 3)															
Trident 660	8.12 lakh	660	13/lc	81/10250	64/6250	6	189	NA	NA	14	NA	✓	✓	NA	NA
Street Triple 765 R	10.17 lakh	765	13/lc	120/11500	80/9500	6	189	NA	NA	15	NA	✓	✓	NA	NA
Street Triple 765 RS	12.07 lakh	765	13/lc	130/12000	80/9500	6	188	NA	NA	15	NA	✓	✓	NA	NA
Speed Triple 1200 RS	17.95 lakh	1160	13/lc	180/10750	125/9000	6	198	NA	NA	15.5	NA	✓	✓	NA	NA
Rocket 3 Storm R	21.99 lakh	2458	13/lc	182/7000	225/4000	6	317	NA	NA	18	NA	✓	✓	NA	NA
Rocket 3 Storm GT	22.59 lakh	2458	13/lc	182/7000	225/4000	6	320	NA	NA	18	NA	✓	✓	NA	NA
<b>TIGER</b>															
 <b>We Say:</b> Versatile and comfortable on-off-roader with a choice of displacements. <b>Also See:</b> BMW GS, Ducati Multistrada, Kawasaki Versys															
Tiger Sport 660	9.34 lakh	660	13/lc	81/10250	64/6250	6	206	NA	NA	17.2	NA	✓	✓	NA	NA
Tiger 850 Sport	11.95 lakh	888	13/lc	85/8500	82/6500	6	192*	NA	NA	20	NA	✓	✓	NA	NA
Tiger 900 GT	13.95 lakh	888	13/lc	108/9500	90/6850	6	219	NA	NA	20	NA	✓	✓	NA	NA
Tiger 900 Rally Pro	15.95 lakh	888	13/lc	108/9500	90/6850	6	228	NA	NA	20	NA	✗	✓	NA	NA
Tiger 1200 GT Pro	19.19 lakh	1160	13/lc	150/9000	130/7000	6	245	NA	NA	20	NA	✓	✓	NA	NA
Tiger 1200 Rally Explorer	21.69 lakh	1160	13/lc	150/9000	130/7000	6	261	NA	NA	30	NA	✗	✓	NA	NA
 <b>TVS</b> <a href="http://www.tvsmotor.com">www.tvsmotor.com</a>															
<b>SPORT</b>															
 <b>We Say:</b> Sportier style for your commute without being too heavy on the pocket. <b>Also See:</b> Bajaj Platina, Hero Splendor															
Sport	59,431	109.7	1/ac	8.2/7350	8.7/4500	4	112	8.01	90	10	NA	✓	✗	Oct 20	★★★★☆
<b>RADEON</b>															
 <b>We Say:</b> Eye-catching commuter with a frugal and reliable mill. <b>Also See:</b> Hero Splendor, Honda CD110 Dream															
Radeon (Base Edition)	62,405	109.7	1/ac	8.2/7350	8.7/4500	4	113	8.45	86.68	10	NA	✓	CBS	Nov 18	★★★★☆
Radeon (Digi Disc)	80,774	109.7	1/ac	8.2/7350	8.7/4500	4	115	NA	NA	10	NA	✓	CBS	NA	NA
<b>STAR CITY+</b>															
 <b>We Say:</b> Adds style to your commute without being too heavy on the pocket. <b>Also See:</b> Bajaj CT100, Hero HF Deluxe															
Star City+ (Disc)	81,920	109.7	1/ac	8.2/7350	8.7/4500	4	116	7.68	90.8	10	67	✓	✗	Jul 14	★★★★☆
<b>RAIDER</b>															
 <b>We Say:</b> A new model from TVS which adds a bit more sportiness to the 125cc segment <b>Also See:</b> Honda Shine, Bajaj Pulsar 125															
Raider Single Seat	95,219	124.8	1/ac	11.4/7500	11.2/6000	5	123	NA	NA	10	NA	✓	CBS	NA	NA
Raider SX	1.03 lakh	124.8	1/ac	11.4/7500	11.2/6000	5	123	NA	NA	10	NA	✓	CBS	NA	NA
<b>APACHE RTR</b>															
 <b>We Say:</b> Great looks, nimble traffic carver with power through the complete rev range. <b>Also See:</b> Bajaj Pulsar 180, NS 160, Honda X-Blade, CB Hornet 160R, Suzuki Gixxer, Yamaha FZ-S															
RTR 160 2V (Drum)	1.19 lakh	159.7	1/ac	16.04/8750	13.85/7000	5	137	NA	107	12	NA	✓	✓	Aug 07	★★★★☆
RTR 160 4V	1.24 lakh	159.7	1/ac	17.55/9250	14.73/7250	5	144	4.86	117.7	12	NA	✓	✓	Jun 18	★★★★☆
RTR 180	1.32 lakh	177.4	1/ac	17.02/9000	15.5/7000	5	140	NA	113	12	NA	✓	✓	NA	NA
RTR 200 4V	1.41 lakh	197.75	1/ac	20.82/9000	17.25/7250	5	152	4.57	120.87	12	NA	✓	✓	Jul 20	★★★★☆
RTR 310	2.43 lakh	312.2	1/lc	35.6/9700	28.7/6650	6	169	NA	NA	11	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
<b>RONIN</b>															
<b>We Say:</b> TVS enter the urban-scrambler space with the Ronin. <b>Also See:</b> No direct rivals															
	1.49 lakh	225.9	1/ac	20.4/7750	19.93/3750	5	160	NA	NA	14	NA	✓	ABS	Oct 22	NA
Ronin TD	1.69 lakh	225.9	1/ac	20.4/7750	19.93/3750	5	160	NA	NA	14	NA	✓	ABS	Oct 22	NA
<b>APACHE RR</b>															
<b>We Say:</b> One of the most versatile motorcycles we have ridden. Superb on the street and capable on the track. <b>Also See:</b> KTM RC 390															
	2.72 lakh	312.2	1/lc	34/9700	27.3/7700	6	174	3.23	152.29	11	NA	✓	✓	Aug 20	★★★★★
 <b>YAMAHA</b> <a href="http://www.yamaha-motor-india.com">www.yamaha-motor-india.com</a>															
<b>FZ</b>															
<b>We Say:</b> Great-looking naked bike; has worked wonders for Yamaha in India. <b>Also See:</b> Honda CB Hornet 160R, Suzuki Gixxer, TVS Apache RTR160															
FZ-FI Version 3.0	1.16 lakh	149	1/ac	12.4/7250	13.6/5500	5	137	NA	NA	13	NA	✓	✓	NA	NA
FZ-S FI Version 3.0	1.22 lakh	149	1/ac	12.4/7250	13.6/5500	5	137	NA	NA	13	NA	✓	✓	NA	NA
FZ-S FI Version 4.0 DLX	1.30 lakh	149	1/ac	12.4/7250	13.6/5500	5	137	NA	NA	13	NA	✓	✓	NA	NA
FZ-X	1.36 lakh	149	1/ac	12.4/7250	13.3/5500	5	139	NA	NA	10	NA	✓	✓	NA	NA
<b>YZF-R15</b>															
<b>We Say:</b> Indian performance biking taken to the next level. <b>Also See:</b> Bajaj Pulsar RS 200, KTM RC 200															
YZF-R15S Version 3.0	1.65 lakh	155	1/lc	18.4/10000	14.2/7500	6	142	NA	NA	11	NA	✓	✓	NA	NA
YZF-R15 Version 4.0	1.82 lakh	155	1/lc	18.4/10000	14.2/7500	6	141	NA	NA	11	NA	✓	✓	NA	NA
YZF-R15M	1.96 lakh	155	1/lc	18.4/10000	14.2/7500	6	141	NA	NA	11	NA	✓	✓	NA	NA
<b>YZF-R3</b>															
<b>We Say:</b> Cost no bar, arguably the best compact supersport on the market <b>Also See:</b> Aprilia RS 457															
	4.65 lakh	321	1/lc	42/10750	29.5/9000	6	169	NA	NA	14	NA	✓	✓	NA	NA
<b>MT</b>															
<b>We Say:</b> Stylish street roadster that is usable every day <b>Also See:</b> (for MT-15) KTM 125 Duke, Bajaj NS 200, TVS Apache RTR 200 4V															
	1.64 lakh	155	1/lc	18.4/10000	14.1/7500	6	141	4.97	121.44	10	NA	✓	✓	Sep 19	★★★★★
MT-03	4.60 lakh	321	1/lc	42/10750	29.5/9000	6	167	NA	NA	14	26.3	✓	✓	May 24	★★★★★
 <b>YEZDI</b> <a href="http://www.yezdi.com">www.yezdi.com</a>															
<b>ROADSTER</b>															
<b>We Say:</b> Yezdi's most accessible road-biased motorcycle <b>Also See:</b> Honda H'ness CB350/RS Jawa 42, Royal Enfield Meteor 350 (Roadster/Scrambler), BMW G 310 GS, KTM 250 Adventure, Royal Enfield Himalayan (Adventure)															
Roadster	2.06 lakh	334	1/lc	29.7/7300	29/6500	6	194	NA	NA	12.5	NA	✓	✓	NA	NA
Scrambler	2.10 lakh	334	1/lc	29.1/8000	28.2/6750	6	192	NA	NA	12.5	NA	✓	✓	NA	NA
Adventure	2.16 lakh	334	1/lc	30.2/8000	30/6500	6	198	NA	NA	15.5	NA	✓	✗	NA	NA
 <b>ZONTES</b> <a href="http://www.zontes-india.in">www.zontes-india.in</a>															
<b>350</b>															
<b>We Say:</b> A motorcycle to explore roads and the countryside. <b>Also See:</b> Honda CB300F, KTM 250 Duke, Suzuki Gixxer 250 (R), Honda CB350RS (GK), KTM 390 Adventure (T)															
350R	2.79 lakh	348	1/lc	39/9500	33/7500	6	NA	NA	NA	15	NA	✓	✓	NA	NA
350X	2.99 lakh	348	1/lc	39/9500	33/7500	6	NA	NA	NA	15	NA	✓	✓	NA	NA
350T	2.99 lakh	348	1/lc	39/9500	33/7500	6	NA	NA	NA	15	NA	✓	✓	NA	NA
350T ADV	3.25 lakh	348	1/lc	39/9500	33/7500	6	NA	NA	NA	19	NA	✓	✓	NA	NA
GK 350	3.37 lakh	348	1/lc	39/9500	33/7500	6	NA	NA	NA	17	NA	✓	✓	Mar 23	★★★★★

LEGENDS: ac: Air-cooled, lc: Liquid-cooled, l: In-line, V: V layout, F: Flat, sc: Supercharged, A: Automatic, BO: By Order, L: Limited, \*: 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
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## Scooters

**aprilia** **APRILIA** [www.aprilia.com](http://www.aprilia.com)



**We Say:** Exciting moto-scooter that is all about the fun.  
**Also See:** Honda Grazia, Suzuki Burgman Street, TVS Ntorq 125, Vespa 125

	PRICE	ENGINE CAPACITY	ENGINE LAYOUT	PEAK POWER	PEAK TORQUE	GEARS	KERB WEIGHT	ACCELERATION	TOP SPEED	FUEL TANK	FUEL EFFICIENCY	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
<b>SR Storm 125</b>	1.11 lakh	124.49	1/ac	9.92/7700	9.7/6000	V	NA	NA	NA	6.5	NA	✓	CBS	NA	NA
<b>SR 125</b>	1.25 lakh	124.45	1/ac	10.11/7300	10.33/5500	V	NA	NA	NA	6	NA	✓	✓	NA	NA
<b>SR 160</b>	1.34 lakh	160.03	1/ac	11.27/7100	13.44/5300	V	NA	NA	NA	6	NA	✓	✓	NA	NA
<b>SR 160 Carbon</b>	1.36 lakh	160.03	1/ac	11.27/7100	13.44/5300	V	NA	NA	NA	6	NA	✓	✓	NA	NA
<b>SR 160 Race</b>	1.43 lakh	160.03	1/ac	11.27/7100	13.44/5300	V	NA	7.89	96.49	6	NA	✓	✓	Nov 20	★★★★☆



**We Say:** The big plush boy of scooters in the country.  
**Also See:** Suzuki Burgman Street

	PRICE	ENGINE CAPACITY	ENGINE LAYOUT	PEAK POWER	PEAK TORQUE	GEARS	KERB WEIGHT	ACCELERATION	TOP SPEED	FUEL TANK	FUEL EFFICIENCY	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
<b>SXR 125</b>	1.35 lakh	124.45	1/ac	9.61/7500	10.19/5400	V	NA	NA	NA	7	NA	✓	✓	NA	NA
<b>SXR 160</b>	1.46 lakh	160.03	1/ac	11.09/7200	12.13/5500	V	NA	NA	NA	7	NA	✓	✓	NA	NA



**BMW MOTORRAD** [www.bmw-motorrad.com](http://www.bmw-motorrad.com)



**We Say:** Great looks and goodie-loaded, this is the ideal jump for the econo-commuter who wants more.  
**Also See:** No alternatives

	PRICE	ENGINE CAPACITY	ENGINE LAYOUT	PEAK POWER	PEAK TORQUE	GEARS	KERB WEIGHT	ACCELERATION	TOP SPEED	FUEL TANK	FUEL EFFICIENCY	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
<b>C 400 GT</b>	11.25 lakh	350	1/lc	34/7500	35/5750	V	214	NA	NA	12.8	NA	✓	NA	Mar 22	★★★★★



**HERO MOTOCORP** [www.heromotocorp.com](http://www.heromotocorp.com)



**We Say:** Great looks and goodie-loaded, this is the ideal jump for the econo-commuter who wants more.  
**Also See:** Honda Activa 6G

	PRICE	ENGINE CAPACITY	ENGINE LAYOUT	PEAK POWER	PEAK TORQUE	GEARS	KERB WEIGHT	ACCELERATION	TOP SPEED	FUEL TANK	FUEL EFFICIENCY	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
<b>Pleasure+ LX</b>	70,838	110.9	1/ac	8.2/7000	8.7/5500	V	104	NA	NA	4.8	NA	✓	CBS	NA	NA
<b>Pleasure+ XTEC Connected</b>	82,738	110.9	1/ac	8.2/7000	8.7/5500	V	104	NA	NA	4.8	NA	✓	CBS	NA	NA



**We Say:** Hero's first-ever 125-cc scooter is now on sale.  
**Also See:** Honda Grazia, Suzuki Access 125, TVS Ntorq 125

	PRICE	ENGINE CAPACITY	ENGINE LAYOUT	PEAK POWER	PEAK TORQUE	GEARS	KERB WEIGHT	ACCELERATION	TOP SPEED	FUEL TANK	FUEL EFFICIENCY	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
<b>Destini Prime</b>	71,499	124.6	1/ac	9.1/7000	10.4/5500	V	115	NA	NA	5	NA	✓	CBS	NA	NA
<b>Destini 125 XTEC</b>	86,538	124.6	1/ac	9.1/7000	10.4/5500	V	114	7.78	97.74	5	NA	✓	CBS	Feb 19	★★★★☆



**We Say:** NA  
**Also See:** Honda Dio, Yamaha Fascino

	PRICE	ENGINE CAPACITY	ENGINE LAYOUT	PEAK POWER	PEAK TORQUE	GEARS	KERB WEIGHT	ACCELERATION	TOP SPEED	FUEL TANK	FUEL EFFICIENCY	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
<b>Xoom LX</b>	71,484	110.9	1/ac	7.9/7250	8.7/5750	V	108	NA	NA	5.2	NA	✓	CBS	NA	NA
<b>Xoom ZX</b>	79,967	110.9	1/ac	7.9/7250	8.7/5750	V	109	NA	NA	5.2	NA	✓	CBS	NA	NA



**HONDA** [www.honda2wheelersindia.com](http://www.honda2wheelersindia.com)



**We Say:** An Activa with good looks. Pillion foot-rest is a pain, though.  
**Also See:** TVS Ntorq 125

	PRICE	ENGINE CAPACITY	ENGINE LAYOUT	PEAK POWER	PEAK TORQUE	GEARS	KERB WEIGHT	ACCELERATION	TOP SPEED	FUEL TANK	FUEL EFFICIENCY	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
<b>Dio</b>	70,211	109.5	1/ac	7.8/8000	9.0/4750	V	105	NA	NA	5.3	NA	✗	CBS	NA	NA
<b>Dio H-Smart</b>	77,712	109.5	1/ac	7.8/8000	9.0/4750	V	105	NA	NA	5.3	NA	✗	CBS	NA	NA
<b>Dio 125</b>	83,400	123.9	1/ac	8.3/6500	10.4/5000	V	104	NA	NA	5.3	NA	✗	CBS	NA	NA
<b>Dio 125 Smart</b>	91,300	123.9	1/ac	8.3/6500	10.4/5000	V	104	NA	NA	5.3	NA	✗	CBS	NA	NA



**We Say:** The most popular scooter now in its fifth generation.  
**Also See:** TVS Jupiter

	PRICE	ENGINE CAPACITY	ENGINE LAYOUT	PEAK POWER	PEAK TORQUE	GEARS	KERB WEIGHT	ACCELERATION	TOP SPEED	FUEL TANK	FUEL EFFICIENCY	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
<b>Activa 6G</b>	76,234	109.5	1/ac	7.8/8000	8.8/5250	V	106	NA	NA	5.3	NA	✗	CBS	NA	NA
<b>Activa H-Smart</b>	82,234	109.5	1/ac	7.8/8000	8.8/5250	V	105	NA	NA	5.3	NA	✗	CBS	NA	NA



**We Say:** More power and big improvement overall compared to its smaller-engined sibling.  
**Also See:** Hero Destini 125, Suzuki Access 125

	PRICE	ENGINE CAPACITY	ENGINE LAYOUT	PEAK POWER	PEAK TORQUE	GEARS	KERB WEIGHT	ACCELERATION	TOP SPEED	FUEL TANK	FUEL EFFICIENCY	ALLOY WHEELS	ABS	TESTED	OVERALL RATING
<b>Activa 125 (Drum)</b>	79,806	124	1/ac	8.3/6500	10.3/5000	V	111	10.71	88.54	5.3	NA	✗	CBS	NA	NA
<b>Activa 125 (Disc)</b>	86,979	124	1/ac	8.3/6500	10.3/5000	V	111	10.71	88.54	5.3	NA	✗	CBS	Jan 20	★★★★★
<b>Activa 125 H-smart</b>	88,979	124	1/ac	8.3/6500	10.3/5000	V	111	10.71	88.54	5.3	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	
<b>KEEWAY</b> www.keeway-india.com																
<b>SIXTIES</b> <b>We Say:</b> Neo-retro scooter that packs a punch <b>Also See:</b> Nothing yet																
	Sixties 300i	3.30 lakh	278.20	1/lc	18.7/6500	22/6000	V	146	NA	NA	10	NA	✓	ABS	NA	★★★★☆
<b>VIESTE</b> <b>We Say:</b> A potent engine in a fun package makes scootering fun <b>Also See:</b> Nothing yet																
	Vieste 300	3.25 lakh	278.20	1/lc	18.7/6500	22/6000	V	147	NA	NA	12	NA	✓	ABS	NA	★★★★☆
<b>SUZUKI</b> www.suzukimotorcycle.co.in																
<b>ACCESS</b> <b>We Say:</b> Effortlessly quick and a nimble handler but priced on the higher side. <b>Also See:</b> Hero Destini 125, Honda Activa 125																
	Access (Drum)	79,899	124	1/ac	8.7/6750	10/5500	V	104	NA	NA	5	NA	✗	CBS	NA	NA
	Access Ride Connect (Disc)	90,500	124	1/ac	8.7/6750	10/5500	V	103	NA	NA	5	NA	✓	CBS	NA	NA
<b>AVENIS</b> <b>We Say:</b> Stylish and youthful scooter for the urban rider. <b>Also See:</b> Aprilia SR 125, Honda Grazia, TVS Ntorq 125, Vespa 125																
	Avenir Ride Connect	92,000	124	1/ac	8.7/6750	10/5500	V	106	NA	NA	5.2	NA	✓	CBS	NA	NA
	Avenir Race Edition	92,800	124	1/ac	8.7/6750	10/5500	V	106	NA	NA	5.2	NA	✓	CBS	NA	NA
<b>BURGMAN</b> <b>We Say:</b> Premium 125-cc scooter from the famed Burgman range. <b>Also See:</b> Aprilia SR 125, Honda Grazia, TVS Ntorq 125, Vespa 125																
	Burgman Street	94,000	124	1/ac	8.7/6750	10/5500	V	110	9.26	92.27	5.5	NA	✓	CBS	Sep 18	★★★★☆
	Burgman Street Ride Connect	98,000	124	1/ac	8.7/6750	10/5500	V	111	9.26	92.27	5.5	NA	✓	CBS	NA	★★★★☆
	Burgman Street EX	1.14 lakh	124	1/ac	8.7/6750	10/5500	V	110	9.26	92.27	5.5	NA	✓	CBS	NA	★★★★☆
<b>TVS</b> www.tvsmotor.com																
<b>XL</b> <b>We Say:</b> A bare-bones, no-nonsense mode of transportation <b>Also See:</b> No options																
	XL100 Comfort	46,671	99.7	1/ac	4.35/6000	6.5/3500	V	80	NA	NA	4	NA	✗	✗	NA	NA
	XL100 Comfort i-Touch	59,695	99.7	1/ac	4.35/6000	6.5/3500	V	86	NA	NA	4	NA	✗	✗	NA	NA
<b>SCOOTY PEP+</b> <b>We Say:</b> An engine upgrade makes it even more desirable. <b>Also See:</b> NA																
	Scooty Pep+	65,514	87.8	1/ac	5.4/6500	6.5/3500	V	95	12.2	74	4.2	NA	✗	✗	NA	NA
<b>ZEST</b> <b>We Say:</b> Venerable badge gets a larger heart and contemporary design. <b>Also See:</b> NA.																
	Zest 110	73,931	109.7	1/ac	7.82/7500	8.8/5500	V	103	NA	NA	5	NA	✗	✗	NA	NA
<b>JUPITER</b> <b>We Say:</b> Good features and comfort for the price. <b>Also See:</b> Hero Maestro Edge 125, Honda Dio, Yamaha Fascino																
	Jupiter	77,458	109.7	1/ac	7.5/7000	8.4/5500	V	109	9.98	88.78	5	43	✓	CBS	NA	NA
	Jupiter Classic	89,748	109.7	1/ac	7.5/7000	8.4/5500	V	108	10.45	80.95	5	43	✓	CBS	Oct 20	★★★★☆
	Jupiter 125	86,405	124.8	1/ac	8.1/6500	10.5/4500	V	108	NA	NA	5.1	NA	✓	CBS	NA	NA
	Jupiter 125 SmartXconnect	96,855	124.8	1/ac	8.1/6500	10.5/4500	V	108	NA	NA	5.1	NA	✓	CBS	NA	NA
<b>NTORQ</b> <b>We Say:</b> Engaging and comfortable scoot that is loaded with features. <b>Also See:</b> Aprilia SR 125, Honda Grazia, Suzuki Burgman Street																
	Ntorq 125	84,636	124.8	1/ac	9.4/7000	10.5/5500	V	118	6.93	98.71	5.8	NA	✓	CBS	NA	NA
	Ntorq 125 (Disc)	89,091	124.8	1/ac	9.4/7000	10.5/5500	V	118	6.93	98.71	5.8	NA	✓	CBS	NA	NA
	Ntorq Race XP	96,741	124.8	1/ac	10.2/7000	10.8/5500	V	116	NA	NA	5.8	NA	✓	CBS	NA	NA
	Ntorq 125 XT	1.05 lakh	124.8	1/ac	9.4/7000	10.5/5500	V	110	NA	NA	5.8	NA	✓	CBS	NA	NA

LEGENDS: ac: Air-cooled, lc: Liquid-cooled, l: In-line, V: V layout, F: Flat, sc: Supercharged, A: Automatic, BO: By Order, L: Limited, \*: 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
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**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

ZX 125	1.18 lakh	125	1/ac	9.77/7400	10.11/5600	V	114	9.36	101	7.4	45.25	✓	CBS	NA	NA
VXL 125	1.33 lakh	125	1/ac	9.77/7400	10.11/5600	V	114	9.36	101	7.4	45.25	✓	CBS	NA	NA
SXL 125	1.37 lakh	125	1/ac	9.77/7400	10.11/5600	V	114	9.36	101	7.4	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 150	1.46 lakh	149	1/ac	10.79/7100	11.26/5300	V	114	NA	NA	7.4	NA	✓	✓	NA	NA
SXL 150	1.51 lakh	149	1/ac	10.79/7100	11.26/5300	V	114	NA	NA	7.4	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 Hybrid (Disc)	91,530	125	1/ac	8.2/6500	10.3/5000	V	98	NA	NA	5.2	NA	✓	CBS	NA	NA
Ray ZR 125 Hybrid Street Rally	95,430	125	1/ac	8.2/6500	10.3/5000	V	99	NA	NA	5.2	NA	✓	CBS	NA	NA



**FASCINO**

**We Say:** The lightest scooter yet from the Yamaha stable.

**Also See:** Hero Maestro Edge 125, Honda Activa 125

Fascino S 125 fi Hybrid (Disc)	91,130	125	1/ac	8.2/6500	10.3/5000	V	99	NA	NA	5.2	NA	✓	CBS	NA	NA
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**AEROX**

**We Say:** Potent maxi-scooter with style and punch.

**Also See:** Aprilia SXR 160

Aerox 155	1.48 lakh	155	1/lc	15/8000	13.9/6500	V	126	NA	NA	5.5	NA	✓	CBS	NA	NA
Aerox 155 Version S	1.51 lakh	155	1/lc	15/8000	13.9/6500	V	126	NA	NA	5.5	NA	✓	CBS	NA	NA

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**Competition & Off-road Bikes**



**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	2.99 lakh	112	1/ac	7.3/7500	8.0/4000	4	76	NA	NA	3.6	NA	×	×	NA	NA
KLX140G	4.06 lakh	144	1/ac	NA	NA	5	99	NA	NA	5.8	NA	×	×	NA	NA
KLX230RS	5.21 lakh	233	1/ac	20/8000	20.6/6000	6	115	NA	NA	6.6	NA	×	×	NA	NA
KLX450R	8.99 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

KX65	3.12 lakh	64	1/lc	NA	NA	6	60	NA	NA	3.8	NA	×	×	NA	NA
KX100	4.87 lakh	99	NA	30 (est)	NA	6	77	NA	NA	5	NA	×	×	NA	NA
KX112	4.87 lakh	112	1/lc	NA	NA	6	77	NA	NA	5	NA	×	×	NA	NA
KX250	7.99 lakh	249	1/lc	50 (est)	NA	5	104.7	NA	NA	6.4	NA	×	×	NA	NA
KX450	8.59 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	6.45 lakh	249	1/lc	NA	NA	5	106	NA	NA	6.5	NA	×	×	NA	NA
RM-Z450	7.44 lakh	449	1/lc	NA	NA	5	112	NA	NA	6.3	NA	×	×	NA	NA

# Electrics

	PRICE (Rs) *Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	ACCELERATION (0-20 km/h)	RANGE (km)
<b>AMPERE</b> <a href="http://ampere.greaveselectricmobility.com">ampere.greaveselectricmobility.com</a>							
<b>AMPERE</b> Top speed: 80 km/h* Tested: NA							
 Magnus EX	1.04 lakh	60V	3.0	2.3	NA	NA	120*
 Primus	1.49 lakh	48V	2.1	3.0	NA	NA	100*
<b>NEXUS</b> Top speed: 93 km/h* Tested: NA							
 Nexus EX	1.10 lakh	48V	4.0	3.0	NA	NA	136*
 Nexus ST	1.20 lakh	48V	4.0	3.0	NA	NA	136*
<b>ATHER</b> <a href="http://www.atherenergy.com">www.atherenergy.com</a>							
<b>450</b> Top speed: 90-100 km/h* Tested: NA							
 450S	1.03 lakh	51.1V	5.4	2.9	111	NA	115*
 450X (3.7 kWh)	1.39 lakh	51.1V	6.4	3.7	111	NA	150*
 450Apex	1.95 lakh	51.1V	7.0	3.7	112	NA	157*
<b>RIZTA</b> Top speed: 80 km/h* Tested: NA							
 Rizta S	97546	51.1V	4.3	2.9	119	NA	123*
 Rizta Z (3.7 kWh)	1.29 lakh	51.1V	4.3	3.7	119	NA	160*
<b>ATUMOBILE</b> <a href="http://www.atumobile.co">www.atumobile.co</a>							
<b>VADER</b> Top speed: 65 km/h* Tested: NA							
 Vader	1.28 lakh	51.1V	2.4	2.4	100	NA	100*
<b>BENLING</b> <a href="http://www.benlingindia.com">www.benlingindia.com</a>							
<b>AURA</b> Top speed: 65-75 km/h* Tested: NA							
 Aura	73,000	72V	3.2	3.2	NA	NA	70-120*
 Falcon	71,000	60V	3.2	3.2	NA	NA	70-120*
 Kriti	66,000	48V	3.2	3.2	NA	NA	70-120*
<b>BGAUSS</b> <a href="http://www.bgauss.com">www.bgauss.com</a>							
<b>B8</b> Top speed: 50 km/h* Tested: NA							
 B8 Lithium Ion	NA	57.6V	1.9	1.45	NA	NA	78*
 B8 Li Technology	NA	57.6V	1.9	1.45	NA	NA	78*
<b>BOUNCE INFINITY</b> <a href="http://www.bounceinfinity.com">www.bounceinfinity.com</a>							
<b>E.1</b> Top speed: 55-65 km/h* Tested: NA							
 E.1+	89,999	NA	NA	1.9	NA	NA	70*
 E.1	1.05 lakh	NA	NA	2.5	NA	NA	100*
<b>CHETAK</b> <a href="http://www.chetak.com">www.chetak.com</a>							
<b>CHETAK</b> Top speed: 63-73 km/h* Tested: NA							
 Urbane	1.23 lakh	50.4V	4.0	3.2	134	NA	126*
 Premium (TecPac)	1.56 lakh	50.4V	4.2	3.2	134	NA	126*
<b>ELECTROTHERM</b> <a href="http://www.yobykes.in">www.yobykes.in</a>							
<b>EDGE</b> Top speed: 25 km/h* Tested: NA							
 Edge DX	49,000	48V	0.25	1.15	84	NA	70*
 Drift DX	51,000	48V	0.25	1.15	86	NA	70*

	PRICE (Rs) *Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	ACCELERATION (0-20 km/h)	RANGE (km)
<b>E-SPRINTO</b> <a href="http://www.esprinto.in">www.esprinto.in</a>							
<b>HS</b> Top speed: 70 km/h* Tested: NA							
 Sprinto HS	97,000	60V	0.8	2.52	100	NA	120*
 Amery	1.30 lakh	60V	2.5	3.0	98	NA	140*
<b>EVEIUM</b> <a href="http://www.eveium.in">www.eveium.in</a>							
<b>COSMO</b> Top speed: 65 km/h* Tested: NA							
 Cosmo	1.44 lakh	72V	2.0	2.3	102	NA	80*
<b>COMET</b> Top speed: 85 km/h* Tested: NA							
 Comet	1.84 lakh	72V	3.0	3.6	115	NA	150*
<b>CZAR</b> Top speed: 85 km/h* Tested: NA							
 Czar	2.07 lakh	72V	4.0	3.0	115	NA	150*
<b>EVOLET</b> <a href="http://www.evoletindia.com">www.evoletindia.com</a>							
<b>250W</b> Top speed: 25 km/h* Tested: NA							
 Derby	NA	48V	0.25	1.8	NA	NA	100*
<b>GEMOPAI</b> <a href="http://www.gemopai.com">www.gemopai.com</a>							
<b>ASTRID LITE</b> Top speed: 52 km/h* Tested: Feb 20							
 Astrid Lite	92,322	72V	2.4	1.7	160	1.96	55
<b>GODAWARI</b> <a href="http://www.eblu.in">www.eblu.in</a>							
<b>EBLU</b> Top speed: 60 km/h* Tested: NA							
 Eblu Feo	99,999	60V	2.7	2.52	122	NA	110
<b>HERO ELECTRIC</b> <a href="http://www.heroelectric.in">www.heroelectric.in</a>							
<b>PHOTON</b> Top speed: 45 km/h* Tested: NA							
 Photon LP	86,940	72V	1.8	1.87	NA	NA	90*
<b>OPTIMA</b> Top speed: 45 km/h* Tested: NA							
 Optima CX 2.0	1.07 lakh	NA	1.9	2.0	NA	NA	89*
 Optima CX 5.0	1.30 lakh	NA	1.9	3.0	NA	NA	135*
<b>HOP</b> <a href="http://www.hopelectric.in">www.hopelectric.in</a>							
<b>OXO</b> Top speed: 95 km/h* Tested: NA							
 OXO	1.61 lakh	72V	5.2	3.75	140	NA	100*
 OXO X	1.82 lakh	72V	6.3	3.75	140	NA	100*
<b>LEO</b> Top speed: 25 km/h* Tested: NA							
 LEO Extended	95,999	72V	2.5	2.4	NA	NA	125*
<b>IVOOMI</b> <a href="http://www.ivoomienergy.com">www.ivoomienergy.com</a>							
<b>JEET</b> Top speed: 65 km/h* Tested: NA							
 S1	69,999	NA	2.5	1.5	84	NA	80*
 S1 240	1.21 lakh	NA	2.5	4.2	NA	NA	240*
 Jeet X	1.01 lakh	NA	2.5	2.1	NA	NA	115*

# Electrics

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	ACCELERATION (0-20 km/h)	RANGE (km)
<b>JEETENDRA</b> www.jeetendraev.com							
<b>JMS1000</b> Top speed: 55 km/h* Tested: NA							
							
JMT1000	59,417	60V	1.0	2.04	90	NA	65*
JMT1000 HS	61,995	60V	1.0	2.04	94	NA	90*
<b>JOY E-BIKE</b> www.joyebike.com							
<b>MIHOS</b> Top speed: 65 km/h* Tested: NA							
							
Mihos	1.49 lakh	72V	1.5	2.88	110	NA	130*
<b>PLUS</b> Top speed: NA Tested: NA							
							
Nanu+	1.12 lakh	60V	1.5	2.18	85	NA	NA
Wolf+	1.16 lakh	60V	1.5	2.18	81	NA	NA
<b>KABIRA</b> www.kabiramobility.com							
<b>KM SERIES</b> Top speed: 120 km/h* Tested: NA							
							
KM 3000	1.74 lakh	73.6V	12.0	4.1	152	NA	130*
KM 3000-V	1.76 lakh	73.6V	12.0	5.15	152	NA	188*
KM 4000	1.74 lakh	73.6V	12.0	4.1	152	NA	130*
KM 4000-V	1.76 lakh	73.6V	12.0	5.15	152	NA	188*
<b>KINETIC GREEN</b> www.kineticgreen.com							
<b>E LUNA</b> Top speed: 50 km/h* Tested: NA							
							
X1	69,990	NA	1.2	1.7	NA	NA	90*
X2	74,990	NA	1.2	2.0	NA	NA	110*
<b>FLEX</b> Top speed: 72 km/h* Tested: NA							
							
Flex	1.10 lakh	72V	NA	3.0	115	NA	120*
<b>MATTER</b> www.matter.in							
<b>AERA</b> Top speed: NA Tested: NA							
							
Aera 5000	1.74 lakh	NA	10.0	5.0	NA	NA	125*
Aera 5000+	1.84 lakh	NA	10.0	5.0	NA	NA	125*
<b>OBEN</b> www.obenev.com							
<b>RORR</b> Top speed: 100 km/h* Tested: NA							
							
Rorr	1.49 lakh	NA	8	4.4	130	NA	200*
<b>ODYSSE</b> www.odysse.in							
<b>VADER</b> Top speed: 85 km/h* Tested: NA							
							
Vader	1.11 lakh	NA	4.5	3.7	128	NA	125*
<b>EVOQIS</b> Top speed: 80 km/h Tested: NA							
							
Evoqis	1.71 lakh	72V	3.0	4.3	NA	NA	110
<b>OKINAWA</b> www.okinawascooters.com							
<b>RIDGE</b> Top speed: 45 km/h Tested: Apr 17							
							
Ridge+ (GPS)	90,606	60V	0.8	1.56	NA	NA	110

\* - Claimed

	PRICE (Rs) Ex-showroom	VOLTAGE	POWER (kW)	BATTERY CAPACITY (kWh)	KERB WEIGHT (kg)	ACCELERATION (0-20 km/h)	RANGE (km)
<b>PRAISE</b> Top speed: 62.30 km/h Tested: May 18							
							
Praise Pro	99,645	72V	2.5	2.08	140	2.34	105
<b>OLA</b> www.olaelectric.com							
<b>S1</b> Top speed: 80-115 km/h Tested: NA							
							
S1 X	69,999	NA	6.0	2.00	101	NA	95
S1 Air	1.05 lakh	NA	4.5	3.00	121	NA	141
S1 Pro	1.30 lakh	NA	8.5	4.00	125	NA	181
<b>QUANTUM</b> www.quantumenergy.in							
<b>QE</b> Top speed: 60-65 km/h Tested: NA							
							
Milan	89,993	60V	1.0	1.87	NA	NA	100*
Elektron	93,555	60V	1.0	1.87	NA	NA	100*
Plasma	1.21 lakh	60V	1.5	3.0	NA	NA	110*
<b>REVOLT</b> www.revoltmotors.com							
<b>RV</b> Top speed: 45-65 km/h Tested: NA							
							
RV400	1.24 lakh	72V	3.0	3.24	108	NA	100*
<b>RIVER</b> www.rideriver.com							
<b>INDIE</b> Top speed: 90 km/h* Tested: NA							
							
Indie	1.38 lakh	NA	6.7	4.0	121	NA	120*
<b>SIMPLE</b> www.simpleenergy.in							
<b>ONE</b> Top speed: 105 km/h* Tested: NA							
							
Dot One	1.00 lakh	50.4V	8.5	3.7	NA	2.77	151*
One	1.45 lakh	50.4V	8.5	5.0	134	2.77	212*
<b>TORK MOTORS</b> www.torkmotors.com							
<b>KRATOS</b> Top speed: 105 km/h Tested: NA							
							
Kratos R	1.87 lakh	48V	9.0	4.0	140	NA	100*
<b>TVS</b> www.tvsmotor.com							
<b>iQUBE</b> Top speed: 78-82 km/h* Tested: NA							
							
iQube	1.20 lakh	52V	4.4	3.04	117.2	NA	75-100*
iQube S	1.29 lakh	52V	4.4	3.04	118.8	NA	75-100*
iQube ST	BO	52V	4.4	4.56	128	NA	110-145*
<b>X</b> Top speed: 105 km/h Tested: NA							
							
X	2.50 lakh	52V	11	4.4	140	NA	140*
<b>ULTRAVIOLETTE</b> www.ultraviolette.com							
<b>F77</b> Top speed: 140 to 152 km/h* Tested: NA							
							
F77	3.80 lakh	NA	27	7.1	197	NA	206*
F77 Recon	4.55 lakh	NA	29	10.3	207	NA	307*
F77 Limited	5.50 lakh	NA	30.2	10.3	207	NA	307*
<b>VIDA</b> www.vidaworld.com							
<b>V1</b> Top speed: 80 km/h* Tested: NA							
							
Plus	1.03 lakh	NA	6.0	2x 1.72	NA	NA	143*
Pro	1.30 lakh	NA	6.0	2x 1.97	NA	NA	165*

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