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## CHANGING GEARS



Our year-ending issue is always fun to put together. It's also quite enlightening to sit down with the leaders of the automotive industry towards the close of the calendar year. And it's fun despite the fact that we swap our helmets and racing suits in exchange for our best boardroom attire – in an attempt to look the part while handing out our 'Best of 2017' awards to the worthy recipients.

With 57 contenders vying for a spot in the 'top-ten,' it was exceptionally hard fought this year – making this year's winners a truly exceptional bunch! One benefit of recognising excellence in the industry is the chance to sit down with the top managements of these automakers to get a real sense of how they view their prospects going forward. And while the industry expects to see growth in the coming year, no one expects an easy ride – especially in light of tough new regulations that are imminent, and more that are expected in the coming year.

The industry continues to maintain that they're ready and willing to meet any and all regulations – no matter how stringent – as long as there's a clear roadmap to follow. The 2030 target is an aggressive one, but a commendable one all

the same. It puts India on the map and positions the country as a progressive and forward-looking market. But, for this vision to become reality, the availability of electric vehicles is just one piece of the puzzle. Stability of the grid, a comprehensive charging infrastructure, and a market of buyers who are willing to pay the price for such vehicles are the other key components – the absence of any one of which could lead to a scenario that jeopardises an industry that contributes almost 10% to the country's GDP.

The air in the capital, and other parts of the country, is toxic – there's no doubt that we're dealing with a public health emergency. But if we can't even figure out a way of stopping a handful of farmers in-and-around the National Capital Region from burning their spent crop, can we really say that we're serious about combatting pollution? Or is all this talk about cleaning up the environment just an eyewash? Is the administration simply talking tough and targeting one particular industry because it's the low hanging fruit?

To really tackle the problem we need unprecedented bipartisan political action, which is a step that no political party wants to take because they can't find a way to spin that into an electoral victory. So, until the environment becomes an issue that wins and loses elections, expect a lot of talk but not much action.

Dhruv Behl, Editor

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INDUSTRIAL ESTATE PHASE III

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##### DISTRIBUTED BY

CENTRAL NEWS AGENCY

NEW DELHI

##### PRINTED AT

PARAS OFFSET PVT. LTD.

C-176, NARAINA, NEW DELHI 110 028

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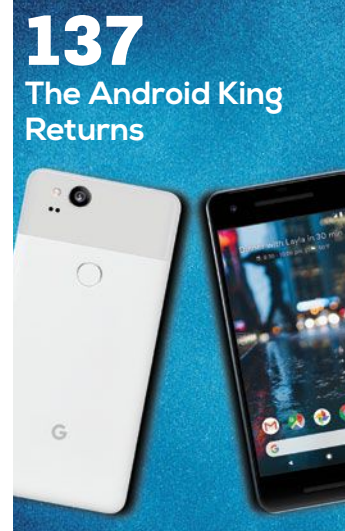
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# MOTUL



# CONNEXIONS

Good or bad, we love to hear from you - just so long as you're not indifferent...



## Surprises aplenty

Happy 11<sup>th</sup> anniversary guys! Having gone through the entire cover story in less than a day, I can tell you that it lived up to my expectations. All the tests were thoroughly done, and it's good that you put up all the scores up for everyone to see. I'm not much of a bike guy, but that Ducati SuperSport really smoked the field – and it's supposed to be a sedate bike, isn't it? And while it was expected that the GT-R will take the performance award, I feel that the Polo GTI or Octavia RS offer more bang for buck. The top-five winners are all deserving too – the Dzire and Verna are the new segment leaders, while the Audi A5 and Jeep Compass totally deserve top honours too. I mean, the A5 was quicker than the 530d – how? That too around the tighter and technical bits of the BIC? Anyhow, it was an enjoyable read. Keep up the good work.

**Ranjan Shetty**



## More goodies, please...

The exterior of the updated Mahindra Scorpio is great, as always. But I was expecting a lot more changes inside the cabin. Mahindra needs to add more features and equipment – and new technology as well.

**- Manoj Prabakaran**



## Bridging that tiny gap...

The new Kawasaki Ninja 400 looks great! But with a ₹2 lakh gap between the Ninja 300 and Ninja 650, where will the 400 fit?

**- Aniruddha Meher**

*Perhaps the Ninja 400 is meant to fit bang in the middle of the two.* **OX**



## Less performance, more premium?

Correct me if I'm wrong, but I think you guys are the first publication in India to have done a proper comparison test between the KTM 390 Duke and BMW G 310 R. From the report, it's clear that KTM outperforms the BMW on the performance and handling fronts. It seems BMW won't be going for the performance award and will market the G 310 R as a more

premium and refined offering in India. I just hope they price it right!

**Joshua George**

*Yup, you read it here first! Also, with a limited dealer network at present, BMW Motorrad may price the G 310 R at a premium simply because they won't be able to cater to a large volume.* **OX**



## Comeback Cronos

I would really like Fiat to bring the new Brazil-spec Cronos sedan to India. In my opinion, it would be worthwhile waiting for the replacement of the Linea in India.

**- Varun Reddy Chiduruppa**

*With the Jeep Compass receiving a great response in India, you could say that FCA already has its hands full. So, even though they may want to revive Fiat's model line-up, we don't expect to see any new Fiat models in India anytime soon.* **OX**



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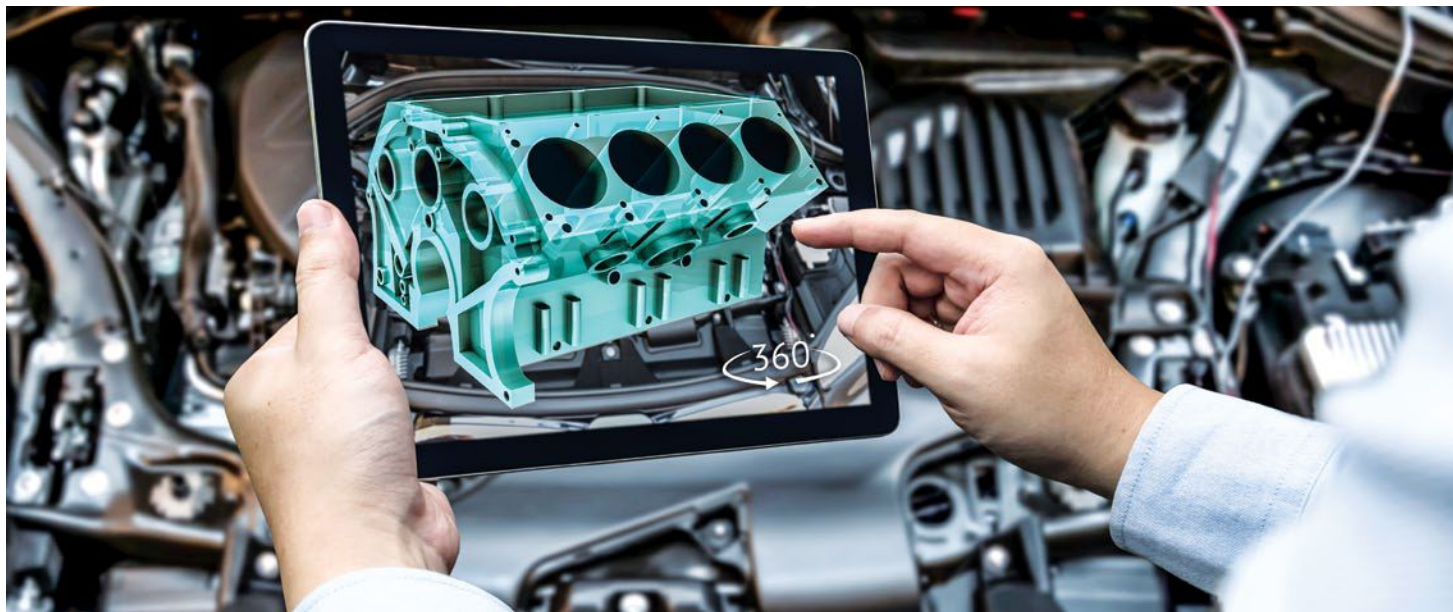
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*With 50 years of reserves waiting to be tapped, we can't just turn the oil off and magically put everyone in an electric car. While EV tech should be applauded, Karl thinks we shouldn't write off the IC engine just yet.*

**T**he world hasn't run out of oil just yet, thankfully. And, doing some research, it looks like we're several decades away from the great 'oiltastrophe' that will occur when it does dry up. Part of the reason is that for every litre that goes into a refinery, you end up with around 70ml more product. It's called processing gain and happens thanks to the processed products being a lower density than the crude that went in.

By most estimates, there's around 50 years worth of dino juice stuck in reserves around the planet. That means we're stuck with internal combustion engines (ICE) for a while to come. But is that such a bad thing?

The proponents of EVs would say so. I've written previously on the subject of electrification, and of my respect (yet objectivity) towards the technology. There's no doubt that Tesla has done a convincing job of winning people over – and, as a showcase for what can be done, it's phenomenal. But as a true game changer? Well, that's something different altogether.

We can't just turn the oil off, and have everyone magically drive an electric car. That would be a game changer, but it's

impossible. There has to be some overlap between crude oil and electricity. And no, that's not happening right now. That overlap is years, perhaps decades, away. Don't believe me?

Currently, one in every thousand cars is an EV. That's not a big number, even if we're not including hybrids like the Toyota Prius, Lexus RX 450h, or similar – just purely electric.

Tesla is trying to change the game with the Model 3. But how far has that gotten? Production issues seem to be the least of the company's problems. Its balance sheet doesn't look great, and with Elon Musk diversifying into home battery storage (now there's a good idea we can swap to instantly), and space exploration, the car side of the business appears to have been left to flounder.

So, not enough EVs for the common man. But there are plenty of prototypes and companies jumping on board the EV bandwagon. Look at Faraday Future. Plenty of talk, plenty of figures and plenty of expectations. But has anything materialised?

It looks promising enough, yet the

company appears to simply be a vehicle (excuse the pun) for a few select people to drain the pockets of investors and line their own. And then there are countless EV sports car companies popping up and simply disappearing.

The idea is great, and there's no doubt they're fast. But until the battery tech allows it to recharge as quickly as you can fill a petrol tank and give you the same range, the dream is a little too distant.

There's something about the mechanical connection, too, of being able to feel the controlled explosions happening up front (or indeed behind, depending on your budget), and becoming one with the machine. It's why there are still cars like the Ferrari 812 Superfast, Lamborghini Aventador S and the Porsche 911 GT2 RS. And, of course, let's not forget the sound.

Every car company will bring a form of electrification to the market in the next few years, but they'll also be producing ICE cars, too. So let's applaud the work done for the environment, and the reduction of emissions, but let's also continue to embrace the classic fuel-powered machines that we all know and love. **OX**



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## *Jens shines a light on some of the disruption in the world of e-mobility.*

**S**ay what you want about electrics, but this new and dynamically evolving market segment is always entertaining. For an especially memorable example, look no further than Tesla. In mid-November, Elon Musk put on one of his legendary shows and used the launch of a large truck called the Tesla Semi for the unveiling of yet another future model – the second generation of Tesla's first model, the Roadster.

Once the truck presentation was over – and it was impressive by itself – the stage turned dark, and a red Roadster, piloted by chief designer Franz von Holzhausen, took off at lightning speed, circled back and parked next to its master, Elon Musk himself. The assembled masses broke into cheers.

Musk called the Roadster a “hard-core smack down to gasoline cars” and gave some numbers to back it up. It's supposed to reach 96km/h in 1.9 seconds, 160km/h in 4.2 seconds, the quarter mile in 8.8 seconds, and a terminal velocity of over 402km/h. And that's just for the standard version, as he said with his trademark modesty. The range is supposed to be 1,000 kilometres, and prices will start at 200,000 dollars. It'll hit the market in 2020.

If the Roadster, which isn't actually a roadster but rather a 2+2 coupe with a targa roof, does indeed deliver these numbers, it actually seems like a pretty good deal. But until we've driven it, count us among the sceptics. Tesla has consistently overpromised

on its targets, and if the real-life performance of the Model S and Model X is an indication, it won't be able to deliver the performance repeatedly and consistently. A current Tesla that's driven hard builds up temperature rapidly, and it cuts performance sharply.

Moreover, the Roadster – and the Semi – are a distraction from the delayed market launch of the Model 3, Tesla's first mass-market model that is late to market and hampered by a rocky launch. The company is supposedly sitting on almost a half million paid reservation and needs to crank out these cars quickly – and with significantly higher quality than the current models.

### **Chaos at Faraday Future**

Meanwhile, desperation prevails at Tesla's competitor – Faraday Future. CFO Stefan Krause, a former BMW and Deutsche Bank member of impeccable reputation, left the company – together with chief engineer Ulrich Kranz of “BMW i” fame. Krause had desperately tried to secure funding for Faraday Future. The FF91 is close to series production, and, in many ways, is an electric that seems to be superior to the Tesla Model X.

This March, FF had sent out an effusive press release, praising Krause as “an indispensable asset to Faraday Future.” Now, instead of sugar-coating his departure, the company has published a hair-raising release under the title, “The Immediate Termination of Employment and Legal Action Notice

Regarding Mr. Stefan Krause.” It explicitly alleges a “possible violation of law and lack of contribution to FF's goals over the course of his leadership,” which “has led to severe damage to the interests of FF and its investors.” It further goes on to state that FF “is currently taking legal action, as a result of Stefan Krause's malfeasance and dereliction of duty.” Kranz, FF continues, hasn't left a mark on their R&D efforts.

The unbelievable release mirrors the style of FF chief Yia Yueting, or “YT” – who, himself, is virtually under house arrest. We hear there's an exodus of talent at FF, and that's a real shame – as the cars deserve to hit the market.

### **Fisker is big on promises**

Another early player in e-mobility is back – Henrik Fisker. His “EMotion” will hit the market next year, and beyond the initial battery pack, Fisker talks about solid-state batteries that will be recharged within a minute.

Fisker is a visionary, but Professor Werner Tillmetz, who researches hydrogen and solar energy, is pouring water into the wine. “For 800 kilometres, you need 120 kWh of batteries. To charge these within a minute, you need 7,000kW of charging power.” He calls the announcements “entirely unrealistic, and unnecessary.”

Unrealistic and unnecessary they may be, but they are entertaining all the same – much like a lot of the e-mobility promises that we've been treated to over the past few years. **ax**



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## *Escape road rage – the AAUI President tells you how.*

**R**oad rage has no definition. It is, in fact, a criminal act that has its origins rooted elsewhere – not in traffic. It's an impulsive reaction that results in aggression – in this case on the road, but it could be anywhere for that matter. The intensity of this impulsive reaction may vary depending on the situation – but, on the whole, scientists define road rage as intermittent explosive disorder, which results in out of proportion outbursts that may involve throwing or breaking objects and even physical assault!

Delhi has witnessed a number of road rage incidents off late. To be honest, road rage is a problem that's making headlines across the globe. In fact, it's not a new problem. Road rage was first noticed, and put into print, 40 years ago in England. Some people claim traffic congestion is the primary cause that leads to acts of road rage. Some think that speeding, tailgating, flashing lights, yelling at other drivers, jumping traffic lights, and overtaking from wrong side are the curial factors that give rise to such ugly incidents. A study undertaken by the American Automobile Association (AAA) some years ago revealed that 37% of aggressors, in the name of road rage, used fire arms against another driver, 28% used other weapons, and 35 percent used their car as a weapon against another driver – and these numbers continue to grow. Another study conducted by a global market intelligence company, Synovate, over a period of 12 months says that the behaviour of

motorists that troubled people most included sounding of the horn (29%), flashing headlights (27%), aggressive behaviour (25%), and rude gesture (23%).


Some sections of society maintain that it's not just traffic congestion, but also longer commutes and an overall increase in daily stress levels that's leading to a higher volume of altercations. The impression being that the people who succumb to these daily pressures of life take their aggression out on the road. But, as I see it, there's no formal profile of a typical road rage driver. Gender, age, race, and economics do not factor into the road rage equation.

Arguments over a parking space, not letting another driver pass, hitting the car from behind, showing the finger, glaring at another driver, playing the stereo too loud, honking the horn, driving too slow, and tailgating can be reasons that trigger violence. But should these actions really lead to aggression and physical assault? I'm of the firm opinion that none of this in any way justifies indulging in violence. Of course, signs of anger may appear, but the situation can be resolved through mutual respect.

There are studies to confirm that hundreds of drivers who have snapped and committed road rage are successful persons with no known history of crime or abuse. This may strengthen the belief that road rage results from succumbing to the stresses of daily life. Furthermore, these studies have shown that it's mostly men in the age group of 18 to 30

who indulge in violence on the road. Whatever the reason or justification, it's actually very simple to avoid road rage – either as the aggressor or the victim. Firstly, do not allow your emotions to rule your driving behaviour. Choose patience and control over impulsiveness and excitement. Do not use rude gestures that can provoke an angry response from another driver. And if you realise your own mistake, simply apologise with a friendly smile – you'll be amazed at what a difference a small gesture such as that makes.

There is another, quite effective method to convey an apology. A sign! It is indeed effective in warding off anger. Have a sorry sign with think Arial Bold lettering in black on a white background. If you've accidentally done something wrong, raise the sign to convey your apology to the other motorist. Over 85 percent of so-called road rage incidents are likely to disappear if the careless driver simply apologizes. This cardboard sign can be easily fastened to the sun visor with a clip.

The act of keeping a sign in your car with an apology written on it may sound silly, but it could well save you for being embroiled in an unpleasant situation. But, more than that, it's having common courtesy on the road and being willing to accept your own mistakes that will truly keep you out of trouble on the road. 

*T.K. Malhotra is the President of the Automobile Association of Upper India (AAUI).*



# news

NEWS // LAUNCHES // GREEN NEWS // MOTORSHOWS

## 2018 Mercedes-AMG CLA 45

The latest CLA 45 and GLA 45 are now available in India!



**Renault Captur**  
Renault's new SUV  
arrives

**Yamaha YZF-R3**  
2018 YZF-R3 makes its  
global debut

**Twenty Two FLOW**  
India's most  
indigenous EV yet





## 2018 Mercedes-AMG CLA 45 & GLA 45 launched

**A**fter launching the CLA and GLA facelift earlier this year, Mercedes-Benz has now launched the updated AMG derivatives of both the cars in India. The new CLA 45 AMG is now your entry-ticket to the Mercedes' high-performance range at ₹75.20 lakh, while the GLA 45 AMG facelift at ₹77.85 lakh is the most affordable AMG SUV in the country. Both the cars are also available in 'Aero Edition' that adds a unique black/yellow paint scheme. The GLA 45 Aero Edition is priced at ₹80.67 lakh and

the CLA 45 Aero Edition carries a price-tag of ₹77.69 lakh. All prices are ex-showroom, pan-India. The updated CLA 45 AMG and GLA 45 AMG gain a few cosmetic updates over their respective outgoing models. Updates include a new boot lid spoiler, new front apron with front splitter inserts in matt titanium grey and high-gloss black. In addition to this, LED headlamps now come as standard in both the models. Both the CLA 45 and GLA 45 AMG models are mechanically unchanged, as power is

sourced from the same 2.0-litre turbocharged four-cylinder petrol that develops 375bhp and 475Nm of torque. Power reserves from the engine are channelled to all four wheels via a seven-speed dual-clutch automatic transmission and Mercedes' 4MATIC AWD system. Performance wise, the CLA 45 AMG will clock 0-100km/h in 4.2 seconds, while the GLA 45 AMG will do the same run in 4.4 seconds. Top speed will be electronically limited to 250kmp/h in both the cars.

## Mahindra Scorpio gets more power

**A**fter the endless spy shots and a long wait, the facelifted version of the Mahindra Scorpio has been launched at a starting ex-showroom, Delhi price of ₹9.96 lakh for the base S3 variant. The top-spec trim is priced at ₹16.01 lakh. Mahindra has made quite a few cosmetic and feature changes to this 2017 Scorpio facelift. Most

noticeable is the new front-end and radiator grille. The front bumper has also been reshaped and it now gets larger air dams, revised fog lamps and faux skid plates. While there are considerable cosmetic changes and interior updates, Mahindra has also brought in a retuned version of the mHawk engine for the higher variants. The 2017 Scorpio comes with two engine options and three states of tune. The base spec S3 continues to make 75bhp and 200Nm from the 2.5-litre m2DICR motor. Buyers can also get the Scorpio with the 2.2-litre motor which churns out 120bhp and 280Nm. Each of these options is paired with a 5-speed manual transmission. The 140bhp variants – S7 and S11 – are paired with new 6-speed manual and automatic transmissions respectively. These higher tuned engines also offer 320Nm of torque.





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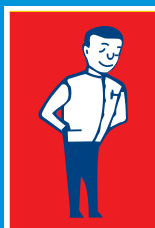
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## Renault Captur launched at ₹9.99 lakh



**A**fter a short delay, Renault has finally launched, the Captur, in India at an aggressive starting price of ₹9.99 lakh (ex-showroom, Delhi). The India-spec Captur, unlike the European model, is based on the Duster's B0 platform. It is positioned in the Indian market as a premium alternative to the Duster, to compete better with the Hyundai Creta. Equipment wise, every

variant of the Captur comes with two airbags, ABS, EBD and Isofix mounts for child seats as standard. Add to that, the company offers a personalisation program, offering a myriad of options for customers to personalise their Captur with. The top-end Platine variant (available only in diesel) of the Captur is India specific, and brings along with it some premium touches like

flowing LED turn signals, LED DRLs, 17-inch alloys and much more. Powering the new Renault Captur is a pair of familiar 1.5-litre petrol and diesel engines from the Duster. The former produces 105bhp and 142Nm, while the latter makes 108bhp and 248Nm. Automatic transmission isn't offered at launch, however, it could be added to the lineup sometime in 2018.



## Tata Tigor AMT launched at ₹5.75 lakh

**W**hen Tata Motors launched the Tigor earlier this year, the compact-sedan was only launched with a manual transmission. Given the fact that automatic cars are rapidly gaining popularity among the masses these days, it sure was a lost opportunity. However, Tata Motors has been quick to realise this as the firm has now

launched AMT-equipped variants of the Tigor. The Tigor AMT is available in two variants, namely – XZA and XTA – available only in petrol. The XTA variant is priced at Rs 5.75 lakh and the top-end XZA has a sticker price of Rs 6.22 lakh. Both prices are ex-showroom, New Delhi. Since the AMT is only available in petrol, it's propelled by the

same 1.2-litre three-cylinder engine that develops 83bhp and 114Nm. The AMT unit will be based on the same 5-speed manual transmission as of the regular model but there's, of course, no clutch pedal. The gearbox will have four gear positions – Automatic, Neutral, Reverse and Manual. It also has a Sports mode.



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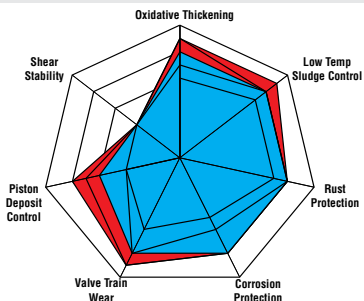
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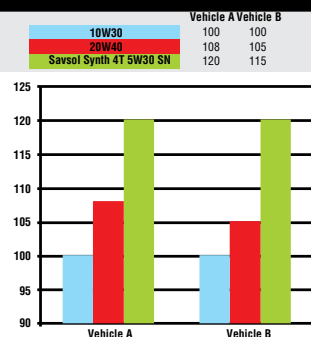
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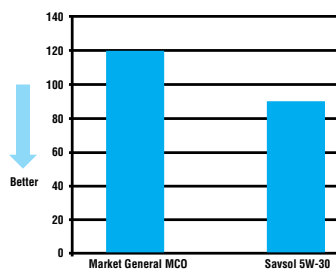
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## 2018 Yamaha YZF-R3 revealed

**Y**amaha discontinued the sale of the YZF-R3 earlier this year when the BS IV mandate was implemented in April 2017. Now, Yamaha has taken the wraps off the 2018 YZF-R3 for the global market. The R3 doesn't get too many changes in this MY18 avatar. As opposed

to the two-colour options, Black and dual tone blue-silver, the 2018 model will come with two colour options - Raven, Team Yamaha Blue and Vivid White. At the official unveiling, Yamaha announced that sales of the 2018

YZF-R3 will commence in the United States in February. While the new colours endow the R3 with a fresh appeal, hiding behind the fairing is the same 321cc parallel-twin liquid-cooled motor. The engine makes peak power of 41bhp and max torque of 29.6Nm. All of the aforementioned power delivered with the help of a 6-speed transmission. From the suspension to the brakes, everything else remains unchanged. The global-spec R3 comes in two variants - with or without ABS. In India however, to make it cost effective, we only got the non-ABS trim.



## Kawasaki Ninja 650 KRT Edition now in India

**K**awasaki has introduced the Ninja 650 KRT Edition in India at a price of ₹5.69 lakh (ex-showroom, Delhi). KRT Editions of Kawasaki motorcycles draw their inspiration from the Kawasaki Racing Team (KRT), and come in a special shade which is a combination of green, grey and black colours. The same colour scheme is offered on the Ninja 650 KRT Edition. Apart from the new shade, there is absolutely no difference between the regular Ninja 650 and the KRT Edition. The all-new Ninja 650 was launched in India earlier in 2017, and got with it fresh, ZX-14R inspired styling. The bike uses a heavily updated 650cc parallel-twin motor which produces 67.2bhp and 66Nm. The Ninja 650 comes with telescopic front forks and a horizontal linked monoshock at the back. The ground clearance stands at 130mm. The bike comes with 300mm discs up front and a 220mm disc at the back, and gets ABS and slipper clutch as standard.





# Kinetic forms JV with Norton Motorcycles to sell bikes in India

**D**omestic two-wheeler brand, Kinetic, has formed an alliance with British company Norton Motorcycles, to sell the latter's superbike range in India. The Joint Venture (JV) was announced at the 2017 EICMA in Milan. Kinetic Group's Motoroyale, which also sells MV Agusta in India, will assemble Norton Motorcycles at Kinetic's manufacturing facility based in Ahmednagar. Local assembly would help Norton bypass excessive import duties and price their motorcycles competitively in India. Additionally, through Kinetic, Norton will also expand its reach to neighbouring countries like Indonesia and Bangladesh. For those unaware of Norton Motorcycles, it is one of the oldest motorcycle companies, formed in 1898 in Birmingham, UK. The company has a long history of racing involvement as well. Presently, Norton makes four bikes - V4 RR, Dominator, Commando 961 Cafe Racer MK II and Commando 961 Sport MK II. The V4 RR is a 1200cc supersport, while all others are 961cc cafe racers. The Dominator and



Commando are expected to be Norton's debut models in India, which are powered by a 961cc parallel-twin, fuel injected motor that produces 79bhp and 90Nm. These bikes are expected to arrive in India in late 2018, as

CBUs initially. As mentioned, local assembly of these bikes will be commenced by Kinetic soon afterwards.





# Twenty Two Motors reveals its FLOW electric scooter prototype

**A** new tech start-up company – Twenty Two Motors, established in 2016, has revealed their first electric scooter prototype and their innovations in battery technology. The prototype has been named as FLOW which the manufacturer is claiming is a smart scooter enabled with Artificial Intelligence which will be focused towards young Indian buyers. Twenty Two Motors has designed a clever packaging for the lithium-ion batteries which power the FLOW electric vehicle. The packaging allows the battery to be compact, and portable, additionally the manufacturer is also claiming is designed to be robust as well. This battery will allow the FLOW a maximum claimed range of 80 kilometres on a single charge which takes only two hours, while a single 10-minute charge can provide enough juice for 20 kilometres. The scooter has a maximum speed of

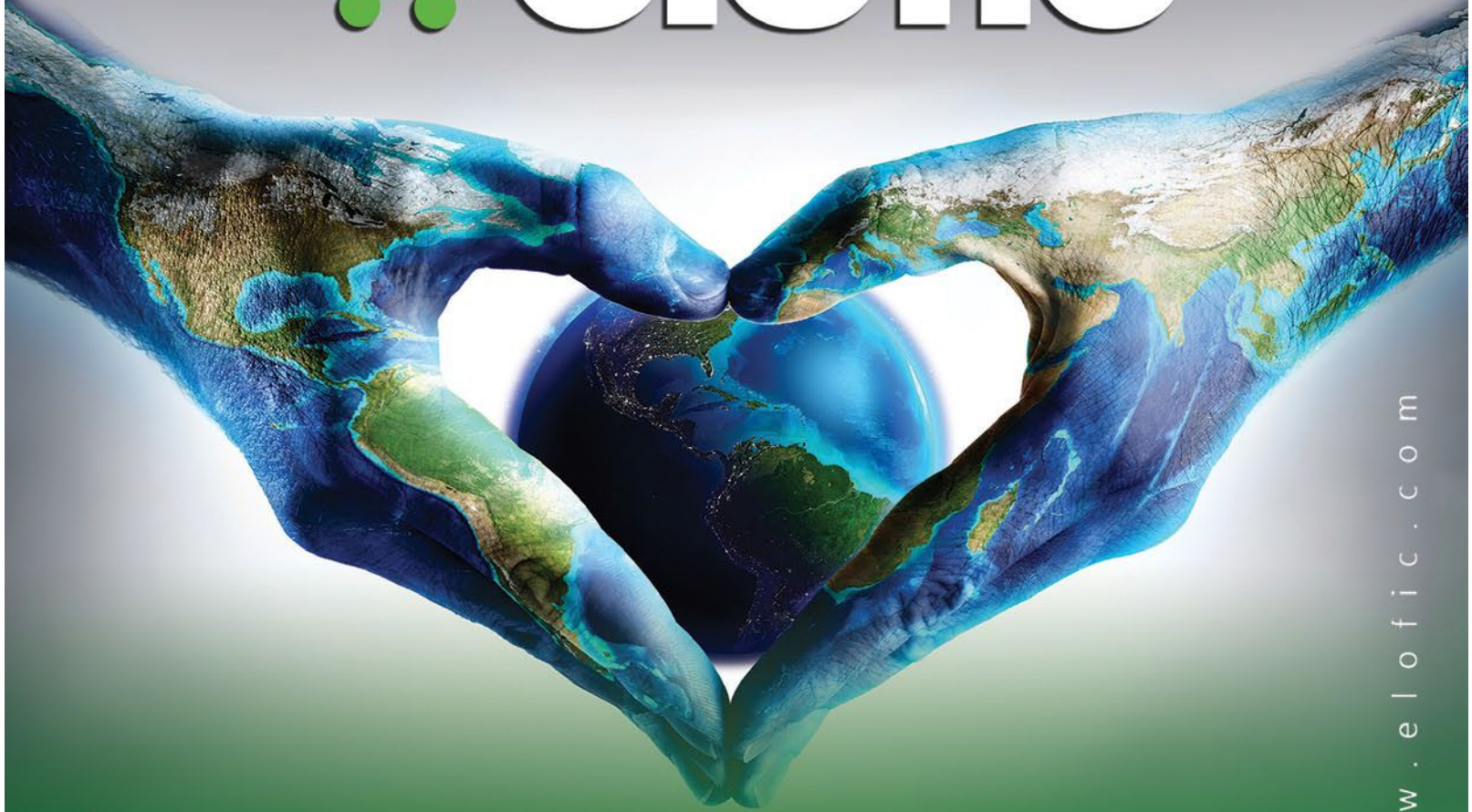


60km/h, while higher variants will have the option of a second battery which can be stored under the seat. The luggage compartment under the seat is also large enough to store two helmets as well. The FLOW prototype features telescopic front fork suspension with front and rear dual hydraulic shock absorber, dual ABS and EBS and an in-built mobile charger. The FLOW is connected to a cloud server through which the vehicle's performance can be updated and tracked remotely using the smartphone app. The FLOW also

features full LED lighting with a classic round headlamp which gives it a retro look as well. While other EVs will require their batteries to be replaced after a certain number of charging cycles, Twenty Two Motors has stated that their batteries will have a 50,000-kilometre warranty, after which all replacement batteries will be free of charge to the customer. With an investment of ₹5 million, Twenty Two Motors has set up a manufacturing facility in Bhiwadi with an annual capacity to produce 10,000 units. The pricing is expected to be around the ₹60,000 – 70,000 mark. However, it will be interesting to see how much of these promises will be kept when the final production version of the FLOW will be revealed at the upcoming Auto Expo in February 2018 while the products are scheduled to hit the market in 2018.







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## HONDA CR-V

**T**he latest generation of this popular crossover – fifth-generation now, for the anoraks amongst you – made its Japanese debut at the Tokyo Motor Show. A sales success globally, the CR-V has also been a product of interest in the Indian market. And, it is expected to make its debut in India soon – our sources indicate this will probably happen in 2018. Paired with a nine-speed automatic, Honda's 1.6-litre diesel engine is also expected to power the CR-V's Indian version. And with petrol powered vehicles making a comeback in the Indian market, the new CR-V with engine options in both petrol and diesel could be an attractive proposition – as long as Honda can keep the price to an acceptable level.



## HONDA CLARITY

**H**onda took opportunity of the Tokyo Motor Show to showcase a new plug-in hybrid version of its Clarity. The Honda Clarity has gone onto become fairly popular as a successful hydrogen fuel cell vehicle in markets where its available. Building further on its portfolio of zero emissions vehicles, Honda has announced that it will add two new models to the Clarity brand name. The first is the Clarity Plug-in Hybrid and the second being the Clarity Electric. The Clarity Plug-in Hybrid as seen above here has an all-electric driving range of 67.2 km, while a 1.5 litre, four-cylinder petrol engine that can be used to generate electricity to power the motors. The internal combustion engine can also be used to drive the car under certain conditions.



## HONDA SPORT EV

**H**onda continued its recent trend of showcasing retro-styled future product concepts with the Sport EV making its debut at Tokyo. Focusing on how the future direction of Honda's EV products will look like, the Sport EV shares a lot of design features with their Urban EV, such as the blacked-out areas at the front, as well as the small size both in length and height. The basic design of the Sport EV is classic sports car, with a long bonnet and the cabin almost over the rear wheels. The interiors are a rather sparse and clean design, and the car will focus heavily on driver assist systems and artificial intelligence. And while the production of the Sport EV is not yet confirmed, but if EV's are going to look this cool, we might even sign up for one!





## HONDA URBAN EV

**S**hown first at the Frankfurt Motor Show a couple of months ago, the Urban EV made headlines for its retro-inspired design. Featuring a low, upright shape as well as clean lines, the Urban was an immediate attention magnet. And things were no different in Tokyo, with the Urban EV gathering huge attention with its performance version, the Sport EV. The inspiration of the Urban EV stems from some of the first hatchbacks that Honda manufactured – think first-generation Civic and before – and it carries off the design with great effect in its reimagined avatar. Focused on the urban customer, a production version of the Urban EV will go into production in 2019.



# TOKYO MOTOR SHOW

*With the automotive industry virtually getting arm twisted to focus on a future comprising almost solely of electric vehicles, the Tokyo Motor Show was full of futuristic, promising, and, of course, quirky concepts. Without the quirk, it wouldn't feel like the Tokyo Motor Show after all...*



## LEXUS LS+

**R**eferencing how future Lexus cars will look like in a couple of years, the impressively styled Lexus LS+ made its global debut at the Tokyo Motor Show. Featuring an evolution of the styling language first seen with the LC and RC coupe's, the LS+ features even cleaner lines, with the oversized spindle grille once again being the attention grabber. Head and tail lights are as expected laser-powered and the sides are made sleeker by the elimination of rear-view mirrors with cameras replacing them. The biggest change however, comes in the driver assist function where the LS+ features what Lexus calls 'Highway Teammate' which will allow the car to drive itself on controlled-access highways including changing lanes and merging into traffic. With this functionality and with over-the-air software updates possible on the new platform, Lexus aims to eventually eliminate traffic casualties in its cars.







## NISSAN IMX

One of the most prominent glimpses into what the future might look like when it comes to cars came from Nissan's IMx concept at Tokyo. Positioned as a crossover, the all-electric IMx is claimed to have a usable range of 600 kilometres on a single charge and its design provides it with a flat floor and lots of interior space. Nissan also claimed that the IMx boasts of full autonomous technology, with the steering wheel even retracting to inside the dashboard when in full autonomous mode, to increase interior space and to allow occupants to use the cabin to relax. The challenge, as always, is how soon these technologies can be used safely on public roads, a question, the answer to which is not forthcoming globally.

## TOYOTA CENTURY

Perhaps one of the most elegant designs to come out of the Toyota stables, the Century has been a highly regarded sedan that has not been seen much outside of Japan. Often considered as the Japanese alternative to a top-of-the-line sedan for Japanese industry leaders and politicians, the Century is the preferred choice of Japanese Prime Ministers, as well as royalty, which get a special V12 powered version. The last-generation of the Century also featured a 5-litre V12 as the engine of choice. However, in the quest of lower emissions and better efficiency, this generation of the Century – the third generation that is – now features a 5-litre V8 hybrid engine. The main focus of the car, however, remains rear-seat comfort as it is designed for dignitaries and industry leaders and it has some unique features, such as the upholstery which is 100% wool and features a special pattern. Leather upholstery, is of course, offered as an option. The Century also features a high-end audio system with 20 speakers, as well as controls for the audio and climate control from the rear seat via a prominent touchscreen. And while we might never get to see one of these in India, in Japan, the Century remains a symbol of humble achievement, especially if finished in its deep shade of black.



## CROSS HUB CONCEPT

Perhaps the most radical concept from Yamaha, the Cross Hub concept enticed showgoers with a combination of unique qualities and its edgy design. Designed to suit an outdoors lifestyle of a typical Yamaha owner, the pickup truck, despite its small size, can comfortably accommodate four adults with its unique diamond formation seating pattern. And even more interesting is the center seating position for the driver. Additionally, the Cross Hub offers its owners to load two off-road bikes in its load bay, making it the ideal run around for a weekend trip to the woods or the desert.





## HONDA GOLDWING

**O**ne of the most iconic motorcycles from Honda, the latest-generation of the Goldwing also made its debut at Tokyo. Featuring a brand-new direction, as far as styling and engineering is concerned, the latest Goldwing features lithe styling and looks far more compact and agile compared to its predecessor. Still aimed as a luxurious all-condition touring bike, the Goldwing now has also been lightened extensively and features a brand-new frame design and suspension setup, which, the company claims will make it as capable in an urban environment as it does on the highways. Power plant wise the Goldwing retains its flat-six engine, now offered with a choice of a six-speed manual and a seven-speed DCT automatic transmission.

## HONDA ASSIST-E

**T**he major outlying theme when it came to two-wheelers at the Tokyo Motor Show came in the form of electric propulsion, but also more of a focus on added safety, particularly with focus on self-balancing system on motorcycles. Honda's take on this came in the form of the Assist-E, which features a self-balancing system, without using any gyroscopes or stabilisers. Instead, Honda uses a computer-controlled system to make minute adjustments to the bike's steering to keep it upright. And of course, going by the 'e' monicker in the bike's name, it is obviously powered by an electric motor and a battery pack. In fact, other than the electric powertrain, the bike pretty much looked production ready, which means we could see this bike hitting the streets in the very near future.



## YAMAHA MOTOROID

**T**he Yamaha MOTOROiD concept was perhaps one of the most stunning, and shocking looking concepts at Tokyo. Powered by battery cells – which look like energy drink cans are mounted exposed behind the front wheel, low down in the frame – provides a statement of how the motorcycle is powered and also provides it with a bare, clean look. Interestingly, the MOTOROiD also features self stabilisation technology that allows the bike to balance itself without the help of a rider or its stands, and it can even be summoned to its rider's location by gestures which the bike's AI will understand. In fact, the AI is claimed to be capable of adjusting the bike's handling and other characteristics to suit the rider's riding style.





# KAWASAKI

**A**s far as two-wheelers were concerned, especially with an eye towards the Indian market, Kawasaki was perhaps the most exciting stand at the Tokyo Motor Show. While it displayed a newer version of its shatteringly fast H2 superbike, more interesting were the more regular bikes that will eventually make their entry into the Indian market. Leading this pack was the Ninja 400, which will replace the Ninja 300 in global markets, including India. Featuring a larger engine, the Ninja 400 is set to take the competition to the KTM 390 series of bikes, as well as the Bajaj Dominar 400. Other than the larger engine, the Ninja has also undergone weight reduction and now weighs 6kgs less than the 300. Of course, with the bigger engine comes more power, and at 45bhp and 38Nm, the performance of the Ninja 400 should be very competitive. Add to that a newer, wider fairing to give it a bit of design heft, and the Ninja 400 suddenly looks like a rather enticing proposition. The Z900RS, however, remains the biggest two-wheeled highlight of the Tokyo Motor Show for us. Signalling a return to retro-styling, the Z900 looks like it came right out of a 1980's time warp. With its round headlamps, exposed in-line four headers, and a classic ducktail rear end, the Z900 is as retro as it gets. With a 900cc engine, the bike now features 109bhp which has tuned for better response in urban conditions and promises to give some tough competition to its prime rival – the Triumph Bonneville range.





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# EICMA 2017

*Esposizione Internazionale Ciclo Motociclo e Accessori, or EICMA as we know it, is a motor show that all motorcycle aficionados look forward to every year. EICMA 2017 is no different. From a plethora of motorcycles that debuted this year in Milan, we pick the ones that have us drooling – and a few that are set to arrive in India in 2018.*





## 2018 KTM 790 DUKE

If memory serves you right, you'll remember that KTM unveiled the 790 Duke prototype at the EICMA motorcycle show in Milan last year. And, lo and behold, the Austrian manufacturer has now returned to the show this year with a production-ready version of the 790 Duke. "The Scalpel" prototype is finally a reality! The new 790 Duke streetfighter from KTM gets an all-new 799cc parallel-twin engine that is dubbed the LC8c. The twin motor develops a peak horsepower of 105bhp along with 86Nm of torque. With the 790 Duke tipping the scales at around 170 kilogrammes, it sure makes up for some juicy power-to-weight ratio number. In typical KTM fashion, the 790 Duke uses a steel trellis frame. The engine is used as a stressed member so as to save weight, says KTM. Suspension setup includes 43mm WP forks at the front and a mono-shock at the back. Standard equipment includes IMU-powered traction control, cornering ABS, launch control, a quick-shifter, LED headlamp and TFT instrument cluster. With a lightweight chassis and exciting performance figures, KTM believes that the 790 Duke "will blow up the fiercely competitive 600 to 1,000cc naked bike segment." Some rivals may not approve KTM's tall claims – especially the Triumph Street Triple RS – but, given how mental the current crop of KTM motorcycles are, the 790 Duke can really turn out to be a properly fast and fun middleweight. Let's hope we see it go on sale in India soon.



## HERO XPULSE CONCEPT

Hero MotoCorp has taken the veil off its latest off-road bike concept, called the XPulse. As the name suggests, the XPulse is supposed to be a spiritual successor to the now discontinued Impulse. Though presently a concept, Hero claims that the production version of the bike will hit the roads soon, both in the Indian and global markets. The concept shown at EICMA sports some characteristic adventure-focused elements like a raised front fender, enduro style raised handlebar flanked by hand guards, spoked wheels, drilled underbelly bash guard, engine crash guard, long travel suspension, etc. Technical details of the XPulse remain sketchy at the moment, but it's speculated that this bike will share its powertrain with the upcoming Hero Xtreme 200, which is a 200cc, single cylinder, air-cooled mill capable of producing 18bhp and 17.2Nm. There are rumours that the production XPulse will be made available in two versions - a dedicated off-roader like the one displayed, and a more road focused model - just like what Triumph does with the Tiger. The production-ready avatar of the XPulse is expected to be displayed at the 2018 Auto Expo, with the bike hitting showrooms by the end of next year.





## 959 PANIGALE CORSE

**T**he 959 Panigale Corse edition gets a new paint job and livery, inspired by Ducati's MotoGP racebikes. It also gets Ohlins treatment, which includes 43mm Ohlins NIX30 forks up front and a TTX46 monoshock at the rear. Adding to this is a standard Akrapovic titanium exhaust, which has been homologated for street use. Overall, this edition is about 2.26kg lighter than the standard 959. However, power-wise the 959 remains the same, which means it is powered by a 955cc twin-cylinder motor that produces 148bhp and 102Nm.

## NEW HONDA CRF1000L AFRICA TWIN

**H**onda's flagship adventure tourer gets more adventurous with a new variant, while the standard version gets more goodies. Highlights include a more adventure-focused variant, called the Adventure Sport, while the standard version also gains a number of updates over the outgoing model. The new variant – the Adventure Sport – takes the Africa Twin's adventure game up a notch. To start with, it gets 5.4 litres bigger fuel tank (24.2 litres) than before, increased ground clearance – up by 20mm to 270mm, heated grips, 22mm longer suspension travel, a larger sump guard and an extended front windscreen. The standard version, too, gets new bits and bobs. Ride-by-wire throttle with three riding modes, seven levels of traction control – up from three in the current model, and a modified new air-box for better power delivery and enhanced exhaust note have been introduced in the motorcycle. There's also a new lithium-ion battery that saves 2 kilogrammes over the older model's battery. A new paint scheme to commemorate the 30th anniversary of the original Africa Twin rounds out the list of updates. On the mechanical front, there are no changes to speak of. This means the motorcycle continues to come powered by a 998cc parallel-twin motor that develops 87bhp and 92Nm. The motorcycle comes in two gearbox options – a six-speed manual or a dual-clutch automatic transmission (DCT).





## TRIUMPH'S NEW TIGERS

**T**he covers are off and we must say that the new Tiger range looks more promising than ever before. At the official unveiling, the British bike maker announced that the 2018 Tiger range has more than 200 updates to the engine and the chassis. The 2018 Tiger 800 gets an updated version of the three-cylinder engine that makes it more suited for off-roading. Triumph has shortened the first gear for better acceleration, low-speed maneuverability and improved traction. The new Tiger range will also come with a longer list of features including cornering ABS, six riding modes, traction control, backlit switches, a TFT screen for the instrumentation and more. It has also been fitted with a new exhaust that is not only lighter but claims to have a sportier sound. Triumph has also reworked the design of the Tiger to make it look meaner and more chiselled than before. Up front, the bug-eyed headlamp is smaller and the position of the adjustable windscreen has been changed for better wind buffeting. Most importantly, the Tiger 1200 is now 10kg lighter than its predecessor thanks to the weight saving from the engine and the chassis. The Tiger range will continue to be offered in different variants from the road-biased XR to the off-road-focused XCA. Expect the 2018 Triumph Tigers to make their way to India sometime next year. Aside from the Tiger, Triumph also showcased their new Moto2 race bike at EICMA this year.



## MONSTER 821

**D**ucati has given the mid-spec Monster a host of updates for 2018, including many inspired by the original Monster 900, to celebrate the latter's 25th anniversary. The Italian company had already digitally revealed the new Monster 821 a few weeks back. Powering the bike is a 821cc, Testastretta twin-cylinder motor that makes 108bhp of power and 86Nm of torque. The Monster 821 also comes with Brembo brakes with an ABS system from Bosch and Ducati Traction Control, both of which have adjustable intervention levels. The suspension setup includes 43 mm forks at the front and an adjustable shock absorber at the rear. The bike has been updated to celebrate the 25th anniversary of the original model - the Monster 900. Therefore, the new 821 gains the Ducati Yellow shade that was very popular on the 900.

## MULTISTRADA 1260

**T**he bigger Multistrada has been thoroughly updated for the 2018 model year and now features a bumped up displacement of 1,262cc - all thanks to a longer stroke of 71.5mm. The 1260 is capable of pumping 156bhp and 130Nm of peak torque. Also, 85 per cent of the maximum torque is engineered to arrive as soon as 3,500rpm. The new engine has resulted in an upgraded chassis for the new Multistrada as well. The Multistrada 1260 will be available in three trim levels - Multistrada 1260, Multistrada 1260 S and Multistrada 1260 Pikes Peak.





## SCRAMBLER 1100

**C**alled the Scrambler 1100, it features a new 1,079cc L-Twin powertrain derived from the Monster 1100, which produces 85bhp and 88.4 Nm. The bigger Scrambler features an all-new twin upper spar steel Trellis frame to properly house the bigger L-twin. Aesthetically, it looks quite similar to the smaller Scrambler, however, the rear is differentiated by beefy twin-exhaust setup. Three versions of the bike will be available - Standard, Special and Sport. In addition to this, the bigger Scrambler gets variable riding modes – Active, Touring and City – and five-level traction control. Of course, traction control will change with riding modes, but it can be selected manually as well. It also gets a ride-by-wire throttle and an inertial measurement unit (IMU), which also allows it to have cornering ABS.



## DUCATI PANIGALE V4

**D**ucati took the veil off its brand new flagship monster – the Panigale V4, at 2017 EICMA. The first ever 4-cylinder production Ducati looks striking, and brings along with it a lot of MotoGP derived technology. The V4 engine displaces 1,103cc and produces 211bhp and 124Nm. The V4 configuration is achieved by combining two 90 degree V-twins rearwards at an angle of 42 degrees - exactly the same as Desmosedici. Such power, combined with the V4's 195kg kerb weight, makes up for a commendable power-to-weight ratio of 1.08bhp/kg. The Ducati Panigale V4 is engineered around a new frame called the Front Frame. Ducati claims that the new setup is compact and lighter as compared to the frame of the 1299. In fact, the frame weighs just 4kg.





## ROYAL ENFIELD INTERCEPTOR 650 & CONTINENTAL GT 650

**R**oyal Enfield finally showcased the first two motorcycles that will get the new parallel-twin heart. On one side, you have got the classic roadster in the shape of the new Interceptor INT 650, while on the other hand, there's a cool looking café-racer that is the new Continental GT 650. The good news is that both the motorcycles are production ready and will go on sale in India sometime in mid-2018. According to Royal Enfield, both new motorcycles are made from the ground up. First up is the Interceptor INT 650 that brings back the Interceptor moniker back to Royal Enfield's line-up. For the uninitiated, the Interceptor was the first Royal Enfield bike that was made especially for the American market in the 60s. So, it's not surprising to see that it retains the classy design of the original motorcycle. The tear-drop shaped fuel-tank, quilted twin-seat and wide handlebars make it every bit worthy of the modern-classic tag. The Continental GT 650, on the other hand, retains the true-blue café-racer character, just like the smaller-capacity Continental GT. As a result, the GT 650 gets a single seat with sculpted tank design and clip-on bars among other visual elements. As for their innards, the INT 650 and GT 650 both use an all-new steel-tube cradle chassis that gets conventional front fork up at the front and twin gas-charged shock absorbers at the back. Both bikes come equipped with disc brakes and ABS as

a standard fitment. Both the new motorcycles are, of course, propelled by the firm's brand new air-oil-cooled 648cc parallel-twin engine with a SOHC setup. The engine is rated at 47bhp and develops a peak torque of 52Nm. Sending the drive to the rear wheel is a new six-speed transmission that comes with a slipper clutch. The new Royal Enfield twins will go on sale in European markets first, following which they'll hit the showroom floors in India. Expect the customer motorcycles to roll out sometime in the first quarter of 2018 in Europe. India will be next to get the new Interceptor INT 650 and Continental GT 650.





# TORQUEING WITH SID LAL

*Royal Enfield CEO Siddhartha Lal talks to Arup Das about his two new motorcycles – the Interceptor and Continental GT – and why they opted for a 650cc twin engine.*



**R**oyal Enfield signed off on their annual three-day event, Rider Mania in Goa, in style by unveiling the all-new Interceptor INT 650 and Continental GT 650, which they showcased for the first time at the 2017 EICMA motorcycle event at Milan.

Powered by an all-new 650cc parallel twin motor, Royal Enfield plans to first launch the roadster and café racer in the European market by April next year, and thereafter in India. Here's a quick chat with the man

responsible for bringing the iconic motorcycle manufacturer into a new era, Siddhartha Lal, CEO of Royal Enfield.

***Congratulations on the new 650cc twin engine, and on these two new models. What made you zero in on this capacity, and why did you opt for a retro roadster and a café racer – especially since the latter is such a niche bike?***

As we've been doing a lot of single cylinder engines, like the 350cc, 500cc, 535cc and the new 410cc, we had to decide where we want to go as a company, and as a brand. We could have gone a notch down, as we have a good distribution and brand – which, in turn, would help us bring in more riders from the 100-150cc class. But we opted for the more difficult challenge, because we wanted to enter and create this new segment – that's what Royal Enfield is all about. We were selling, and working with, 350cc engines when the market wasn't there. Since we have 2.5 million Royal Enfield bikes out there, many riders want to upgrade their motorcycles – therefore, this 650cc is for our community rather than us trying to capture a newer audience. Of course, there will be new Royal Enfield owners, but we feel the majority will be from our current community.

In international markets, where we don't have many customers, this is the motorcycle that we hope will hit a sweet spot – since we've seen a trend where extreme tastes in bikes have started to come down. The thought is now changing for many riders, and they're asking themselves 'do I really need a 200bhp sports motorcycle?' Someone who has had it all is now looking for something simple, old school, great fun and accessible. It's more about enjoying the availability of torque, rather than just breakneck speed.

So, 650cc because we wanted to make it accessible – that doesn't mean only in terms of price, which is important of course, but also in terms of power. Especially in India, a customer might like a certain motorcycle, but it might be difficult to ride as it may be too



much of an upgrade. So, accessible for us includes price, performance and maintenance costs – yet it must do a ton. In Britain, the idea of a café racer is that it should be able to do 100mph – i.e. 160km/h. So, initially, when we were working on a 600cc engine, it wasn't just about reaching a ton – we wanted to cross it. That's why we opted for a 650cc. I've actually done 170km/h with these bikes, so it can certainly reach the high speeds that we want – but it's the mid-range, 60-120km/h, where the torque availability is 100%.

***As these bikes are built from the ground up, have you managed to iron out engine vibration issue, which most Indian motorcycles suffer from?***

We like good vibes, but not too many vibes – certainly not for long distance riding. As the new engine is a twin, therefore, it produces fewer vibrations compared to the single. It has a counterbalancer, which basically means all the primary vibrations are eliminated. Secondly, we've kept a 270-degree crank, which we believe gives a lot more character to the motorcycle as it's not symmetrical. This gives it a bit of a rumble, rather than a mechanical sound. We've done a lot of work on the twin cradle chassis, on the suspension, and the headstock angles. Basically, there are 30 really important different geometrical parameters on a rolling chassis that define the ride, handling and suspension at different riding conditions and at different speeds. We've taken 12-18 months

***Since Royal Enfield has 2.5 million bikes out there, many want to upgrade – therefore, this 650cc is for our community rather than us trying to capture a newer audience***

in just refining it with the help of the best riders in the world, including a former British Superbike Series rider and also from an expert who took part in the Dakar Rally. We've made sure this bike has character, yet is comfortable for long rides.

***How would you compare the new bikes with your current lot?***

It's a completely different feel, but equally compelling. What stands out is that it gives you the manoeuvrability, accessibility and approachability of a small motorcycle. It's made in such a way that you can go around city traffic without any problem. It also holds its own on the highway as well. It's stable at high speeds, especially when you face a wind blast from a passing vehicle. Due to the ride, handling and the torque availability, you get instant access to the motorcycle. You feel connected to it, and it's really fun to ride it.

***How similar is the new Continental GT when compared to the 535cc café racer, in terms of riding position and handling?***

So, when you're working on a new motorcycle, you look at the old one and see how you can improve it. One thing we've done is taken the ergonomics to the next level. The current Continental GT's riding stance can be very aggressive – forcing the rider to crouch down. So we made the ergonomics slightly more comfortable and easier. It's not extremely committed, though the chassis concept is the same. We've refined it a lot more. Everything, according to us, is one level up.

***When can we expect these motorcycles to hit Indian roads?***

We plan to ramp up our production slowly and steadily in India. The first few batches in the summer of 2018 will be sold in Britain and Europe. Initially, we won't have the numbers to service the Indian market, and second the buying season in Europe is the summer season, from April to June. After that, no one buys motorcycles. So, we don't want to miss the motorcycle season there – otherwise, we'll only be present in Europe in 2019. [CZ](#)





# Competing for Adventure



*The first edition of the BMW Motorrad International GS Trophy India qualifier exceeded all expectations. Not only did we enjoy witnessing it, but we also learned a thing or two.*

words: JARED SOLOMON | photography: BMW MOTORRAD

**T**he motorcycling world has been abuzz ever since BMW Motorrad officially entered the Indian market this year. So, when I got a call to come and witness the first ever GS Trophy India qualifier, I was eager to attend – despite not knowing much about the event.

The GS Trophy is not a race, instead it's described as an adventure of a lifetime. It's a competition wherein riders enjoy a 2,000-kilometre adventure ride – mostly off-road. Along the way, they compete in a series of challenges that test their intellectual, riding and navigational skills, as well as their ability to live in the natural world and work together as a team. It's something that I would surely have signed up for, but the GS Trophy is only open for GS series owners.

BMW had initially expected around 20

participants for this event, but their expectations were far exceeded as a fairly large number of contestants sent in their applications. Eventually, the organisers had to make a cut-off at 40 entries. These riders spent three days battling it out, competing in multiple challenges to get a chance to represent India.

The first day consisted of basic training, where professional riders gave the contestants a few lessons and drills so that they could get acquainted with what they were about to endure for the next two days. I myself paid close attention to these special tips, which were handed out by the instructors – and I managed to gain some very insightful knowledge about adventure touring and off-road riding.

The next day, the real qualifying challenges began and it surely put each and every rider to the test. Some of the courses

were very interesting and it tested the strength, agility and balance of the riders. Even the most experienced riders had difficulty completing a few of the challenges. Even though I like to boast about my riding skills, I can safely admit that I would have struggled to complete some of the courses that had been set up.

On the final day, the top 10 contestants competed again. But, in the end, only three were crowned winners – Sanket Shanbhag from Satara, Suprej Venkat from Coimbatore, and Winston Lee from Mumbai are the top three who will form the BMW Motorrad 'Team India.' All three BMW GS riders will go on to make BMW Motorrad India history by forming the first team from India to enter the BMW Motorrad International GS Trophy. They will go into the international finals as a team, where they'll go up against teams from as many





← The crowned winners – Sanket Shanbhag from Satara, Suprej Venkat from Coimbatore, and Winston Lee from Mumbai are the top three who will form the BMW Motorrad 'Team India.'

as 16 other countries. The winners will travel to Mongolia where they'll compete in the 2018 edition of the GS Trophy, and they'll be presented with personalised brand-new GS motorcycles for the duration of their ride.

If you're planning to buy yourself one of these extraordinary motorcycles, you might find it interesting to note that BMW Motorrad claims that the Indian national qualifier will be held every two years, and will be open to all non-professional BMW GS series owners. So, if you think that you can handle it, or if you just want to be challenged, this event could be right up your alley. **CX**



# FASHIONISTA

*With the stylish and feature-rich new Grazia, Honda hopes to capture a larger share of the 125cc scooter segment.*

words: RAVI VED // photography: YASH DHOKA

**S**cooter sales have grown by 14 percent in the last five years, and they're showing no signs of slowing down. The 125cc class of scooters, however, contributes to just nine percent of overall scooter sales. But with people demanding more style and power from their commuters, Honda believes that there's a lot of potential in the 125cc scooter class – and that's where the Grazia comes in. But the launch of the Grazia also raises its fair share of questions. With the Activa 125 already on sale, where does the Grazia fit in – and will it cannibalise sales of its sibling? We took the new Grazia for a quick spin to find some answers.

Honda says that they want to target the Grazia towards the youth, and this intention is evident in its design. The sharp lines on the front fascia and the side panels make the Grazia look modern and sporty. The V-shaped headlight, the split grab rails and the exhaust are some of the design elements that really caught our attention. The taillight, however, doesn't look as chic as the front. The top-of-the-line Grazia that we rode also came fitted with the same five-spoke alloy wheels as the Activa 125 – although they're finished in black.

As far as seating position and ergonomics are concerned, Honda has always managed to get it absolutely spot on – and the Grazia is no different. The

seat is long, wide and comfortable – not just for the rider, but also for the passenger as well. While the split grab rail looks fancy, they serve their purpose perfectly for the pillion rider. In terms of dimensions, the Grazia is more or less identical to the Activa 125.

Apart from style, the Grazia brings with it a lot of segment-first features. It has as many as eight LEDs up front – two for the low beam, two more for the high beam and four for position lamps. The position lamps light up when you turn on the ignition, while the low beam comes on when you thumb-start the scooter. Our ride of the Grazia was during the day so we can't quite judge the quality of the headlight, but with this kind of hardware it promises to set a new benchmark amongst all scooters. The Grazia also comes with all-digital instrumentation, giving you readouts for speedometer, odometer, fuel gauge, time and tachometer. The instrumentation also has a three-step eco-speed indicator that lights up based on your speed. It gets a tiny glove box that can accommodate your mobile phone and other bits. It doesn't have a lock though, which is a bit strange. And while the overall touch and feel is good, this panel feels flimsy, and of poor quality. In terms of storage, at 18 litres, the under-seat storage is as much as the Activa 125.

Underneath the body panels, this new offering borrows the same engine from







## PROS

- Smooth motor
- Feature rich
- Superbly priced

## CONS

- Puts the Activa 125's position in jeopardy

## X-FACTOR

*Impressive features for a scooter, plus a stylish design clubbed with Honda reliability.*



the Activa 125. At 8.52bhp and 10.54Nm, the output from the 124.9cc single-cylinder motor is identical too. The Grazia feels eager setting off from a standstill, but it only comes into its element after crossing the 15km/h mark on the speedometer. And the motor is as smooth and calm as you'd expect from something that wears the Honda badge. Whether you're riding at city speeds, or at 80km/h on the highway, the Grazia feels unstrained and impressively refined. The engine feels its strongest in its low to mid-range, with enough power on tap to address city traffic with the utmost ease.

Now, just like the Activa 125, the Grazia too comes fitted with telescopic forks and 12-inch wheels at the front. The setup at the back is identical too – the proven combination of spring loaded hydraulic type suspension and 10-inch wheels. While this setup manages to carpet most undulations in the road, there's no denying that it is a bit firm. Larger potholes certainly don't go unnoticed. But it's this firmness that gives it confident handling capabilities, and makes it fun to ride. No, it isn't as much fun as the Navi – and definitely



nothing like the Aprilia SR150 – but just the right amount to be easily uncovered from under its commuter skin.

Honda launched the Grazia at a starting price of ₹57,897. The variant that you see here, with the disc and alloy option, will cost you ₹62,269 (ex-showroom, Delhi). As a product, the Grazia has a lot working in its favour – right from a long list of features, a refined motor, and, of course, Honda reliability. For all that it offers, it demands just ₹400 more than the Activa 125 – and this is where things get a bit tricky. Honda would like the Grazia to replicate what the Dio has achieved in



the 110cc segment. But such a marginal difference between the two only amplifies the value for money proposition that the Grazia makes when compared with the Activa 125. All of this makes us wonder if the brand team put as much thought into positioning the Grazia, as the product team did in developing it. **OX**

### Honda Grazia 125

**Engine:** 124.9cc / Single-Cylinder / Four-Stroke

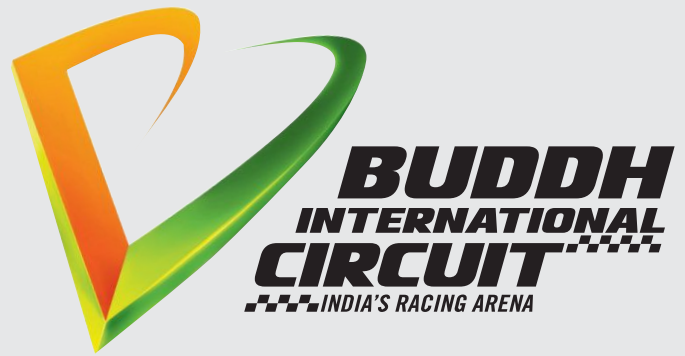
**Power:** 8.52bhp @ 6,500rpm

**Torque:** 10.54Nm @ 5,000rpm

**Transmission:** CVT Automatic

**Price:** ₹62,269 (ex-showroom, Delhi)





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# BREAKING DAWN

*With the launch of the Rudra and Pravega, Avantura heralds a new dawn for motorcycling in India.*

words: RAVI VED // photography: YASH DHOKA





**F**rom supersport motorcycles, street fighters to cruisers and adventure tourers, over the past few years India has got almost every kind of motorcycle there is. And I say 'almost' because, until now, you couldn't quite get your hands on a chopper – unless you took your motorcycle to a specialist who could modify it that is.

Spotting this gap in the market, three blokes got together to establish Avantura Choppers – India's first and only chopper motorcycle brand. This Mumbai-based bike-maker sources some key parts from abroad and builds its swanky choppers right here in India. They're starting with two models – the Rudra and Pravega – and we got our first taste of these genuine choppers in India when we took both for a spin on the hilly roads of Mulshi recently.

### **Long & Shiny**

Two words that describe the Rudra and Pravega perfectly – long and shiny. Like you'd expect from a chopper, both offerings have generous doses of chrome. The tall handle bar, long rake and wheelbase, low seating posture, wide tyres and the funky paint all come together to give these two the street presence of an authentic chopper. To achieve that, Avantura Choppers has had a lot of valuable inputs from Kevin Alsop, founder of Big Bear Choppers – who they've managed to rope in as their Chief Design Engineer. Further, to give customers the chopper experience without compromising on comfort, they have lots of customisation options to choose from. You can select the handlebar and position the footpegs of the motorcycle according to your height and comfort. The customer works closely with

the production team to not only select the fender options, wheel choices and the colour combination of their bike but also to ensure that it's built to his or her size. Avantura Choppers had two versions of the Rudra for us to experience just how much of a difference these customisation options can make to the overall riding experience.

Coming to the motorcycles in question, at 2,908mm, the Rudra is the longer of the two bikes. The Pravega, on the other hand, is 2,627mm in length. Well aware of the condition of the roads in our country, Avantura Choppers has ensured that both these motorcycles have a respectable ground clearance of 150mm, despite their over 2,000mm wheelbase. The seats have been sourced from the US, and they're very comfortable. Build and paint quality is impressive, but the exposed cables rob the bikes of some of their charm.



### **All about the V-twin**

Apart from the seat, Avantura Choppers sources a lot of its parts from specialist companies abroad – the engine is from S&S, the brakes from Beringer, and the tyres from Avon. First, let's get to the heart of the matter. Both these motorcycles are powered by an air-cooled 2,000cc V-twin motor. Since they're currently in the process of being homologated by ARAI, Avantura Choppers haven't given us the peak power and torque ratings as yet.

Thumb the starter, and the engine comes to life with a loud, likeable roar. The engine has a very mechanical feel to it, much like some Harleys. Riding at low speeds, or going fast, there are vibrations – thankfully they aren't very disturbing. Being a torquey motor, both the motorcycles pull with a sense of urgency that actually takes you by surprise the first time around. From riding at around 70km/h in sixth, to pushing beyond a ton in third, these choppers feel right at home performing both functions. The Rudra tips the scale at 344kgs, while the Pravega is 347kgs, but, even then, the engine doesn't struggle at the slightest to propel either forward. But, being a high-displacement air-cooled unit, the engine heats up pretty quickly. However, the bikes we rode weren't fitted with heat shields near the foot pegs and on the pipes. Avantura says these will be fitted on customer motorcycles.



**Both motorcycles are impressive first attempts at developing the chopper market in India**

#### **PROS**

- Authentic chopper design
- Lots of customisation options

#### **CONS**

- Engine heats up fast
- Gearbox lacks feel

#### **X-FACTOR**

Avantura brings you an authentic chopper experience, customised to suit Indian conditions.







Both motorcycles come with a Promo 6-speed transmission by Rivera. The transmission shifts precisely, but lacks feel – especially when upshifting. On our short ride on the Rudra, it kept showing false neutrals on the instrumentation. Fortunately, this wasn't an issue with the Pravega – even though it's been fitted with the same transmission. That being said, on both motorcycles we did struggle to get N to illuminate on the dash when at a standstill. The clutch action is heavy too, which can make driving in traffic quite painful.

### Easy Rider

Let's face it, both these motorcycles appear quite intimidating – especially with their large wheels. But once the motorcycle is in motion, it isn't particularly difficult to manage. Of course, you can't expect it to handle like a cruiser – but, for what it is, the Rudra and the Pravega are quite happy to take on a set of flowing corners. Show these motorcycles some tight switchbacks, though, and the weight and long wheelbase becomes quite evident.

Unlike other chopper builders in India,

Avantura will work with the customer before the motorcycle is produced. This will help them get the riding posture absolutely right for every customer. The ergonomics, on the whole, are comfortable – with everything from the handlebar, pegs to switches well within reach. Riding for long hours will be quite easy, as long as you find long stretches of open road. The Rudra and Pravega aren't motorcycles you'd want to ride on rough roads or in traffic however. The limited suspension travel and the stiff springs mean that your lower back is well aware of the depth of every pothole in the road.

Both bikes come fitted with Beringer's six-piston brake callipers. They perform the task of stopping these near-350kg motorcycles with fair bit of composure, but we wish they had a bit more feel.

### Price & Deliveries

Avantura Choppers has launched the Rudra and Pravega at ₹23.90 and ₹21.40 lakhs respectively. The company commenced bookings for both at the India Bike Week in November. The motorcycles will be

delivered three-and-a-half months from the booking date.

The Rudra and Pravega both feel a bit rough around the edges, but this isn't something that can't be fixed. From making a chopper that's fitted to size, and customised to preference, Avantura has clearly put a lot of thought into building motorcycles to suit our conditions. Both motorcycles are impressive first attempts at developing the chopper market in India. And the fact that it offers an authentic American chopper experience, despite having a dash of Indian-ness is what makes it enticing – almost like a burger at your nearest McDonalds outlet. **OX**

### Avantura Rudra and Pravega

**Engine:** 2,000cc / S&S V-twin  
/ Air-Cooled

**Power:** NA

**Torque:** NA

**Transmission:** 6-Speed

**Price:** Pravega – ₹21.40 lakh,  
Rudra – ₹23.90 lakh



# THE INCREDIBLE BULK

*Look beyond the bulk and proportions of the Suzuki Intruder 150, and you'll find a very smart and likeable cruiser.*

words: **RAVI VED** // photography: **JARED SOLOMON**





India may be getting a lot of big bikes soon after their global unveil, but there's no questioning the fact that we're still a commuter-driven market. While 100-125cc motorcycles lead the charts with sales of more than a million units a month, there is a sizeable market for 150cc offerings too. It's no wonder, then, that there are nearly 15 products on sale in this class currently. But, surprisingly, of all the bike makers, Bajaj Auto has been the only manufacturer to offer a cruiser in this space so far. Suzuki has now sighted this as an opportunity, and brought in the all-new Intruder 150. While making an impact in the 150cc segment is in itself a tall order, this

new motorcycle also wears the revered Intruder badge. And, then, considering the products Suzuki has launched in the past few years, it's only natural to expect more from their newest. We got a chance to ride it in the hills of Lavasa to find out if it can deliver what Suzuki expects of it.

### **Size does matter**

Before its launch, Suzuki was extremely tight lipped about the Intruder 150, but a leaked image of the brochure gave us a glimpse just a few days prior to the media ride. At first, I thought it looked like a gym-rat with an extremely muscular upper body and relatively skinny legs. In

fact, its voluminous design cues inspired from the larger Intruder even make the wide 140-section rear tyre look quite skinny. But, I have to admit that pictures don't quite do justice to the design – and it gradually starts to grow on you.

Suzuki has smartly covered the empty spaces in the engine area with tank extensions and side panels. The grab rails at the back too have been integrated neatly. While the Intruder 150 looks distinctive for the most part, its wide tail section and the unnecessarily large exhaust makes it a bit too outlandish for our tastes. Suzuki is bullish about the design, and claims that the Intruder 150 has been sketched keeping



in mind the demands of its customers. Quality of the parts is good, but there are a few places with exposed wires and cables, which could have been better concealed.

The Intruder 150 uses the same all-digital instrument cluster as the Gixxer, which is quite well integrated into the front upper cowl. Other highlight features of the baby Intruder include automatic headlamps, LED tail lamps and front and rear disc brakes. The Intruder 150 also comes with ABS as standard.

### ***New body, old heart***

With the kind of praise that the Gixxer's engine has received since its launch, it doesn't come as a surprise that Suzuki has plonked it in the Intruder as well. In this application too, it makes 14.5bhp and 14Nm from the 154.9cc single-cylinder motor. Thumb the starter button and the engine comes to life with a familiar thrum. To endow the Intruder with improved punch in its mid-range, Suzuki has fitted it with a larger air-box, an additional tooth in the sprocket and a new exhaust. It's only when you push the Intruder to the limit that it tends to feel out of breath. But, that aside, the engine is as smooth as we've always known it to be – with vibrations well restricted for the most part. Suzuki has tinkered with the 5-speed gearbox to ensure that it's in sync with the bike's cruiser DNA. The taller ratios allow you to extract the

most torque from the motor, which means you need fewer gearshifts. The clutch action is light, and the shifts are precise too.

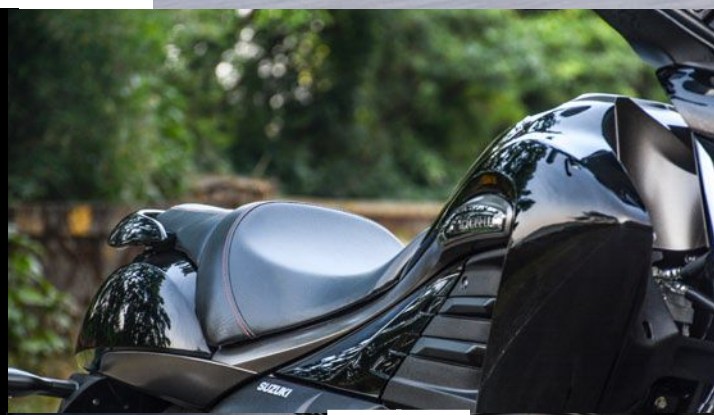
Now you may be wondering why Suzuki chose to bring in the carburetted engine, despite having the option of a fuel-injected motor. Well, the former option allows them to keep costs in check – a factor that makes a huge impact when competing with 15 other vehicles in its class.

Considering that it's a cruiser, the seating posture and ergonomics of the Intruder 150 are very different from its naked sibling. The front rake is the same, but the stretched swingarm means that the Intruder's wheelbase is 75mm longer than the Gixxer. Knowing that the Intruder is targeted as a city cruiser, Suzuki has consciously managed an impressive ground clearance of 170mm (10mm more than the Gixxer). At 740mm, the seat height is considerably lower than the Gixxer too. All of this, combined with the forward set foot pegs and the nicely shaped rider seat, offer an extremely comfortable riding posture. Speaking of which, the seat of the bike that we had on test had an annoying squeak every time I sat on the motorcycle.

### ***Big bike feel***

The Intruder's setup leans more towards comfort than sport. But, while it absorbs most bumps with great poise, the larger bumps are felt in the lower back. That,

***Suzuki is bullish about the design, and claims that the Intruder 150 has been sketched keeping in mind the demands of its customers***



*The Intruder 150 uses the same all-digital instrument cluster as the Gixxer. Other highlight features of the baby Intruder include automatic headlamps, LED tail lamps and front & rear disc brakes. The Intruder 150 also comes with ABS as standard.*







## PROS

- Proven mechanicals
- Nimble handling

## CONS

- Polarising design
- Needs a wider handlebar

## X-FACTOR

*Polarising looks mean that you'll either love it or hate it. Objectively, though, there's quite a bit to like in the Intruder 150.*

however, has more to do with the long wheelbase than the suspension setup. Of all things, it was the handling of the Intruder that impressed us the most. The bike felt nimble and we found it extremely easy to get into a nice rhythm in the twisties – so much so that in no time I found myself going up and down the hills of Lavasa scraping the foot pegs to glory. Some potential customers may have concerns about the rear tyre, since the Intruder sits on the same rubber as the Gixxer – but it works perfectly for this motorcycle too. No doubt it looks a bit skinny under that wide body, but grip from the tyre is good.

At 148kgs, the Intruder is 13kgs heavier

than the Gixxer, but the weight is well balanced. Even at slow speeds, or while pushing the bike around, you don't quite feel the additional weight. Sharp hairpins and U-turns would have been a lot easier had it been fitted with a wider handle bar though. Bite from the ABS assisted brakes, meanwhile, is satisfactory.

While Suzuki already has the Gixxer and the Gixxer SF in the 150cc segment, they've been smart in spotting the need for a cruiser. But, at the same time, they've played it safe. It has the proven mechanicals of the Gixxer range, a comfortable ride and seating posture, and great manoeuvrability. Of course, it also has the advantage of ABS too – even though it's

single channel. The design may be over the top for some, but it could well get a lot of takers thanks to the 'big bike feel' it offers. The Intruder may not be a motorcycle that takes the segment up a notch, but it promises lateral expansion – something that will help Suzuki garner more numbers for sure. **AX**

### Suzuki Intruder 150

**Engine:** 154.9cc / Single-Cylinder / Air-Cooled

**Power:** 14.5bhp @ 8,000rpm

**Torque:** 14Nm @ 6,000rpm

**Transmission:** 5-Speed

**Price:** ₹98,340 (ex-showroom)



# STRETCHING ITS

*With the Q2 now taking the entry-level tag, and the Q5 growing bigger, the next-gen Q3 will increase in size and move to a new platform. Audi isn't expected to unveil it before the end of 2018, but here's an early preview...*

words: ANDREA STASSANO // renderings: MARCELO POBLETE



## **BIGGER SINGLE-FRAME GRILLE**

The front fascia will follow the recent style embodied by modern Audi SUVs – this means a bigger single frame grille, highlighted by a thicker frame, which will dominate the front end.

## **REVOLUTION ON THE INSIDE**

The interior of the Q3 will change far more dramatically than its exterior features in the latest iteration. New and more advanced features and equipment will be offered, including Audi's Virtual Cockpit.

## **GENEROUS SPACE**

Since the new model will be based on the MQB platform, the wheelbase will increase and that in return will liberate more space inside the cabin – both for passengers as well as luggage.



# LEGS



**W**hen you think of the Audi Q3, three aspects are a given – it'll be comfortable, feature-rich, and offer a fuss-free driving experience. This might sound like an oversimplification, sure, but this is perhaps the best way to describe the baby Audi SUV that was launched way back in 2011.

At present, six years later, Audi is working hard to develop the second-generation model and build on the success of the original Q3. The next-gen Q3 is expected to be launched internationally within a year, and bring with it significant innovations. While the current model doesn't have many faults, we do think that

there are some areas that do need to be addressed – such as the lack of space at the back, especially in a primarily chauffeur-driven market like India.

Consequently, it looks like the proportions of this compact SUV will change in the new model. That's because the next generation car will ditch the current car's PQ35 platform in favour of the more advanced and lightweight MQB platform. The wheelbase of the current model measures 2,600mm (identical to the Q2), and it should increase to at least 2,640mm in the new model because of the MQB platform. In fact, it can stretch up to 2,680mm to match its cousin, the



## FIRST AUDI ELECTRIC SUV BY 2018?

The new Q3 will feature only traditional engines initially, but an all-electric SUV from Audi isn't too far from becoming reality. In another year, the e-Tron Quattro concept (in the photo below) is likely to be launched. It's a big electric SUV that guarantees sports performance and high levels of autonomy, which is expected to herald the next generation of models from Ingolstadt – which will feature not only zero-emission running, but also advanced dynamic capabilities. In 2019, it'll be followed by the e-Tron Sportback (in the photo below in its concept version), which is a coupé crossover with a strong and original aesthetic. Both the models will be manufactured at Audi's Brussels' factory. In the future, the electric versions will probably be manufactured at other sites around the world as well. The e-Tron Sportback concept presents a

technical architecture that will be replicated in future Audi battery-powered models – an electric motor powering the front axle and a second one for the rear wheels to ensure all-wheel drive; power output of around 430bhp, which can be increased to over 500bhp in boost mode; a 0-100km/h acceleration time of 4.5 seconds, and a 95kWh battery pack that will ensure a driving range of 500 kilometres. And that's not all. 2020 could also see Audi welcome an all-electric compact SUV within the same segment as the Q3. This new Sport Utility with zero emissions will complement Audi's already electrified models, such as the hybrid A3 Sportback e-Tron and Q7 e-Tron (which also features a diesel engine). Moreover, by the end of 2018, a new hybrid plug-in version of the A8 may also get introduced.

### PAVING THE WAY

Audi's big electric SUV, the e-tron Quattro concept from 2015, will make it to series production.



### TAKING ON TESLA

The e-Tron Sportback, and the e-tron Quattro, will be manufactured at Audi's Brussels' factory.



Volkswagen Tiguan. It goes without saying that the overall length of Q3 will increase from the present 4,390mm to around 4,430mm. The adoption of MQB platform will also make it more dynamic. With the Q3 getting a bigger footprint, Audi will have a more diversified line-up with the Q2, Q3 and Q5 – while there will be a sporty Q4 joining the range in future as well.

### Updated Design

In these renderings, you can see that the next-gen Q3 will have a more slender and athletic body. But the design won't be revolutionary, so don't expect any dramatic changes. However, just like the new Q5 and



***The next-gen Audi Q3 will be longer, wider and more spacious than before***



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A5, the new Q3's bodywork will have some neat and crisp touches.

Naturally, the front-end will feature a bigger single frame grille, with redesigned headlights and a more sculpted hood. The tail will feature a more prominent and longer set of LED lights. Moreover, as already mentioned, the future Q3 will offer more legroom for passengers in the rear seats – with the aim being to accommodate three passengers in the back. And, not just passengers, the new platform should also help increase the boot capacity.

### **Heart Transplant**

On the inside, the changes will be far more

evident. Let's just say that things will be more digital in the cabin. Part of the updates will include Audi's Virtual Cockpit. Plus, it'll also get an advanced infotainment system with wider connectivity options.

Under the hood, the new Q3 will be getting either the 1.4 TFSI or the new 1.5 TFSI four-cylinder turbocharged petrol engines – the latter has already been launched in some global markets in the A3. The diesel range could also see a smaller 1.6 TDI motor make an entry, along with the tried-and-tested 2.0 TDI. Quattro AWD will continue to be offered, but there'll also be front-wheel drive versions. 

## **CONFIRMED: THE NAUGHTY RS**

Today, the RS Q3 definitely represents the most vigorous version within the Q3 range. And this is going to continue in the new iteration. It'll likely have both its versions – Standard (335bhp) and Performance (362bhp). The RS versions will be available only with all-wheel drive and an S-Tronic transmission (dual-clutch automatic), which will be powered by that bonkers five cylinder 2.5-TFSI engine – meaning that this high-performance version will continue to live up to the expectations of its demanding clientele.



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# **MOTUL**



# POKER FACE

*On the face of it, this Ford EcoSport might look like a minor cosmetic update, but there's more to it than meets the eye.*

words: RAVI VED // photography: JARED SOLOMON

**P**remier and Mahindra may have been the first manufacturers to bring a sub-4 metre SUV to market, but it wasn't until the launch of the Ford EcoSport that the body style gained popularity. Ford commenced bookings of the EcoSport in June 2013, and, in less than a month, had already received more than 30,000 bookings – such was the demand for an affordable SUV in India (something that continues unabated till date). Four years have passed since then, and the segment now has products from Maruti Suzuki and

more recently from Honda and Tata. Introduction of these new models, and the absence of substantial updates, meant that the EcoSport was starting to feel dated. Still, the love for the EcoSport continues – as an average sale of more than 3,500 units a month over the past year justifies. But, for Ford, that wasn't enough. So they've now brought in an updated version of the model – and it wears a bit of a poker face.

## ***Same, but different***

When you look at this 2017 EcoSport from the back, you'll have to play a game of spot

the difference. The EcoSport facelift launched globally has done away with the tailgate mounted rear wheel. In India, however, Ford has decided to retain it. Ford says customers considered it one of the EcoSport's signature design features – and, we have to admit, we do too. That being said, this updated version doesn't get that hard-plastic spare wheel cover anymore.

In profile, meanwhile, there's not much difference – except for the larger 17-inch alloy wheels. The front is where the differences start to get more evident. Like all the current generation Ford models, this









one too gets a bold chrome grille. And while this does give the 2017 EcoSport a good stance, the honeycomb mesh behind the twin-slat grille does look a bit strange from certain angles. The headlamps have been redesigned and now come with Daytime Running Lights, while the fog lamps are newly crafted as well.

### Equipment aplenty

Ford has also reworked the interior of the EcoSport. Gone are the sharp creases on the dashboard, which now carries a far more conventional design. Taking centre stage is now an all-new 8.0-inch touchscreen infotainment system with Ford's Sync 3 system. The infotainment is easy to use thanks to its large icons, but the screen itself does feel a bit too in-your-face. Meanwhile, the front seats are as comfortable and well bolstered as they've always been. At the back, knee and legroom isn't exactly in abundance, but it is just enough for comfort. And while the rear seat isn't wide enough to sit three abreast, passengers at the back do get a central armrest now.

One of the primary concerns with the outgoing EcoSport was the limited equipment on offer. Ford has addressed this with the addition of a few first-in-class features, like paddle shifters on the petrol AT, cruise control, tyre pressure monitoring, a tilt and telescopic steering wheel, and seven colour ambient lighting. Other features include a reversing camera, rain sensing wipers and automatic headlamps. Ford will also offer ABS and two airbags as standard across all variants, with the top-spec trim being fitted with as many as six airbags.

### Change of heart

Aside from the new design and additional features, the biggest change in the 2017 EcoSport is the debut of the new 1.5-litre three-cylinder petrol motor. Substituting the old 1.5, this new engine churns out 121bhp – which is adequate for a car of its size. Crank the engine, and you'll find it to be surprisingly noiseless for a three-cylinder motor. Getting off the line, the engine has good punch in the low revs, but it flattens out in the mid-range. But, as the tachometer continues to climb, it starts to feel in its element once again – if you ignore the noisy cabin that is. It



↑ Unlike the global model, the Indian EcoSport retains the tailgate-mounted spare wheel. On the inside, the 8.0 inch screen takes centrestage.







### PROS

- Refinement of its 3-cylinder petrol motor
- Impressive ride-and-handling
- A number of first-in-class features

### CONS

- Sluggish automatic transmission
- Limited rear seat space

### X-FACTOR

All the right updates, with no change in price, brings the Ford EcoSport right back in the game.

Scan the image using the ALIVE App to see the 2017 Ford EcoSport in action. Details on p12.



## The biggest change in the 2017 EcoSport is the debut of the new 1.5-litre three-cylinder petrol motor with 121bhp

isn't the most free-revving motor out there, but the linearity with which it delivers power is what makes it surprisingly tractable. The petrol-powered EcoSport comes with either a 5-speed manual transmission or a 6-speed automatic.

Being a torque converter unit, the 6-speed automatic isn't as quick or smooth as the DCT it replaces. That being said, the transmission is just right for your city commute. But it's when pushing the EcoSport that you get a sense of just how lethargic the transmission really is. Drive the manual transmission version however, and you immediately find the gearbox to be far more in sync with the new motor.

Ford says they've tinkered with the suspension to ensure that the 2017

EcoSport doesn't feel as harsh on rough roads as before. There is a plushness in the ride now, as a result of its capability to absorb bad road surfaces. Despite the change, the EcoSport attacks the twisties with a reasonable assuredness and is arguably the best handling car in its class. There isn't too much body roll and the way the steering has been calibrated really adds to that feeling of confidence. It doesn't feel overly light and artificial, but, at the same time, it isn't too heavy at low speeds either.

### Back in the game

At the time of its launch, the EcoSport was one of the most feature-rich cars in its price range – but, over the years, it gradually lost its edge. But this 2017 iteration brings it right

back in the game with a lot of first-in-class features. The new face of the EcoSport does lift its overall appeal too. The highlight, of course, is the new 1.5-litre motor that not only packs enough poke but is also very refined for a three-cylinder unit. Ford is also offering the option of an automatic transmission – something that no other manufacturer has in the segment as yet.

With the 2017 EcoSport, Ford has put its best foot forward and backed it up by pricing it exactly the same as the outgoing model – which gives it a very strong case in a segment that it virtually pioneered. The competition has been put on notice, once again! **OX**

### 2017 Ford EcoSport

**Engine:** 1,497cc / 3-Cylinder / 12-Valves

**Fuel:** Petrol

**Transmission:** 6-Speed AT, 5-Speed MT / Front-Wheel Drive

**Power:** 121bhp @ 6,500rpm

**Torque:** 150Nm @ 4,500rpm

**Price:** ₹7.31 to 10.67 lakh



# SUBTLE, BUT STRIKING

*The new Volkswagen Passat gets a premium and spacious cabin, as well as a bucket load of features. But is it enough to revive the fading luxury sedan segment?*

words: **ARUP DAS** // photography: **RAHUL KAPOOR**



**T**he wise men at Wolfsburg have finally given the go-ahead to bring the Volkswagen Passat back to the Indian market. As a result, deliveries of this flagship VW will commence once again from January 2018 onwards.

Why did the German manufacturer take so long to introduce the 8th generation Passat in India? Well, the answer is quite simple really. Because of an SUV-obsessed market, the luxury sedan segment has grown quite stagnant – unless, of course, the sedans are from the German holy trinity of Audi, BMW and Mercedes. So, Volkswagen took its time to give the Passat the green signal for India.

The Passat, with its 2-litre diesel in India, directly takes on its distant cousin – the Skoda Superb. With the Passat's two variants, Comfortline and Highline, priced at

₹29.99 and ₹32.99 lakh respectively, it also competes against the petrol powered Toyota Camry and Honda Accord hybrid. We strapped ourselves into the driver's seat for a roughly 400-kilometre trip from Udaipur to Jaipur to find out just how it fares on Indian roads.

### ***Still served understated***

Sticking to the typical Volkswagen DNA, the new Passat's design remains understated – more evolutionary rather than revolutionary. True, many European buyers love this trademark Volkswagen style, but in India a car needs to make a bit of a statement to avoid getting lost in the crowd. I can't guarantee that the Passat will turn heads, but careful onlookers will definitely admire its muscular, yet understated, stance.

The first thing that catches your attention is the new chrome grille, which runs

seamlessly between the squared-off LED projector headlamps, and looks a bit like Wolverine's Adamantium metal claws. To add more panache, there's a chrome strip that runs across the lower bumper, which also houses the fog lamps. This is Volkswagen's way to ensure that the sedan exuberates premium-ness.

As understated as the Passat is, it's the creases on the hood and the broad sword-like shoulder lines that run from the A-pillar all the way to the LED rear lamps that give it some oomph in profile. This also makes the flanks look brawny and robust. But, again, the rear looks quite plain-Jane and a little uninspiring – plus, there's a definite resemblance to the Audi A4.

### ***Timelessness***

Volkswagen's attention to detail, when it comes to the cabin, is on par with the





BMW, Audis and the Mercedes-Benzs of the world. The fit-and-finish, the premium materials used, along with plenty of features ensure that it's a joy to be in the Passat's cabin. Mirroring the front chrome grille, the air conditioner vents too get extended horizontal vents – in the middle of which is a classy analogue clock right above the massive touchscreen infotainment system. To break the all-black monotony inside, there's also a strip of wood trim that runs across the dash. Personally, I love the flat bottom steering wheel – which has a sporty feel – the trouble is that it's essentially the same wheel that's shared with VW's hatch, the Polo. That apart, the Passat feels very luxurious on the inside thanks to the use of soft plastics, Nappa leather upholstery and an endless list of features – like a sunroof, an electric rear sunshade, an infotainment system that comes with a 360-degree camera and self parking assist, as well as Apple CarPlay and Android Auto, along with the other standard connectivity options as well.

In terms of safety, as expected, there's no compromise. The Passat boasts of 9 airbags, ABS, electronic stabilisation programme, and an electronic differential lock to name a few.

Comfort is the Passat's middle name, especially when it comes to the rear seats. They're phenomenal in terms of back support – although the thigh support could have been slightly better. The seats are snug and provide ample support, with plenty of knee and legroom if you're 5-feet-9. If we had to nit-pick, we would say that it would have been nice if the rear seats could recline. In the case of the front seats, everything is electrically adjustable and both are heated and come with massage functions – while the driver's seat also gets a memory function. Strangely enough, even though the Passat comes with three-zone climate control, the rear AC only gets temperature controls – no fan speed controls.

### **Behind the wheel**

Based on the modular transverse matrix (MQB) platform, like the Skoda Superb, Audi



**Volkswagen's attention to detail, when it comes to the cabin, is on par with Audi, BMW and Mercedes-Benz**



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A3 and now the Tiguan, the new Passat is the first sedan from Volkswagen to use this platform. It's powered by a 174bhp, 2-litre diesel engine. Put the sedan in drive mode and step on the gas, and it offers refined and linear acceleration. It's no speed demon, but it seamlessly picks up speed while the rpm needle comfortably hits the 5,000-5,500rpm mark without the engine making any fuss. A lot of credit goes to the quick shifting 6-speed DSG transmission. The DSG also responds instantly to the paddle shifters, especially while downshifting.

With the option of five driving modes – Eco, Comfort, Normal, Sport and Individual – the power delivery, as well as the response of the transmission and steering can all be changed. It also comes with adjustable dampers. The suspension set up is slightly firm, though it doesn't compromise in comfort and continues to deliver

the kind of surefooted handling that you expect from a VW. As we mostly drove on flat and straight roads, we can't really comment too much about the handling, but going by how other cars on the MQB platform handle, this shouldn't really be a concern.

#### PROS

- Spacious cabin
- Comfortable rear seats
- Excellent ride & handling

#### CONS

- Looks conservative
- Questionable aftersales

#### X-FACTOR

*It does everything extremely well, just that it doesn't shout about it. Classy, understated, well-equipped and very good quality – that's the new Passat.*

#### Final take

If it wasn't for the gorgeous and capable Skoda Superb, the Passat would get top honours in its segment since it oozes an upmarket feel and offers the latest features. The boot space is a humongous 586 litres, and it comes with an easy open boot feature where you just have to wave your foot below the boot bumper to pop open the boot. The cabin is spacious, comfortable and has great attention to detail. The 2-litre diesel engine has plenty of ponies, and, at the same time,

#### Volkswagen Passat Highline

**Engine:** 1,968cc / 4-Cylinders / 16 Valves / Turbocharged

**Fuel:** Diesel

**Transmission:** 6-Speed DSG Automatic / Front Wheel Drive

**Power:** 174bhp @ 3,600-4,000rpm

**Torque:** 350Nm @ 1,580-3,500rpm

**Price:** ₹32.99 lakh (ex-showroom)

managed to return around 15km/l during our drive from Udaipur to Jaipur – where we were constantly above the three-figure mark. One may say that the design is too subtle, but this also ensures that the design won't age too quickly. At ₹32.99 lakhs (ex-showroom, Delhi) for the Highline, it is a well-priced luxury sedan. The trouble is that you can pay ₹1 lakh less and opt for the Superb's top-of-the-line L&K model – that's the only concern I have with the Passat. That being said, it does feel a bit more premium than the Skoda. So, if understated luxury is your thing, the Passat is the car for you. **AX**



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# BEST OF 2017

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*These are the top-ten cars and bikes of the year.*

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**T**hirty-nine new cars and SUVs launched in the past year (everything from the Jeep Compass to the Maruti Suzuki Ignis), and eighteen bikes and scooters (ranging from the Ducati SuperSport S to the Honda Clq) battled it out to be crowned the 'Best of 2017' – an accolade reserved only for the absolute best of the year, the top-ten as it were!

Each of these machines proved their mettle at the Buddh International Circuit, as they were evaluated over three days by our experienced team of road testers – who rate each machine out of a total score of 100 for quality, practicality, drivetrain, design, value-for-money, ride-

and-handling, and much more.

You can see the full test in our last issue or on our website – [autox.com](http://autox.com) – where we've rated all the contenders in the most transparent and objective way possible. After all, we're the only ones in the industry who actually publish the points of our annual ratings – so you know exactly who's being awarded what, and why.

The awards are reserved for just six four-wheelers and four two-wheelers. Needless to say, these deserving machines are as diverse as they are exceptional.

After extensive testing, the 'Best of 2017' in the four wheel category are the

Jeep Compass, Skoda Octavia RS, Audi A5 Sportback, Hyundai Verna, Maruti Suzuki Dzire, and the Nissan GT-R, which is our 'Performance Car of the Year' – having set the fastest lap time of the lot.

In the two wheelers segment, the top three are the Triumph Street Triple, Honda Africa Twin, Harley-Davidson Street Rod, and the 'Performance Bike of the Year' is the Ducati SuperSport S – which was the fastest bike in the hands of racer Sarath Kumar.

In this issue, not only do we present the 'Best of 2017' awards to these worthy recipients, but also sit down with their top managements to get a sense of the year gone past and also how they view their prospects for the year ahead.



# Jeep Compass

*Mr. Kevin Flynn, President & Managing Director, Fiat Chrysler India, accepts the award for the Jeep Compass.*

## **Are you surprised by the demand for the Jeep Compass in India?**

We have great aspirations for the Jeep brand in India, and the Compass is a significant part of that. Bringing in the CBU products was always about brand building, positioning and getting everything in place for the introduction of the Compass – our first locally manufactured and sourced product. So, clearly, we've got aspirations – and we're achieving those targets. We're ambitious and we're optimistic. If I were to say that we're not surprised that would sound conceited. Let's just say that we really appreciate the way the car has been evaluated and the way it's been appreciated in the market.

This is not a car that has been built for India, but a global car that's manufactured, sourced and is being sold in India. Our first exports have left, and this car is going to start launching in right-hand drive markets across the world. I think that's an amazing feat. I think it's actually something that



India should be proud of. This has been achieved under the banner of 'Make in India.' You can go and see a Jeep Compass in any major city of a right-hand drive market, and that's going to come out of Ranjangaon.

## **Is there a way to quantify how much the 'Jeep' brand brings to the table?**

I feel one feeds off the other. If a good brand builds a car that doesn't meet expectations, the brand will carry it for a while but not forever. If you have a weak brand that brings a fantastic product, you'll see some good results but the brand will hold it back. Brand management and brand equity is key.

The choice to bring the Jeep brand in India with some of our products at the top end of the spectrum was always about establishing the credibility in the market. Jeep is on a growth path on a global basis. The new generation Compass is part of that, and we're one of four plants around the globe making this car. To have achieved that is a massive accolade.

## **Your first set of customers can be your brand ambassadors. How can your dealers ensure that these customers, and the ones who follow, are looked after?**

I think this is 'the' biggest challenge, but I feel that we've hit it head-on. So, by the close of play in December we'll have effectively 60 new or completely renovated facilities. Part of that renovation has been the introduction of the Mopar brand. Mopar allows us to break from the past and say this is what we're really about – and we've invested heavily in this. We have a lot more people in the field who are technically up to speed and are supporting the car. So, we're going to make sure that we don't have any issues in terms of technical competence or even back up parts. You're right, the early adopters may end up telling the wrong story, and I will make sure that doesn't happen.

## **With so much demand for the Compass, what's your strategy to get the car to market?**

One second you're going hurrah! But, on the next, you're getting frustrated. The



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**Between the vision for 2030  
that we applaud and the reality  
of today, there's a massive  
change that has got to happen**

question is how do you keep people warm and make sure they know that we care and love them – and keep them interested? Number one is keeping the appeal of Jeep Compass alive in their minds. Number two is to crank up production, which we've done and this month we're looking really good. We have a daily take-off target, and we're ahead of that this month. But I cannot, and will not, compromise on quality. It's one thing getting them out of the plant, but another thing making sure we achieve the extremely high-quality standards that we've set. We build cars for Japan, Australia, UK, and others, and there's an awful lot to do as you start building the car. So, I'm pleased at where we are. But, yes, it would be fantastic to be able to deliver more vehicles.

***What is the ratio currently, between petrol and diesel vehicles, for India?***

It's around 70:30 in favour of the diesel at this stage. However, we do have total flexibility to move it should the demand require us to do so.

***There is all this talk about electrification from the government. At what point do you plan for electrified models for a country like India?***

It's fantastic to have this vision. But, between the vision that we applaud and the reality of today, there's a massive change that has got to happen in India. Nevertheless, the industry understands its responsibility towards electrification. It also understands the need, so I wonder who's faster – the automotive industry's capability or the delivery of the government's policies and programmes? This is a massive country – you're going to need a really good charging infrastructure on a massive scale. So, we applaud the direction, which is global. In Europe, they're targeting 2040. In India, we're talking 2030. But I have no doubt that if a country like India can focus its resources, it will get there. **OX**



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# Skoda Octavia RS



*Mr. Ashutosh Dixit, Director, Sales & Marketing, Skoda India, accepts the award for the Octavia RS.*

***How has this year been for Skoda?***

Actually, very exciting! In the first 10 months, we've grown 30%. We're heading towards anywhere between 17,200 to 17,500 units for the year, which would be a growth of 32 to 34%. So, one from a growth perspective, and also from new products perspective, this is one of our best years in the last 3 to 4 years.

***Have you been surprised with the RS, and the kind of response it's got?***

We planned 150 cars, which got sold out in 15 days – which was a pleasant surprise. At the same time, I thought we could have

done better with our estimation. I think on two counts the car has done wonderfully well. First, it's a real RS. The engine is RS-spec and the driving dynamics are such that you can drive it to office also. It doesn't have to be a second car that you only take out on weekends. Initially we thought only enthusiasts would buy it, but I think people are finding that it's as good a car to drive to work too.

***When will your next batch of cars be available?***

We're taking orders for February-March. We're getting it in batches of 50 cars a month, and then hopefully from thereon more will continue.

***And how's the Kodiaq doing?***

The Kodiaq has been good too. We have close to a thousand orders right now, which takes us through the end of this year's production. I personally think we should be able to have a healthy order bank for 2 to 3 months for this car. It's positioned very well, as we have only one variant right now. This is also being appreciated by customers, because they expect fully loaded variants from Skoda. This has been happening with the Octavia and the Superb too. We've transferred the learning by bringing in the fully loaded version, and as we go down the lifecycle we can try to get some more variants.



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**What's the Kodiaq's main competition? What are people choosing the Kodiaq instead of?**

We see migration from two areas. One is the Toyota Fortuner and the Ford Endeavour customers – those who have a lot of city usage. I think they find much better refinement here. And, second, we see some migration from smaller luxury cars in the same price range. The customers feel they can have a much bigger car, which is even better equipped, with the Kodiaq.

**Based on how well SUVs are doing, when is the Karoq expected?**

We're working very hard on getting the Karoq, and I have to say that so far the preparation is favourable. It isn't confirmed as yet, but the Karoq is our next target for India. I can't comment on the timing right now. 2018 would be ideal, but at the moment I really don't have a timeline to give you.

**How does all this talk of electrification affect your future plans?**

Skoda is a global player, and it's part of the VW group. It has a global strategy in terms of electric vehicles. At the Shanghai Motor Show at beginning of this year, we showed the first electric concept vehicle, the Vision E. We've already announced that we'll get our first electric car in 2019. From a technology point of view, Skoda will be there but the question is how soon will the market be prepared in terms of infrastructure, taxation, government policy and also a customer perspective. Electric vehicles also need a slightly different mind-set from customers. We're watching it quite closely, and since we have a long-term plan for India it is very much part of the goal.

**Are you already seeing any difference in the product mix in terms of diesel and petrol, considering all the negative sentiment surrounding diesels in the past few months?**

Definitely, I think the mix has changed from 60% diesel and 40% petrol to the other way around. This has happened over the last three years, or maybe a bit more than that. It's also dependant on the vehicle category. So, sedans are getting more in terms of petrol penetration but SUVs are still quite high with diesel penetration. People prefer the

torque of a diesel, and also from a usability point of view SUV customers drive longer distances and they tend to see the benefit on mileage. But the shift is definite. But I want to underline the fact that diesel technology, at least as far as new vehicles are concerned, is far superior today than at any time in the past. To put the blame on diesel as a polluter is more emotion driven than fact driven. Some of today's diesel engines are cleaner than petrol motors, and that's where we need some clear information to educate customers. We should not change our engine choice just based on emotions, as it will not help the environment. **OX**



**We should not change our engine choice just based on emotions, as it will not help the environment**



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# Audi A5 Sportback

*Mr. Rahil Ansari, Head, Audi India, accepts the award for the A5.*

## ***Are you seeing demand shift from diesel to petrol-powered cars in India?***

Yes, definitely! In 2015, we had a ratio of 90% diesel and 10% petrol-powered cars. However, this year, we're looking at a 70:30 mix. So, there is clearly a growing demand towards petrol-powered cars in

India. We're counting on a mix of 50:50 by 2020, as well as the possibility of alternate fuels. This will depend on the development of EVs, but we are taking that into serious consideration.

## ***What's your expectation in terms of EVs, and how are you***

## ***adjusting your product plans?***

I think having a target is important, and 2030 is a courageous step. Having this target provides the opportunity to work towards a goal, as it provides a timeline. But what needs to be done is to create a roadmap, because launching an electric vehicle is easy – but the responsibility



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actually starts with creating the infrastructure to support it. The EVs currently available in the market have a realistic range of 90 to 120 kilometres. We're looking at 500 kilometres for an EV. By the year 2020, we'll be launching three EVs globally – and in subsequent years we'll add at least one more EV to the range each year. By the year 2025, globally, we're projecting at least 30% of total sales for electric vehicles. When it comes to India, we'll be in a position to launch an EV by 2020. But we'll only do so if the infrastructure is ready. There's also a lot of work to be done from our side. For example, training our after-sales service team to be able to repair and maintain cars that house high-voltage batteries. Amongst our Indian manpower, we already have certified technicians in Audi India who have the expertise to work on these high-voltage batteries.

### **How has the introduction of GST been perceived at Audi HQ?**

Overall, GST is a positive step. The approach to bring India under a uniform tax structure was the right step. This made things clearer, simpler, and more transparent for customers, industries and companies. However, the cess hike right after was not a favourable step for the industry, nor for consumers, as it left them confused with the introduction of more tax slabs. This didn't help overall market sentiment. As for the HQ's perspective, it wasn't easy to explain because what we need is sustainability and consistency towards policies. Our business plans are based on existing tax structures. The change came in so quickly that it was not ideal. However, we do believe that this can be corrected over time to create a less complex structure – and also with some support for the luxury industry, as we are highly taxed. As our products are inherently premium, our customers are already paying a high price for the product. Lowering the tax burden for luxury manufacturers will not only

## **India is no longer an emerging market when it comes to the luxury car segment. It's behaving more like a mature market**

benefit our customers, but it will encourage us to invest further in the country and exchange knowledge regarding EVs and support the country's targets with regard to electric mobility.

### **Having been in India for a decade now, when do you expect that spurt in sales in the luxury car market to take place?**

Ideally, I would have liked it to happen yesterday – but it depends on the regulations, and the changes that are made are crucial. For the spurt to happen, we need support in terms of regulations. We know that there will be growth. At some stage, it will click – but we have no idea when.



### **How are your sales distributed between SUVs and sedans?**

SUVs consist of about 35% of our sales, and sedans 65%. Nevertheless, with the growing preference for SUVs, I think we're the benchmark in the segment. With the introduction of the Q7 in 2006, we were the first manufacturer to bring in a luxury SUV into India. This has resulted in Audi still being perceived as 'the luxury SUV' brand, and we see further potential in the segment as well.

### **Is dealer sustainability a challenge in the luxury car space, as that also plays a huge role in how your dealer treats your customer – which, in turn, affects your brand image as well?**

It has become more-and-more challenging, because India is no longer an emerging market when it comes to the luxury car segment. It's behaving more like a mature market. There's a lot of focus on customers, and the market is clearly competitive. We don't want to go into buying market-share to become number one. We want to take a sustainable approach, because if our dealer partners are happy and we're happy, then, obviously, that means our customers are also happy. We just need to make sure all of the steps are being taken care of. At the end of the day, it's the customer who's paying our salary and making sure that we have jobs. So, the very first thing is customer focus – which will lead to viability and sustainability. **CL**



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# Hyundai Verna

*Mr. Y.K. Koo, MD & CEO, Hyundai Motor India, accepts the award for the Verna.*

***The Verna is already doing very well. Do you think it can bring some focus back to sedans and make them more popular in the minds of consumers?***

Actually, the Verna segment is almost seventeen to eighteen thousand units. But if you bring in a new product, you create demand. When we launched the Verna in August, we sold 4,800 units and last month we did 6,000 units. So, when we put a new product in the market, we can definitely create demand.

***How long does that increased demand last - does it taper away after a while or can you sustain it, as you've done with the Creta for instance?***

The Verna segment, volume wise, is less than the Creta segment. We want to continue this momentum, but we cannot sell 6,000 every month. With the old Verna, we did around 750 units a month. But the new Verna, with new styling, excellent performance and safety, as well as high-end features and new-age



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technology, our target now is 4,500 units – which would be a big jump.

**Which models can drive volume for you in the coming year?**

The Elantra and Tucson are very important products, but these are premium brands – not volume products. Now, we have the Verna – and, next year, we'll have another volume product. Then, in the first half of 2019, we'll have a small SUV with fantastic styling.

**And when can we expect to see the Creta facelift in India?**

Next year.

**Have plans for the Ioniq Hybrid been side-lined for the moment?**

We have an Ioniq EV and a Hybrid. But we have to decide our plan for India, because after the GST rollout there's no benefit for hybrids anymore – so we're doing a feasibility study at present, and we may bring an EV into the Indian market.

**What percent of your production is for export?**

25%. But, as we announced recently, the Verna received a record initial export order from the Middle East market. So, we have to produce and ship 10,501 units to the Middle East – Saudi Arabia, Oman, and the UAE. We invited 33 people from the Middle East to give them confidence in a Made-in-India product. Our 33 visitors toured the plant and test drove the vehicle, and they were very pleased with how modern and state-of-the-art our factories are. In fact, they were surprised that the quality is even better than our Ulsan plant in Korea. So, they are very happy with our production quality, and are confident that our made-in-India cars are the same quality as cars made in America or China, or anywhere else in the world for that matter – the quality remains the same!

**What percent of your sales are automatic variants?**

Metro markets like Delhi, Mumbai, and



Bangalore have very heavy traffic, so they need more automatic transmissions. But, even with the Verna, 75% of our sales are manual and 25% is automatic – so, there's still some way to go.

**Is there a future for the Genesis brand in India?**

It will take time. HMC (Hyundai Motor Corporation) is ready to supply us the models, but we are not ready. We have been very strong in the Grand i10, i20 and Creta segments, but we were not as strong in the Verna, Elantra and Tucson segments. This is where we have to improve. We have to increase sales of our premium brands. And once we are successful in selling these models, the dealers become more confident. The dealer should have the capability to sell a premium product.

So, my plan is to bring in the Genesis brand once we've done a feasibility study and reviewed our dealer capability. It's under review, and we may bring the brand into the metro cities first, with select dealers, after 2020.


**Do you think there's a market for any models from your N performance brand in India?**

No, the road conditions don't allow this.

**Tell us a little bit about the AMT that you're developing for India.**

HMC is developing it. We will first apply it to our new family-oriented product next year, and then expand it to other products also.

**Previously you had maintained that AMT is a transition technology, and you would not consider it for your cars because your automatics are more refined?**

The AMT is not for the i20 and other products – for that, we have the full automatic as the customer is different. The family-oriented product is a price-oriented product where we can't apply full automatics because the costs are too high. So, we've developed the AMT for this new model at our global R&D centre at Namyang in Korea. 

**We're doing a feasibility study at present to bring an EV into the Indian market**



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# Maruti Suzuki Dzire



*Mr. R.S. Kalsi, Senior Executive Director, Marketing & Sales, and Mr. C.V. Raman, Senior Executive Director, Engineering, Maruti Suzuki, accept the award for the Dzire.*

## **How has 2017 been for Maruti Suzuki?**

**RSK:** Things are going well, particularly when people are saying the market is bad and that there's turbulence from demonetisation and GST implementation. Through all this, as a result of strategic and tactical planning, we've grown at 17% so far year-on-year, while the competition is only at about 2.4% – and that speaks volumes about how we've anticipated these disruptions and taken counter measures.

## **Where do hybrids stand going forward, considering they no longer get any tax benefit?**

**RSK:** We feel that hybrids are a step towards the direction that the government has set with regard to electric vehicles. It's important that we start through this route – smart hybrid to strong hybrid, which will help us develop an understanding of partly electric vehicles. With that, the localisation structure will get built up and this will help in terms of cost reduction – allowing us to reach fully electric vehicles. So, from that point of view, hybrids are very important. Tax benefit or not, we are committed to bringing in superior and environmentally friendly technologies into the country.

## **What are your development plans for EVs?**

**RSK:** Well, 2030 is an aggressive timeline. We feel that, by 2030, both should co-exist – liquid fuel powered vehicles and electric vehicles. As far as preparations are concerned, this has already been initiated. But it's not just the matter of being able to make an electric vehicle. In fact, we've done it in the past. In 2010, we had displayed some electric vehicles at the Auto Expo. So, one point is your capability to make it, second is your capability to commercially produce it, and the third is the sustainability in terms of availability of the infrastructure to create a supporting ecosystem. These three things have to come together. Whatever deadlines are given by the government, we will comply with them – as we've always done in the past. One challenge



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is the availability of the infrastructure for charging, secondly, the cost structure is very high at present – an EV would turn out to be almost double that of a liquid fuelled vehicle. So, under these circumstances, the government has to support the industry and we have to localise very fast.

***You've already made a step in that direction?***

**RSK:** Yes, we're talking about investing ₹1,200 crores with Toshiba and Denso. By, 2020, the plant should be operational – and it'll be a big step towards starting electric mobility in the country.

***Does electrification necessarily mean EVs?***

**CVR:** Electrification has to happen. Our point is that the Niti Aayog report says that 40% of all vehicles need to be electrified in the personal space by 2030, 100% of fleet vehicles, 100% of buses, and 100% of three wheelers. When we talk about electrification of the fleet, we're talking about hybrids in addition to pure electric vehicles. Whenever a government or a company says that its entire fleet will be electric by such-and-such date, the small print is that it includes hybrids as well. So, what it says in the headline and what is says in the fine print is very different. But, having said that, we need to pursue these technologies. Our Chairman has already stated that we would like to be leaders in this space, but this has to be backed up by good charging infrastructure – and we don't see anything as yet.

***How big a challenge is the 2030 goal vis-à-vis the infrastructure?***

***Whenever someone says that its entire fleet will be electric, the small print is that it includes hybrids as well***



**CVR:** Well, the infrastructure has to be built. But that's one part of the equation. Another part is the price equation – what a car means to you and what you want in a car. The average price point that we talk about in India is about 600,000 Rupees – while an EV will be at least twice that value. So, in this case, you have a ₹6 lakh Baleno, but an e-Baleno will be, say, ₹13 lakhs or thereabouts. Would you buy a Baleno at ₹13 lakhs, which comes with range anxiety, or would you buy a Ciaz or something that doesn't have this anxiety?

***Is there any change in the urgency with which you're developing your own diesel engine – because of wariness towards diesels now?***

**CVR:** One thing that's very clear is that diesel volume will come down. The cost of diesels will go up. The difference today of ₹1 lakh will go up to ₹2 lakhs approximately. Diesel Particulate Filters, and other related after treatment technologies, will have to be added.

***Has it become more challenging now to do a base model, because you have to meet a certain baseline level in terms of safety, features, styling, etc.?***

**RSK:** Yes, that's a challenge. But there's no compromise on safety. When people used to talk about a car below a certain price point – our stance was always that we would never compete in that category. So, safety is always a concern and we've never compromised – be it a high-end model or a low-end model.

***Have you seen any on-ground benefits yet from GST from the point of view of logistics?***

**RSK:** There is a slight improvement, but the potential is much higher. At the execution level, there is some laxity as of now. The government's dream, and even the stakeholder's dream, is that if a truck starts from Srinagar it should be able to go right down till Kanyakumari uninterrupted. But this is not happening. The states still have to align themselves with the central government's policies, and enforcement has to be ensured. There should be audit points at the borders to ascertain why these goods carriers are being stopped. Of course, the introduction of related initiatives – such as smart cards to pay toll – will help. **OX**



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# Nissan GT-R

*Mr. Thomas Kuehl, President, Nissan India Operations and Mr. Jerome Saigot, MD, Nissan Motor India accept the award for the GT-R.*

**How has the response been to the Redi-Go 1.0-litre?**

The Redi-Go with the 1.0-litre engine is doing really well. We're improving the Redi-Go range step-by-step. A year ago we launched the car, which was followed by the bigger 1.0-litre version recently. The response for the car has been phenomenal so far, especially in Tier-II and Tier-III cities. Soon, we'll also launch the two-pedal AMT version of the car.

**Is there a different tone of communication that's used for the Datsun brand versus the Nissan brand?**

Of course, there's a difference. Nissan has been in the business here for many years now, while Datsun is only three years old. But despite that, Datsun is showing great potential and it's on par with some of the other brands that have been here for over a decade. The reason behind that has been our disruptive approach. Three years ago, you didn't have any option if you wanted a three to four lakh rupee car. It would either be a Maruti or a used car back then. But we changed that. And that's why our target customers are youngsters. We want to tell them that you don't

have to follow the old traditional way, you can be different and opt for a modern, stylish product that's cost effective to run as well. Try something new – that's what we tell our customers at Datsun.

Also, we don't differentiate between our customers. Some might say that Datsun is a cheap brand compared to Nissan, but that's not the case. Our customers don't think that way and wherever they come from, we treat them equally.

**Going forward, what's the main challenge for Nissan?**

For Nissan, our main challenge is to come up with new offers for our customers. And these offers

should exceed our customers' expectations – be it new powertrains, new body-types, electric vehicles, or new technology inside the car – our products have to capture a customer's imagination.

For Datsun, our aim is to make the brand more accessible. And by accessible I don't want it to be perceived as cheap. Accessible means that the sales and service outlet should be nearby, the financing offers should be straightforward, the insurance package should be efficient, and so on. For Nissan, we want it to make more exciting in terms of technology, driving, electrification and the customer experience.

**When can we expect some SUV action from Datsun and Nissan?**

I can't name any particular product, but I can



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## ***To embrace electrification, you've to create a whole new ecosystem & infrastructure. And that'll prove to be a massive challenge***

tell you that we have big plans for the Indian market. And both Nissan and Datsun are working in parallel to develop new products that will suit the requirements of the Indian customer. The objective of these products will be to help us reach 5% market share in India by 2020. Since the SUV / crossover segment is booming like never before, we're definitely planning to enter the segment with new and more capable products. But, we won't launch an SUV or crossover just because everyone is doing that. For us, it's very important to fully understand the needs of our customer and only then do we execute the plan. So, a SUV / crossover is definitely on the cards – not just for India, but other markets as well.

***Is the X-Trail Hybrid still planned***



### ***after the introduction of GST?***

After GST, the taxes on hybrids have gone up – so we're really concerned about pricing it right. We can't launch it at a price point where the customer thinks he's being overcharged. So, we're waiting for the right time to launch the product – but not for the coming 3-4 months for sure.

On the other hand, GST simplifies things for customers as well as dealers. Earlier, there were different prices in different cities. But, with the introduction of GST, it's more or less the same everywhere. One nation, one price – that works for everyone.

### ***What are your thoughts on the Indian government's target of 2030 for electric mobility?***

It'll be a big decision to make for sure. When you think about it, it seems difficult but you've got to start somewhere. Nissan will, of course, be a part of this transition – we won't be watching the action from the side-lines. We're leaders in electrification worldwide, and we've got some fantastic products – hybrids and full electric cars. The thing is, to embrace electrification of vehicles fully, you've to create a whole new ecosystem and infrastructure. And that'll prove out to be a massive challenge.

### ***There are new safety regulations that are kicking in from next year, will your current cars meet the norms?***

As you know, we've got a big research and technical centre in Chennai, where our team of engineers are working on that. We're well on track, and our cars will meet the new safety regulations.

### ***What kind of response has the GT-R got in India?***

The GT-R is an icon! It's a flagship, and when we launched the product here we weren't looking at sales numbers. It was launched solely to demonstrate that Nissan is an exciting Japanese brand and this is what we're capable of making. So far, we've sold 10-15 units to some of the most dedicated customers. **OK**



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# Triumph Street Triple S

*Mr. Vimal Sumbly, Managing Director, Triumph Motorcycles India, accepts the award for the Street Triple S.*

## **How has 2017 been for Triumph in India?**

The year has been really good. In fact, when we launched the Street Triple RS, we discussed our retail numbers, and, at that time, we had a growth of 22%. As of right now, our growth is 30% – and that's unbelievable for us. To be honest, we don't have enough bikes to build, assemble or sell. The demand is, honestly, more than what we expected.

The good thing for us is that the industry is back on a growth path. For us, it's our new products that are driving the volume, with the full classic Bonneville range and the adventure range. With the Bobber and the Scrambler, there was a thrust on the classic side of things, and in terms of adventure, our Tiger training academies are a huge growing brand for us – especially given that we have over 750 Tiger customers already in India. And this is growing every day – as you and I talk, we would have already sold one more Tiger somewhere in the country. However, in terms of our urban bikes, we were feeling a little bit of heat in the Street Triple segment. The transition



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from the last-gen Street Triple to the new one took a lot of time, but the response to the new Street Triple has been fantastic. And that's the third category that has done really well. So, overall, our portfolio has been doing well – with our biggest sales coming from Bangalore and Delhi.

**Where do you see future growth coming from – is it from the adventure bikes, classics or something else?**

You know, we have to look at this matrix from another perspective. For example, over 50% of our product portfolio has become classic bikes, and within the classics I have a sub-range – like the Scrambler, which can be used in various conditions, and the Bobber, which is ideal for customisation. And then there are the regular models, such as the T100, Thruxton R, T120, etc., so that portfolio is maintaining good growth as even youngsters are getting attracted to the range. Previously, you could see that the perception was that the classic range was for older riders, but that's changing now and even youngsters are getting attracted to our classic range. At the same time, we're seeing constant growth in the adventure segment too. Also, the competition is increasing in that segment – so the industry, by-and-large, is growing there.

Growth segments, I would say are purely classics and adventure today – with some contribution from the urban bikes segment. However, we're also seeing a change in preferences as far as cruisers are concerned, as it seems that customer interest in cruiser bikes is dropping a bit.

**Do you think that, given the large size of cruisers, Indian customers may have an issue with their size – which makes them tricky to handle in our environment?**

You know, there is a history of cruisers in India – they were a reasonably large segment, and of course, there are practical problems with riding a cruiser in India. You cannot go into



high traffic zones, and riding them inside the city can be quite taxing. And I think, in India, people are not looking to buy a bike only to use it for one purpose – say, ride it on the highways. What they want is a bike that they can use in a multiple of ways – on the highway, in the city, etc. So, I think that the basic thought process is such that a bike should be able to serve multiple purposes, which is why the Indian customer is looking more at classic and adventure bikes.

**What is the progress on Triumph's alliance with Bajaj Auto?**

The tie-up, as of now, is only an intent that has been signed by the two companies to explore the mid-segment motorcycle space. The basic objective is to produce premium motorcycles at an affordable price point. I can't give you any specifics because modalities are being worked out as we speak, and I think in the next six months we'll have more clarity on how the alliance is shaping up. But, I think this is fantastic

news for customers in India, as we hope to target millennial customers with new premium offerings in alliance with Bajaj.

**What do you expect from 2018?**

I think 2018-19 should be one of our best years, because the industry is getting some of the best conditions right now. Sure, there is some short-term tension, but in the long term it's a positive outlook. Infrastructure is also being focused on in a big way. Interest rates have really come down, and for us that's very positive. Plus, customer preference towards indulging themselves is increasing while the per capita income is also going up steadily – so affordability is getting better for a wider populace. So, I think the industry should do well as the sentiment is growing increasingly positive. From Triumph's perspective, our strategy from a product point of view is very clear – we're rolling out a new product virtually every quarter. **OX**

**We hope to target millennial customers with new premium offerings in alliance with Bajaj**



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# Honda Africa Twin

*Mr. Minoru Kato, President and CEO, Honda Motorcycles and Scooters India, accepts the award for the Africa Twin.*



## ***How has the year been for HMSI?***

Well, the motorcycle industry is growing, even after a tough year that included demonetisation – and still we expect to grow more. Also, we've just launched the Grazia – so we expect to increase our market share. As you may know, our sales target for this current fiscal year is six million units, including exports, which is a one million increase over the last fiscal year. It's a big challenge for us, but it's also very exciting for us here in India – which is the biggest two-wheeler market in the world. The good news is that so far we are on target for six million unit sales this year.

## ***Are you surprised at how good the response was for the Africa Twin in India?***

We actually expected this kind of a sales situation, because we've had great success with the Africa Twin in Europe and Japan over the past couple of years. Unfortunately, it takes time to introduce these kinds of bikes in India because of the CKD route and the preparation required. But, we're very happy. We're now preparing to bring in the new Africa Twin, which was showcased in EICMA. But, again, this will take some time.

## ***The adventure bike segment is growing in India. Are there any plans for a smaller capacity adventure bike?***

So far, nothing yet, but we're still studying the market and we will investigate further if there's an opportunity.

## ***What about the sub 400cc segment, which BMW and TVS are about to tap into?***

We have been doing customer surveys to focus on this category and this engine capacity. But, on the other hand, we already have a lot of products on the ground. For this segment we still need to investigate the cost competitiveness and pricing further.



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**And the mid-segment, where you already have the 650F that you recently re-launched?**

So far nothing, because we need to concentrate on the commuter segment if we want to achieve our targets. Even if the mid-segment is growing, it's still very limited and we need to carefully consider if we want to prepare assembly operations as well as marketing and promotional activities for this segment.

**How is the commuter segment changing in India?**

In the big cities and semi-urban areas 'scooterisation' is growing. The low-end segment of motorcycles is still very strong in the urban areas. In the future, there will be a change – and, of course, customers want to step up to bigger capacity engines like 150cc and 160cc. So, yes, this is an on-going process and we expect more development to happen in future.

## The good news is that so far we are on target for six million unit sales this year



**What about any plans to introduce a higher capacity scooter?**

As of now, no!

**How has the response been for the Cliq and now the Grazia?**

Well, the Cliq is a more affordable scooter that's focused on the rural customer, while the Grazia is more upscale and gets a lot more new-age features and the latest technology – but the price is almost the same as the Activa 125, so, customers are pretty happy with this new product.

**What's the future of the Activa?**

The Activa is amazing. We have a huge customer list thanks to the Activa, and in the future we expect to sell more – but there isn't really a next step as of yet.

**Do you think there's a change in mentality of two-wheeler riders with regards to safety?**

It depends on the area and the road conditions, and it also depends on the police activity. For example, in rural areas many customers don't wear a helmet, but in big cities customers do think more about safety. We are also pushing for more campaigns and are planning a lot more safety-focused activities. Of course, as a manufacturer we have a responsibility to promote safety initiatives.

**What are your plans for next year?**

Next year, we think the market situation will be tough – but there is still huge potential in rural areas, and we want to focus on that to satisfy our customer's demands. **OK**



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# Harley-Davidson Street Rod

*Mr. Peter Mackenzie,  
Managing Director,  
Harley-Davidson India,  
accepts the award for  
the Street Rod.*



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**How's the Street Rod doing, both globally and in India?**

The Street Rod is doing very well, and we've received positive reviews both here in India and globally. It's designed to appeal to a younger demographic, and it's been successfully doing that. Being a customer-led organisation, we want to make sure that we're not only continuing to engage with our current riders, but also attracting new riders to the brand.

**Brand Harley-Davidson has diehard followers, but, nowadays with so much competition, how do you bring in new customers to the brand?**

Well, we're market leaders in the 600cc-and-above segment. The Indian Automobile Industry body, SIAM, has consistently put us at the number one position there. It's a combination of a great dealer network, and continuing to build on great people and resources. Plus, the new Softail family will help us maintain our number one position here in India.

**Which member of the Softail family do you think will make a mark in India?**

The Softail family is one of the great examples how Harley-Davidson has reinvented itself. The new Softail family will now appeal to a broader demographic of riders. Also, the good reviews that we're receiving will help us build the next generation of Harley-Davidson riders.

**After launching a new range of bikes, engines, and also improving build quality, what's the next frontier for the brand?**

I think it's all about sporting



the brand of leisure riding. This is something that we've always advocated for, and now you can see many other manufacturers are jumping on our coattails as they're now trying to promote the leisure riding segment. For us, it's all about bringing great new products and an authentic Harley-Davidson experience to both current and future customers – and, of course, growing that leisure riding culture.

**Globally, what happens to motorcycling in the future where people are talking about autonomous cars? Plus, there are so many city centres now saying that they won't allow in any vehicles unless they're EVs.**

I think there will still be a place for petrol motorcycles. We always listen to our customers – and what their needs and desires are. I think the Street 750 is a very good example of that, as it's the first time we've produced such a small displacement motorcycle with an urban appeal that is aimed at a youthful audience. Some time back, we had developed an EV motorcycle – the LiveWire – and the purpose for that was to receive feedback from our customers to see if it fulfills their expectations and fits their needs. Moving forward, we're putting preparations in

place and potential products in the line up. I think it's more a case of are our cities ready for full EV technology. Charging stations need to exist, commonality of charging styles and plugs need to be rationalised, and so on.

**The new range of Harley-Davidson bikes look more edgy than classic. What's the feedback that you've received from customers over this new approach?**

I don't think we've received any negative feedback. As of now they've been very positive and encouraging. What really shines through is that some of the design cues in the new Softail lineup go all the way back to the 1950s. You see the authentic Harley-Davidson DNA coming through, but you can see we've added a modern touch to it. So I think it's a great combination of maintaining history and inheriting DNA, and, at the same time, creating a modern appeal.

**In the new lineup, there's a distinct improvement in quality. Is this a conscious effort made by the brand?**

Yes, this is the company's largest motorcycle lineup with a new chassis, engine, and frame, which is a lot more rigid than the previous one, with improved performance and handling – basically improved in every aspect. Therefore, a great deal of consideration, thought and investment has gone into this new platform.

**In terms of a global priority list for Harley-Davidson, where does India fit in?**

India is a significant piece in our international strategy. We have a commitment of setting up 150 dealerships here over the next few years. So far this year, we've opened four new dealers.

**From a model standpoint, what's the plan for next year?**

If you look at our Sportster lineup and products that have come out, like the Street 750 and Roadster, as well as the cruiser and touring platform, all I can say is that we continue to bring out great products and we'll try and build a Harley-Davidson suitable for every age, every rider and every demographic. **CTX**



**The new Softail family will help us maintain our number one position here in India**



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# Ducati SuperSport S

*Mr. Sergi Canovas Garriga, Managing Director, Ducati India, accepts the award for the SuperSport S.*

***With the SuperSport S, you've managed to bring out a sports bike that's actually practical and easy to ride on a daily basis. How did you manage that?***

The key was that we kept the attitude of the bike and ensured that the components remained sporty, but we changed the seating position of the bike – which makes a big

difference. It's an easy bike to ride, but winning your Performance Motorcycle of the Year award is testimony to the fact that you can take it to a racetrack and enjoy it as well. When we launched the SuperSport S, we had mentioned that not everyone can ride the Panigale to its full potential. Therefore, the SuperSport S gives you that option to ride it on the track, and, at the same time, ride on a daily basis.

***Does this mean that the Panigale will take a cue from the SuperSport and be more comfortable in the future?***

No, the Panigale is a different bike. There are specific riders for this bike, and that's why they not only need the 959 but also the 1299. These are a different breed of customers who take the bike to track, as well as ride it daily. Both the SuperSport and Panigale are



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very good looking bikes, but there's a massive difference in the seating position. That's the reason why, at the launch of the SuperSport S, we had put the Panigale beside it so that right away you could feel the difference when you sat on both bikes.

Also, there are a lot of people who come to the showroom to check out the Panigale. But, once they sit on it, they realise that it's too aggressive and may be a challenge to ride it every day. So, then they move to the SuperSport and realise that it's easy to ride and looks cool too.

***There's been a lot of talk about an improvement in the ease of doing business in India, being new to the country on a personal level what's your view on this?***

Definitely, things are a lot easier – especially with GST. From a taxation point of view, when we move bikes from one state to another, it's much easier now. Also, now there's more transparency for the customer. Earlier, there was the ex-showroom price that varied from state-to-state, but now there's one price pan India.

***What's Ducati's target volume in India?***

There's no doubt that the Indian market is big. The country itself is huge, and it's just a matter of time when people will start riding these types of bikes. For that to happen, though, a lot things need to happen beforehand – such as an improvement in the road conditions and safety levels. There is a

***There is a motorcycling culture in India, and we see big potential here. We are not in a hurry***



motorcycling culture here in India, and we see a big potential here. We are not in a hurry. We are here to stay, as we know that in a huge country like this it takes time. It's important for us to lay down the foundation of our brand, and this way people will understand who we are. This is something that we've managed to do. Ask anyone in the motorcycling fraternity here, they will talk about Ducati with respect. The values of the brand are very strong in India.

***Is there any uncertainty over Ducati's future within the Volkswagen Group?***

No, I think our position has always been the same. There have been rumours, not only this year but in previous years as well, but we don't comment on that. But what I can tell you is that we are part of the group and we are happy to be a part of it.

***What's your best selling bike in India?***

The Multistradas have been doing well in India. With the arrival of the Monster 797, we see an increase in a demand in the naked bike segment as well. Then there's the Scrambler, which is a brand in itself. The beauty of the Scrambler is that it can't be identified as one single bike. It can be a Café Racer, an urban bike or the Desert Sled, which is a light off-road bike. With such a varied portfolio, Ducati caters to everyone's needs.

***Do you see more riders in India becoming receptive to safety gear?***

Definitely! In fact, from next year onwards, anyone who comes into the showroom to test ride a Ducati motorcycle can also try out our riding gear.

***Who is the typical Ducati customer here in India?***

Our customer is someone who knows about bikes, has experienced them and rides them for leisure. Our customers have the knowledge and are experienced in riding big bikes, but are now looking to upgrade to a more sophisticated bike with more performance. **autoX**



autoX would like to thank Nupurh J. ([www.nupurhj.com](http://www.nupurhj.com)) for exquisitely crafting the granite and sterling silver 'Best of 2017' trophy.



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# COASTING ALONG



**Culture, colour, chaos, coffee, spices, sea breeze and sunsets – you'll get all that, and more, when driving up from the southernmost tip of the Indian mainland. And, of course, stunning sunrises too as you can see from this spread of the Maruti Suzuki Dzire at Kanyakumari...**

photography: KAPIL VASHIST







**ENDLESSNESS—  
THAT'S WHAT  
IT LOOKS  
LIKE AS YOU  
STAND AT THE  
SOUTHERNMOST  
POINT OF THE  
INDIAN MAINLAND.  
THIS IS ONE  
OF THE MOST  
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SIGHTS YOU'LL  
EVER WITNESS IN  
YOUR LIFE**

**E**ndlessness – that's what it looks like as you stand at the southernmost point of the Indian mainland. This is one of the most fascinating sights you'll ever witness in your life, as you stand and stare at the never-ending expanse of the Indian Ocean spreading out in front of you – as far as the eye can see, and much, much further than that.

And nothing beats this sight at sunrise, with the fiery hues of the brightest star in our solar system lighting up the sky and revealing the statue of the legendary Tamil poet Thiruvalluvar and the Vivekananda Rock memorial in all its glory. Having witnessed this epic setting a few years ago on one of our drives, we've been keen to revisit this special site ever since. On this occasion, we're driving the Maruti-Suzuki Dzire that you see here from Kanyakumari up the west coast to Kochi.

And we're celebrating a bit of a milestone here – sales of 100,000 units in less than 6 months, which speaks volumes for this new model. What better way of truly putting it to the test than to hit the road – figuratively of course? The trajectory that the new Dzire is on means that we're likely to see quite a few on our roads in the near future. And that's a good thing, since this brand new model is quite the looker. With a very cohesive silhouette, the Dzire now looks like a proper sedan from the ground-up – which, of course, is how it was conceived this time around.

Getting back to the journey, it started at a bit of an ungodly hour on the 10th of November – with plans to catch the sunrise at Kanyakumari. As we left Kovalam in the dead of night, the first thing that struck us was just how capable the LED headlights of the new Dzire really are. The effectiveness of these headlights is brought home by the fact that we were travelling away from the main highways – we decided to stick to the coastal roads along the sea – so the roads were narrow, winding and passed through various villages and towns. It's in these difficult conditions that you understand just how important a good pair of

headlights really are.

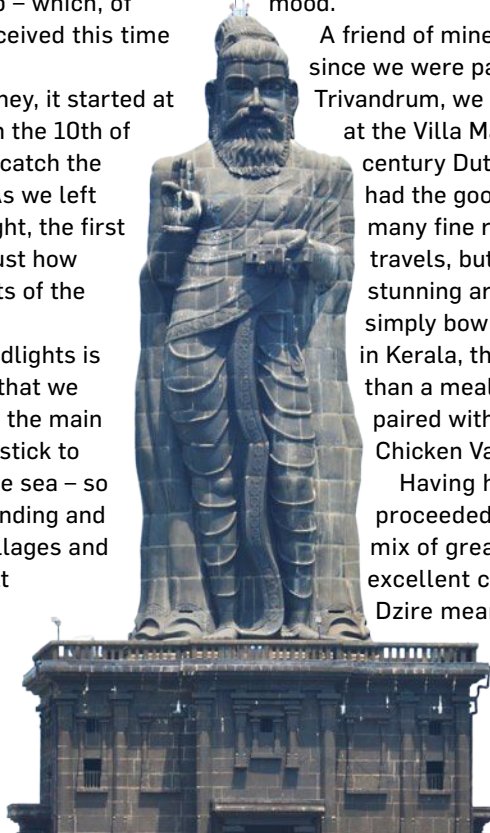
As the sun slowly began to crack through the sky, we entered Kanyakumari. With most of the town still asleep, it raised our hopes of having the sunrise all to ourselves. But, alas, that was not to be. It seems that we weren't the only ones on the quest to catch the first rays of the sun and revel in the fresh sea breeze. Not only was the beach packed to the brim with people, to add insult to injury, the cloudy conditions meant that the sun rose but didn't peek out from behind its blanket in the sky!

But such is the life of a traveller – you just have to roll with the punches. And just as we made plans for a quick getaway, the sun rays shot through the clouds and gave us the opening image of a lifetime. When we did finally decide to head out, we realised that the road we'd taken to reach the sunrise point had, by now, become a fledgling fish market with the fresh catch of the day now occupying most of the road – which meant that we had to head out using another route.

After a hearty breakfast, we set off towards Kochi just as the sun was beginning to hit its peak. For someone who'd just landed from a smoggy Delhi, where visibility and sunlight was being rationed like food in Glasnost-era Russia, the sharp rays of the sun were a welcome change. The clear, blue skies certainly contributed to sharpening our mood.

A friend of mine recommended that, since we were passing through Trivandrum, we should stop for a meal at the Villa Maya – a restored 18th century Dutch manor. Now, we've had the good fortune of eating at many fine restaurants during our travels, but Villa Maya – with its stunning architecture and décor – simply bowled us over. And, being in Kerala, there was nothing better than a meal of fresh Appams paired with a local delicacy, Chicken Varattiyathe.

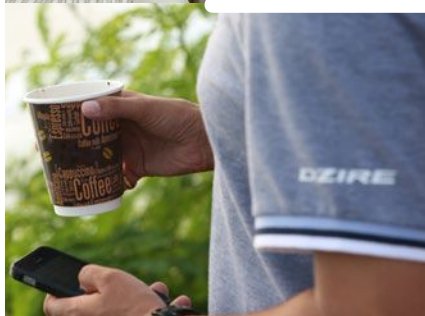
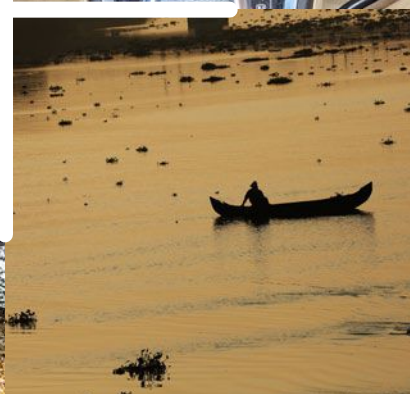
Having had our fill, we proceeded on our way, and the mix of great food and the excellent climate control of the Dzire meant that, before long, the photographer was in deep slumber – no







The French Toast at Kashi Art Café (below) is a must-have if you're ever in the Fort Kochi area. Meanwhile, with its many fishing boats, Kanyakumari is a magical place for great sunrises – with the grand Thiruvalluvar statue in the background.







## ***This drive once again demonstrated the variety respect – be it terrain, vistas, culture, cuisine, or***

doubt contributed to by the excellent seats of the new Dzire, which feature great support, while the interior as a whole offers a remarkable amount of room for a sub-compact sedan.

As we travelled along the coastal road, we got to see sights that remain a rarity for someone born and raised in the north of our country. There was beach-after-beach as we drove along, not to mention the excavators that are frequently used to clear the beaches and streams of mud and stones – most of which are covered in a thick layer of rust owing to their proximity to the sea. There was even a dredging boat that had become beached, having come

too close to the mainland. The sights around the towns and villages are interesting too – you see a steady stream of religious institutions, with each village or town's church trying to outdo the other in scale and grandeur. Meanwhile, the local populace is busy getting along with their daily chores, such as drying fish or maintaining their homes.

As the day passed, the light began to fade, and we found ourselves still quite a long way from Kochi, so we decided to move onto the highway to quicken our progress. Unfortunately, calling this stretch a national highway is a bit of a euphemism. Consisting almost solely of

only two lanes, the commute in highly urbanized Kerala can be quite a chore in the early evening. But it's here that you get to enjoy the benefit of the Dzire's AMT, which relieves you from the stress of having to change gears while sitting in traffic. Meanwhile, the improved NVH meant that the cabin is a very nice place to spend time in. Finally, after surviving the kamikaze state transport bus drivers and two-wheeler riders of Kerala, we finally made it to our hotel in Fort Kochi. The next day would be an early start again, as there was much to explore around the gorgeous historical area of Fort Kochi.

Getting up at the crack of dawn in Fort





*The Drawing Room (top left) is a beautiful colonial-style cafe in the fashionable Fort Kochi area, while the spice market in Mattanchery, located on Bazaar Road, is a great place to buy spices like cardamom, black pepper and cloves.*



## and diversity that our country offers in every even driving styles

Kochi, before the rest of populace has risen, has its own charm. Peppered with some great architecture, the water in the backdrop and the immense history surrounding the area, it's a pleasure spending time here. The early morning gives you ample opportunity to admire the quirky architecture and restaurant fronts covered with creepers – which provide some great photographic opportunities. Having worked up an appetite after all the driving around, we headed for breakfast in what is perhaps the most iconic café in the Fort Kochi area – Kashi Art Cafe. A mélange of an airy garden seating area, as well as an installation and art gallery, the

café offers a very unique backdrop and provides a glimpse into the cultural insight of the region. Of course, it does serve great food too, so don't miss out on a chance to sample their French Toast or the bacon and cheese omelette.

And, just like that, having spent three days on the road on the west coast, it was time for the journey to end and for us to fly back to the thick smog of Delhi. But, once again, the drive demonstrated the variety and diversity that our country offers in every respect – be it terrain, vistas, culture, cuisine,

or even driving styles. And if you get the chance to undertake such a journey, all we can say is that you should jump at it – and if you can find a Dzire to accompany you, well, that'll only be the cherry on your exploration cake. **OX**





# CROSSROAD TO THE FUTURE

*The automotive world appears to be placing all its bets on electric vehicles, but that hasn't stopped Honda from continuing development of its hydrogen fuel cell vehicles. After all, they're faster to refuel and even cleaner to run.*

words: ISHAN RAGHAVA // photography: HONDA & ISHAN RAGHAVA









***The Clarity felt like regular car, except for the lack of engine noise and seamless torque from virtually zero rpm***

**T**o say that the regulatory environment in the automotive world has changed drastically in the past decade would be an understatement of gigantic

proportions. The hubris of certain automotive companies in masking the actual pollution levels of their vehicles hasn't helped matters either. This blatant falsification has led to an unprecedented clampdown on the industry, often while turning a blind eye to several other far more polluting industries. Anyway, the larger debate about pollution, its sources and the effectiveness of the solutions being offered, is a discussion for another day. The reality of today's automotive industry is that strict regulations are coming up faster than the industry, and the supporting infrastructure, can keep pace with.

### ***An eternal quagmire***

In the current scenario, electric vehicles appear to have taken the lead. However, battery technology is still developing – and, at present, doesn't quite meet the needs of most of the car buying public. Moreover, the infrastructure requirements – in terms of grid capacity and charging stations, etc. – still needs to be developed. At the same time, hydrogen-powered vehicles continue to provide a viable alternative by being easier to refuel and being cleaner to run. As a result, manufacturers like Honda continue to develop their hydrogen technology.

And, to give credit where it is due, Honda





At the Clarity FCV demonstration, Honda had a DC to AC electricity converter on display, which meant that the Clarity's powerplant could actually be used to produce electricity to power household appliances. Honda's engineers reckon that, on a single tank of hydrogen, the Clarity can power an average household's gadgets for a full week. →

has been making constant investment in environmentally friendly technologies for some time now. In their quest for better efficiency and lower emissions, Honda introduced their first Hybrid system in the Insight nearly two decades ago – and the development has been on-going ever since. They were also one of the first manufacturers to offer Hydrogen powered vehicles to retail customers.

### Powering the future

Hydrogen, as a fuel to power automobiles, is only now coming into the mainstream, and so our first experience of the latest range of Honda's Clarity zero emissions vehicles provides some insight into the type of vehicles that we could well find in our driveways in the not too distant future.

Our experience of the Clarity began with a technical presentation of the various versions that the Clarity is offered in. Depending on the market you're in, the Clarity comes in a Plug-in Hybrid, Fuel Cell and Electric versions. The Plug-In Hybrid is powered by a hybrid powertrain consisting of a 1.5-litre Atkinson cycle petrol engine paired with two electric motors, resulting in an output of 135kW and 315Nm with a claimed electric-only driving range of over 100 kilometres. The Fuel Cell version, on the other hand, features a 70Mpa hydrogen tank, which allows the electric motor to produce 130kW and 310Nm of torque – with a claimed range of approximately 750 kilometres in the Japanese driving cycle test on a single tank of hydrogen. In fact, Honda claims that the Clarity's hydrogen tank can be refilled in under three minutes, which is perhaps the biggest distinguisher for a hydrogen powered vehicle – compared with the charging times needed for electric vehicles.

Out on a short loop of the iconic Twin Ring Motegi track in Japan, we got to briefly sample both the Fuel Cell and the Plug-in Hybrid versions of the Clarity. And, to be honest, the differences between them were



not that stark. Both machines felt like regular cars, except for the lack of engine noise and seamless torque from virtually zero rpm. Of the two, the Hydrogen FCV actually feels more refined – and also more balanced, as far as the dynamics of the car are concerned. Remember, though, that we're driving on a closed circuit – so there's not much reference in terms of real-world parameters. The electric version, on the other hand, feels slight more unwieldy. There is some of that rubber band effect in both versions on account of their transmissions. The range on both cars varies on account of the fact that the EV version has a larger battery, whereas the Hydrogen version features better range – despite having a smaller battery, since it has Hydrogen to supplement the range.

With a bevy of aerodynamics benefits, the Clarity is at the cutting-edge of clean-fuel motoring at present. And, to be honest, unless you were a nutcase petrol-head like me, it would be difficult for you to determine what's so different between a Clarity FCV and a regular internal-combustion-engine-powered car that you drive today.



### Merry-go-round

The larger question, then, as always, lies with the fact that we still need to determine which of the many fuelling options – fossil fuels, electric or hydrogen – is the cleanest of all in the grand scheme of things. And perhaps even more importantly, which is the one that governments and industry are going to bet on in the near future. Because, as Honda has demonstrated, the breath of engineering capability in the industry is such that this sector is more than capable of adopting and developing newer and cleaner forms of propulsion. But, more than anything else, there needs to be some 'clarity' on the way forward. **OK**





# Brawn & Brains

If you think about it, the sport of wrestling has quite a bit in common with the automotive industry. Both involve an intense battle for supremacy and both demand serious commitment and years of hard work to succeed.

photography: KAPIL VASHIST









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***For an automaker, understanding the psyche of the Indian customer – just like understanding the thinking and psyche of your competitor in wrestling – is crucial***

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**T**he oft-heard misconception about wrestling is that it's only brawn that counts. But, if you ask a keen observer of the sport, they'll tell you that – like any keenly contested sport – wrestling too is a combination of both brawn and brains. In fact, teaching a wrestler to use his or her grey matter starts from a very young age – with aspiring wrestlers beginning to train from the tender age of five or six years, if indeed they intend to take it up professionally. And, once you look closely into the hard work, discipline and commitment that goes into becoming a professional wrestler, it becomes evident that being a successful

or a dedicated wrestler needs a lot more than just brawn.

A similar process is required when an automaker is trying to create a new product – and the Hyundai Creta is perhaps a case study for other manufacturers to pursue, understand and learn from. Having realized early on that SUV's were going to be the next big trend in India – as they were slowly catching on globally – Hyundai started looking at developing a product that matched Indian sensibilities. And herein lies the real hard work of a job like this. Understanding the psyche of the Indian customer is perhaps the toughest part of any automotive company – just like

understanding the thinking and psyche of your competitor in wrestling is crucial. Hyundai, meanwhile, made some great decisions with the Creta, which demonstrate their deep understanding of the Indian market.

For example, perhaps the most educated decision Hyundai made was to make the Creta look like an SUV rather than a crossover. Let's be clear, if you don't get the design right the product will always have sales issues in India – particularly in the SUV segment! As a result, the Creta is a purposeful looking SUV with a large grille up front that gives it some serious road presence. The large wheels only reaffirm the purposeful





The cabin of the Creta offers class-leading quality and equipment levels. However, one of the highlights of the car is how well equipped it is as standard – making it a very attractive proposition for customers.







← Renowned wrestler and coach, Jagdish Kaliraman, son of legendary wrestler Chandgi Ram – who was a recipient of both the Arjuna and Padma Shri awards – says that to be a successful wrestler takes a lifetime of effort, dedication and commitment.



**From the diet, to the training, to the mental focus needed – to be a successful wrestler takes a lifetime of effort, dedication and commitment**





looks of the Creta, and the short overhangs give it excellent proportions.

The powertrain of the Creta helps immensely too, as the latest-generation diesel and petrol engines contribute not just to the drivability of the car, but are also supremely refined. Of course, the real cherry on the cake is the availability of a six-speed automatic transmission paired with both petrol and diesel engines. The smooth shifting transmission means that the Creta is an absolute breeze to drive in both urban and highway conditions. And with its powerful engines, the Creta never runs short of grunt on the road.

The two other factors that really contributed to the success of the Creta have to be the superb interior space utilization, which means that the Creta remains a very comfortable machine even for five adults to spend time in for extended periods of time. On top of that is the rather spacious boot, which makes long-distance family trips an absolute breeze. And, the

190mm of ground clearance makes dealing with bad roads and oversized speed breakers an absolute breeze.

Of course, if there's something that Hyundai has done exceptionally well with the Creta, it's the ride-and-handling balance of the car – which is absolutely spot on. The Creta is one of those rare cars that rides well at any speed, and still remains stable at triple digit speeds on the highway. And, lastly, Hyundai has perfected the art of loading their cars with features and toys to the absolute gills – so the Creta comes so well equipped that none of its competitors even come close in both fit-and-finish, as well as equipment levels.

But, back to the topic of wrestling. As we spoke to Jagdish Kaliraman, son of legendary wrestler Chandgi Ram – who represented India on multiple platforms, and was a recipient of both the Arjuna and Padma Shri awards – it becomes clear that to be a successful wrestler takes a

lifetime of effort, dedication and commitment. From the diet, to the training, to the mental focus needed, wrestling is no cakewalk. Jagdish spoke to us while a bevy of wrestlers – from kids as young as six years old to men in their 30's – trained behind him. It's a battle of being committed and staying focused.

And with the Creta, Hyundai has achieved something similar. A product that is focused on producing what customers need, delivering it in the manner they want, and, as a result, producing an SUV that still sells in phenomenal numbers month-on-month. And while a wrestler counts his or her medals to gauge success, the Creta too has ample awards to demonstrate its worth. Plus, it's got astounding sales numbers to back up its claim.

So, as a wrestler would say after a successful bout, the Creta has delivered an absolutely dominating smack-down to its rivals. **OX**



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- Metro rails are under implementation in 13 cities and plans are underway for another 20 cities
- Indian Railways have identified 400 railway stations for modernization
- Urban local bodies (ULBs) have formulated plans to develop multi-level car parking facilities, primarily on PPP basis
- The market for smart street-lighting is expected to grow at an annual rate of 42.2% to reach USD 1,868.9 million by 2022
- The cost of EV batteries has declined by 35% since 2008, and will continue to fall with technological advancement and volume production
- The government's FAME India (Faster Adoption and Manufacturing of Hybrid and Electric vehicles in India) programme, offers incentives on electric and hybrid vehicles
- The government estimates electric rickshaw sales of three million in 18 months. India has a target of six million EVs on its roads by 2020
- Charging stations would be required across the country for easy adoption of electric vehicles, and the Indian government has invited bids for 4,000 charging stations in Delhi NCR
- India has a vision of only electric vehicles by 2030. The government has invited tenders for up to 10,000 EVs in the national capital region within the next six to eight months
- The potential for electric two-wheelers sale in India is massive, given that more than 17 million two-wheelers are sold annually in the country
- With the 'Safe Cities' concept, the demand for electronic security systems is on the rise. These include CCTV cameras at every traffic junction and inside buses & metro rail.



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# Motorsport

NEWS // OPINIONS // MOTOGP // WRC

## TVS' Dakar sneak peek

We get to see Sherco-TVS' Dakar beast, and get some riding lessons too.



### F1 Column

How do you solve a problem like Ferrari?

### MotoGP

Marc Marquez has proved that he is not human.

### JK Racing

Season number 20 concludes at the BIC.





*Vinayak is curious to see just how involved with Indian rallying Toyota gets...*

Indian rallying has had it rough of late. Extremely short special stage distances and cancellations this year on account of weather are problems that have been sprinkled on top of poor manufacturer participation and trouble with promoting the Indian National Rally Championship.

Mahindra and Volkswagen have, so far been the only manufacturers to have committed to rallying in India but news of Toyota's participation is definitely welcome. They have had history with competing in India but only through a one-make touring car series with the double aim of being an entry point for racing as well as promoting their Etios saloon.

Now while the Etios and the derivative hatchback the Etios Liva have not been runaway sales successes, their presence in the Indian market is still noticeable. Toyota has made improvements to both models since they were introduced but they still don't register at the top of potential car buyers' minds. Participation in rallying could have some effect on that as it would be a good advertisement to the sturdiness of a car, provided it finishes and places well in the overall classification.

And while the cars entered in the INRC

will be heavily modified and tested by one of the best tuning companies in the business – Red Rooster Racing – there will still be enough of the car remaining for Toyota to be able to advertise the Liva as a tough and capable performer.

By the time you read this, two Etios Livas would have competed in the India Rally in Chikmagalur, provided Toyota India felt confident enough to enter the cars after testing and recce.

I guess ultimately my hope of Toyota's participation is that they don't have cold feet and at least commit to a customer rally program the way Volkswagen has done. Motorsport is often a symbiotic relationship between the championship and the manufacturer. Both benefit from each other and while motorsport remains on the fringes of the Indian consciousness for the most part, there is still enough of a following by enthusiasts to make it relevant to a manufacturer's image.

Not to mention any mention of their participation in a particular championship in the general media at least merits some level of recognition by the average media consumer. So far there have been reports that Toyota plans to start a one-make

rallying series, which is a bit of a headscratcher. Why not go all in and compete against other brands instead of just competing with yourself with no one to challenge you?

That is essentially the problem in four-wheel cross-country rallying at the moment. Maruti's approach to competition has turned events like the Raid de Himalaya and Desert Storm into essentially one-make affairs.

Eventually one would like to see such competitive spirit spill over into touring car racing too, but that is a long way down the road, to be honest. For now I am happy to see a major manufacturer join two others in a championship that is best suited to the Indian motorsport scene. Natural terrain, penetration into both urban and rural areas and of course, lots of potential for drama. Drama on the stages that is, as I am not a big fan of the drama caused by infighting and politics.

Hopefully there will be positives that will come out of Chikmagalur for you to read about in next month's issue. For now, as always is the case with motorsport in India, one day and one event at a time. Fingers crossed. **OK**



## RFC India champion set for Global Series Finale in Malaysia



**F**ollowing an overall second position in this year's Rain Forest Challenge India in Goa, veteran rallyist Jagat Nanjappa and co-driver Chetan Changappa were able to secure a participation berth for the Rain Forest Challenge Global Series Finale in Malaysia. By the time you read this, the duo would have already commenced participation in the event that will have run from late November to early December. "I went to watch the RFC Malaysia event in 2011 and was amazed by the level of vehicular modifications and equipment," said Nanjappa. "After 37 years of racing in India, this is my maiden opportunity to go abroad and compete. I want to put every bit of effort in it and win it for my country. To prepare for the challenges ahead, Chetan and I have adopted a tougher fitness regime, as the competition is going to last for 10 days which is a bit longer than its Indian version."

## Mahindra bows out of the Moto 3 World Championship

**T**he final round of the 2017 Moto3 World Championship marked Mahindra Racing's withdrawal from the series. Mahindra entered MotoGP in 2011 to further develop its expertise in two-wheels and increase global brand recognition. The dawn of the four-stroke Moto3 era saw Mahindra Racing as one of only three manufacturers to develop and supply their own chassis and engine in the form of the Mahindra MGP30. Success came quickly with Miguel Oliveira taking Mahindra Racing's first pole of the four-stroke Moto3 category at the TT Circuit Assen in 2013, followed by a debut podium at the Malaysian GP the same year. In 2014 Miguel Oliveira and Brad Binder claimed three podiums between them. But Mahindra Racing's best season came in 2016. Italian Francesco 'Pecco' Bagnaia achieved the Mahindra MGP30's debut victory in a thrilling race at the legendary TT Circuit Assen for the Mahindra Aspar Team, making Mahindra Racing the first and only Indian manufacturer to win a Grand Prix race.



## Technicality costs Alva creditable finish at Rotax finals



**R**uhaan Alva, the 11-year old schoolboy from Bengaluru and representing the Birel Art India team, marked his debut in the World Rotax Max Challenge Grand Finals with a creditable 12th place finish in the Micro Max category out of 34 starters, only to be disqualified on a technicality. Ruhaan, supported by Play Factory and Sona Miller, was disqualified for being underweight by a mere 100 grams during the mandatory post-race weigh-in. As per regulations, the kart along with the driver in full racing gear, including the helmet, should weigh 110 Kgs, but Ruhaan tipped the scales at 109.9 Kgs. The Grand Finals saw 360 karters from 59 countries competing in various age-group categories, and Ruhaan came through a week-long competition that saw four rounds of free practice, three qualifying heats, the Pre-Final and the Final with a consistent performance which won him much high acclaim.



## Toyota takes the plunge into Indian rallying

**J**apanese manufacturer Toyota has a fabled history of participation in the World Rally Championship and made their return to rallying's top flight this year. They even have a history of taking part in motorsport in India with their one-make Etios Motor Racing series that last ran in 2014. But it has been confirmed that they will throw their hat into the ring and put their reputation on the line by participating

in the FMSCI Indian National Rally Championship starting from this year. By the time you read this, they would have already competed in the India Rally at Chikmagalur, which is playing host to both the INRC as well as the FIA Asia-Pacific Rally Championship. Toyota's participation is welcome as it will give motorsport fans a chance to see them take on Volkswagen who already compete in it.





*Joe shines a light on Ferrari's inequitable position in F1 – and thinks they'd be better off not drawing attention to their unfair financial advantage in the sport.*

**T**his year, in Formula 1, Ferrari did pretty well at the racetrack. The car was probably better overall than the Mercedes – less difficult to tune to the troublesome Pirelli tyres, but Lewis Hamilton and Mercedes still came through to win both titles (drivers and constructors). In part, this was due to the relatively poor performances of Kimi Raikkonen, who rarely came close to Sebastian Vettel – apart from the odd quick lap in qualifying. In part, Ferrari's failure was due to mechanical trouble, which caused Vettel to retire in Japan and to start from the back in Malaysia, but probably the biggest cause of lost points this year was Vettel's own behaviour – his petulant behaviour in Baku, which cost him a victory, the collision with Raikkonen and Max Verstappen at the start in Singapore and the first lap dramas in Mexico, where he was too aggressive. After a poor 2016 season Ferrari, under the technical leadership of Switzerland's Mattia Binotto, did a good job closing the gap to Mercedes.

Off the track, however, Ferrari did less well. The new chairman, Sergio Marchionne, who clearly calls the shots at Maranello, threatened to pull Ferrari out of the sport if the new commercial rights owners, Liberty Media, brings in new rules that disadvantage Ferrari.

"I think you need to be absolutely clear that unless we find a set of circumstances, the results of which are beneficial to the maintenance of the brand in the marketplace, and to the strengthening of the unique position for Ferrari, Ferrari will not play," Marchionne said.

The F1 community was not really impressed by this. Ferrari has raced in F1 since 1950, but long service should not really qualify the team for the huge amounts of extra money that the team is paid each year. It enjoys a massive unfair advantage, being given five percent of F1 revenues, before it gets any prize money. That's about \$90 million. In addition, because it's able to stay in the top three in terms of winners of races in the last four

seasons, it's eligible to the Constructor Champions' Bonus (CCB) scheme. At the end of 2017, the top teams – in terms of wins over the four previous seasons (2013, 2014, 2015 and 2016) – are as follows: Mercedes 54 wins, Red Bull 18 wins and Ferrari 5 wins. The only other winning team was Lotus, with one victory at the start of 2013. The CCB does not take into account the number of wins, just the position in the hierarchy and so Mercedes got \$37 million, Red Bull \$33 million and Ferrari \$30 million. Thus, before its actual prize money, which is usually around \$100 million, Ferrari gets \$120 million from the Formula 1 group. This means it gets about three times more than a midfield team. In addition, of course, Ferrari has big sponsorship because of who it is. Plus, it also sells far more merchandising than anyone else and so it's fair to say that Ferrari probably runs its entire F1 programme for free each year – and maybe even makes a profit from going racing. One can understand why Ferrari wants to keep



## **Ferrari has raced in F1 since 1950, but long service should not really qualify the team for the huge amounts of extra money that the team is paid each year**

things as they are, because F1 is the company's only advertising. One can also understand why it is that everyone else in F1 thinks it's unfair.

This served Bernie Ecclestone's purposes when he was in charge of the commercial side of the sport, because it meant that Ferrari was always on his side and the teams were divided and thus could be conquered. Today, Formula 1 is on the NASDAQ Stock Exchange in New York and it must follow rules that were previously not relevant. And it cannot be seen to be favouring one competitor over another. It's simply not good governance. It's clear that Liberty does not want to lose Ferrari, but, at the same time, they also understand that continuing to have rules that favour the current big teams will mean it's less likely that other brands will join the sport – and that makes it harder to grow the business, particularly if all the teams are constantly

quibbling with one another. They want the teams to pull together and work for the greater good.

Ferrari's approach, while on the surface understandable, makes no sense at all. By threatening to quit Formula 1, it risks drawing attention to the currently unfair arrangement. If people begin to understand that Ferrari had such advantages, they may begin to understand that the team is not quite as attractive as it appears. Ferrari says that its brand "symbolizes Italian luxury, exclusivity, performance, design and quality" and is "a legend built on decades of sporting successes and the inimitable style of our cars – a source of inspiration for millions of enthusiasts."

The truth is that Ferrari is all about success, or the aspiration for success. When people become rich they buy a Ferrari to advertise their wealth. Just like buying a watch because it costs \$1 million,

this is not about engineering. It's about showing off. If fans begin to understand that Ferrari has an unfair advantage, and despite all the extra cash has not won a World Championship in 10 years, the brand could be damaged.

The other important point is that Ferrari has nowhere to go if it does leave Formula 1. It'll need to find a new way to advertise its cars and there aren't many options to match the market penetration that Formula 1 enjoys. And that means spending money that shareholders don't want to do. Ferrari is unlikely to find a race series that will pay for most of its costs – as F1 does. Indycar and Formula E will not do so and, in any case, they require teams to use a standard chassis – which is not part of the Ferrari ethos. There is the World Endurance Championship, where it races GTs, but it would need to fund an LMP1 programme if it wants to make more of an impact. And even if it does that it would need to advertise its victories.

In other words, Ferrari has no real choice but to go racing on a fair basis – painful though that might be! **OK**

*Joe Saward has been covering Formula 1 full-time for 29 years. He has not missed a race since 1988.*







# THE BIG SIX

Marc Marquez grabbed his fourth premier class title at Valencia, but it wasn't quite the smooth sailing that everyone was expecting. It was a raggedy edge Marquez-style climax.

words: SHIVANK BHATT // photography: MICHELIN







**I**magine a scenario like this – you're leading the MotoGP championship with a 21 point advantage over your arch rival going into the final race of the season. All you need to do is just stay on the bike and finish in the top-12 so as to bag the world title. For any top-level MotoGP racer, it'd be a straightforward affair, really. But then, Marc Marquez is not just your run-of-the-mill racer. He's one of a kind. So, when you ask Marquez to keep things simple, odds are that they may go awry. And at Valencia – which was touted to be the final showdown of the 2017 MotoGP season – Marquez did exactly that. Taking unnecessary risks and making things difficult for himself that is...

After winning the Malaysian Grand Prix, Andrea Dovizioso and Ducati's championship hopes lived on till the season finale in Valencia, Spain. But despite Dovizioso showing a great form throughout the year, everybody and their grandma knew it for a fact that he had a mountain to climb in the final round. To grab his first ever premier class title, Dovizioso needed to win the race as the bare minimum. And if that was done, then he had to pray and hope that Marquez finishes outside of top twelve or have a DNF in the race.

Both the scenarios looked improbable for Dovizioso from the beginning of the race weekend. With Marquez grabbing pole position for the final round, the Spaniard looked unbeatable. Not to mention, Dovizioso finishing ninth in the

qualifying session only made it all the more difficult for the Ducati rider. Another problem was that there were one too many fast riders in between Dovizioso and Marquez – especially, Zarco, who looked well on pace to take his maiden win, Dani Pedrosa, who holds quite some records at Valencia and Dovizioso's own teammate, Jorge Lorenzo, who loves this track as well. As expected, all three did exactly that - deny Dovizioso a win.

As soon as the lights went out, Pedrosa had a cracking start from fifth behind the front row runners. By the first corner, he was up to second behind pole-man Marquez. He seemed to be doing the perfect job of a wingman for his teammate for a couple of laps. However, Zarco could sniff his first MotoGP win with Marquez and Pedrosa riding cautiously at the front. The Frenchman took full advantage of the situation and overtook Pedrosa first and then lined-up Marquez for a fight. Marquez, however, wasn't in a mood to pick a duel with Zarco so he let him slip by. With Pedrosa sitting behind in third and Zarco going all out for the win, all Marquez had to do was stay in second and complete the race. And that looked very easy at that point.

What about Dovizioso? Well, the Italian made an impressive start, too, and was up to fifth. However, he faced a big roadblock before he could try and challenge the front three. And the hurdle for him was, surprisingly, his own teammate.



### **Mapping 8 doesn't work...**

Lorenzo was running fourth and held Dovizioso for much of the race. Or, so it seemed. While both the riders had more or less the same pace, Dovizioso couldn't find a way past his teammate. Sure, the tight layout of the Valencia circuit didn't help the case, but even Lorenzo showed no mercy for his teammate, which was quite baffling to see. With Lorenzo not letting Dovizioso through, it prompted Ducati to send a coded message to the Spaniard on his dashboard – *Suggested Mapping 8*. Just like in Sepang, Mapping 8 meant that he needed to get out of Dovizioso's way in all probability. Lorenzo, however, didn't oblige. Eventually, the team put the message across on Lorenzo's pit board to make it clear. It read '-1', meaning drop back a place and let your teammate through. Lorenzo ignored that as well.





Lorenzo's strange behaviour surely didn't win him any fans for sure. Not letting Dovizioso through meant that Lorenzo wasn't allowing Dovizioso to have a last fighting chance for the title win. If Lorenzo had allowed Dovizioso through, maybe he could have had challenged the front-runners for a win and forced Marquez to make a mistake?

### **Marquez being Marquez, until the very end...**

With Dovizioso struggling behind his teammate, Marquez was still comfortable in second place. However, Marquez being Marquez, he couldn't resist the idea of a win. With just 8 laps to go, Marquez knew he had the measure of Zarco and decided to take the lead from the Frenchman. And while he did take the lead back comfortably, he nearly ruined it for himself moments later. The Spaniard ran too hot at Turn 1, lost the front end, picked the bike up on his knee, ran straight out to the gravel trap and somehow managed to stay on the bike and not crash! Seeing the replay of the save, you could tell that only Marquez could have held it together...

With Marquez running out and losing three places, it was an opportunity for Dovizioso to



up his game. But, it seemed he didn't have the pace to even keep up with his teammate, which he also confirmed after the race. Lorenzo, meanwhile, started building a gap and was closing in on Pedrosa. But his charge wasn't going to last long. In his pursuit to chase the front-runners, Lorenzo went overboard and crashed with six laps to go. More shockingly, though, Dovizioso followed suit and crashed as well, meaning he handed over the championship trophy to Marquez on a platter.

Post the race, Dovizioso said that he was running 'over the limit' from the very first lap and knew he couldn't challenge for a win. He also said that he didn't feel like he was being held up by Lorenzo since both of them were riding over 100 per cent. Now whether it's diplomatic talk or not, there's no denying that Dovizioso was struggling in the race and his race pace was no match for Zarco or Pedrosa. And as debatable as it is, perhaps, he's right in saying that he couldn't have gone any faster than Lorenzo even if he was let through.

With both the Ducatis ending up in gravel, Marquez had his fourth premier class title in the bag before even finishing the race. Up at the front, though, the battle for the final

race win was hotting up between Zarco and Pedrosa – both the riders fighting tooth and nail in the last two laps. In the final lap, Pedrosa got the better of Zarco, made a block pass at Turn 1, and checked out to take his second win of the season. Zarco took another impressive podium finish while Marquez cruised to the podium in third along with the world title.

After being crowned the 2017 MotoGP world champion, Marquez has become the youngest ever rider to win four premier class world titles – his total WC tally stands at six titles with one each in Moto3 and Moto2 classes. In his current form, the Spaniard is surely going to wrap up a couple more world titles. In fact, you can even call him one of the absolute greats of all time. Even with the world title at stake, he damn nearly binned his bike while trying to go for a win even when it was not needed at all. Mark of a true fighter, isn't it?

Next year, though, defending the world title could be a little more difficult for Marquez. Dovizioso and Ducati may have lost the championship this year but they'll definitely come back stronger in 2018. They know they now have the package that's capable of winning races. Also, with Lorenzo improving on each outing with his Desmosedici, he'll be more competitive next year for sure. And so will the rookie of the year, Johann Zarco. At the same time, factory Yamaha won't sit idle and the Movistar team will ensure that they come back in title hunt next year with Maverick Vinales and Valentino Rossi on board. Now, all we can hope is that 2018 turns out to be a cracker of a season just like this year. And given the history of the sport, we all know that MotoGP never disappoints! **OK**





# PACK RACING

*The Gixxer Cup finale saw a lot of tight racing and chasing at the Buddh International Circuit.*

words & photography: VINAYAK PANDE

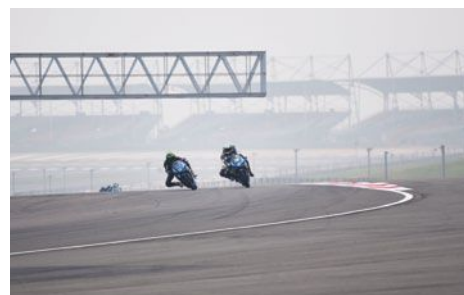
**J**oseph Matthew of Coimbatore warded-off a spirited challenge from the defending champion Sachin Chaudhary, of Ahmedabad, to clinch the 2017 Suzuki Gixxer Cup Championship. For the final round of this year's Suzuki Gixxer Cup championship, the added incentive for the racers was an opportunity to test their mettle against the continent's best racers on the common grid for two races with the participants of Asia Cup of Road Racing. India's Sai Rahil Pillarisetty took the top spot in both the races. Pillarisetty, however, had to dig deep to hold on to his top spot in the second race as Japan's Miu Nakahara ran him close, finishing just 0.19 seconds adrift.

In the Suzuki Gixxer Cup, having entered the Round 4 with 56 out of a possible 60 points in the previous 3 rounds, Matthew reaped dividends of his previously consistent performances to stake claim to this year's championship. Despite Chaudhary winning both the races at the Buddh International Circuit and collecting a 20-point haul, the 8-points earned by Joseph in Race 1 from a second-place finish gave him enough of a buffer to claim the title.



Chaudhary had earlier won the first race ahead of Matthew by 0.321 seconds. Such close margins were par for the course in the Gixxer Cup races throughout the weekend, even when one rider made a break from the chasing pack. It led to the closest racing of the weekend where up to four riders challenged for the lead at times. And the midfield was one enormous swarm of up to eight riders, at times, who duked it out for a place in the top five.

As compared to the tight confines of the Kari Motor Speedway at Coimbatore, the Buddh International Circuit gave the riders a lot more width, long straights and fast corners with which to follow each other in close quarters. In other words, a



lot of slipstreaming fun that kept everyone entertained.

In the Asia Cup Road Racing, racers are exposed to different environments, as they compete on unfamiliar tracks in the unfamiliar country on bikes they have never ridden before. The races are conducted in two-person teams where they pair-up with riders they normally battle within their national championships. Besides enabling them to test themselves against leading riders in other Asian countries the championship also provides the perfect grooming ground to prepare for their future international careers as they have to adapt to new languages, food and weather conditions while dealing with new racing challenges. **GOX**



# TRUE GRIT



*With Aravind KP back at the helm, TVS Racing seems pretty excited for the next edition of the Dakar Rally. So much so that they even let us ride their race-winning motocross machinery.*

words: SHIVANK BHATT // photography: TVS

**T**he road to Dakar is not easy. And once you've made it there, it only gets all the more difficult. Don't believe me? Ask our man, Aravind KP, that. After representing TVS Racing for nearly a decade in dirt racing, rallies and motocross events, Aravind got his first shot at Dakar in 2017 when Sherco TVS Factory team put him on-board for what's the most gruelling rally-raid in the world. It wasn't a fluke or luck

playing in his favour. With 15 national championships under his belt back then (now it stands at 16), Aravind was the obvious choice to represent TVS and India at Dakar.

An Indian manufacturer fielding an Indian rider – call it a dream start for KP, if you will. However, things didn't go to plan on Aravind's first outing at Dakar. That's because he broke one too many bones after two back-to-back crashes and retired unceremoniously on the fourth day

of the rally-raid. It was far from a debut that he or TVS had imagined. But it was a debut, nonetheless. And however bad it was, Aravind had made it to Dakar against all the odds.

In just over a month's time, the 40th Edition of the Dakar Rally will kick-off. Everything remains unchanged – the rally will be as perilous as ever, covering over 9,000 kilometres through Peru, Bolivia and Argentina in a span of 15 days. The Sherco TVS' riders are still the same –



### Sherco TVS RTR 450

**Engine:** 449cc / 4-Stroke / Single-cylinder / 4 Valve / Liquid Cooled

**Transmission:** 6-Speed Sequential Gearbox

**Power:** 70bhp (approx.)

**Chassis:** Half Perimeter Frame  
Chrome-Molybdenum

**Weight:** 135kg



Joan Pedrero, Adrien Metge and our very own Aravind KP. What has changed, as KP tells us, is his approach this year. He thinks he's much better prepared for his second outing – both mentally and physically. You see, he's not a Dakar rookie anymore.

While Aravind is all pumped for the 2018 Dakar, his team is even more confident of him as well as his other two teammates performing well next year. Sherco TVS aims at finishing in the top 10 at 2018 Dakar. A tall order, indeed, but then, it's not impossible, especially when you look at their riders' performance this year. At the PanAfrica rally, Pedrero was victorious while Metge was second. Aravind KP was in top 15 as well as he crossed the finish line in 12th. At Merzouga, Pedrero was again in the top five while Aravind was 27th. Adrien finished quite low in 53rd position, but that was because of a technical glitch. All told, the Sherco TVS team looks well prepared for the next edition of Dakar than ever before.

The riders sure play a vital role, but so does the machine. And piloting a monster like the Sherco TVS RTR 450 (check out its specification in the box above) – while also going through a road-book for navigation – is not an easy task. Actually, as you'll read in the next two pages, riding on the dirt isn't for everyone, let one participating in a rally raid.



### Catching Air

First gear. Approaching a blind crest. I whack the throttle open. I make it to the other side, albeit a bit dramatically. I must have been airborne for probably a second or two, but it felt like as if I had just been launched into the orbit and was now falling into a black hole. I could already count the number of bones I was going to break upon landing. I knew I'd overcooked this one badly and there was no way I was going to go back home in one piece. Saying I was scared stiff at that moment would be a gross understatement.

After what seemed like a decade, or maybe two, in the air, I finally landed back on mother earth. Hands firmly on the handlebar and heart in my mouth. Bang! And there was no drama. What the heck? Why haven't I crashed? From what I can tell, the front wheel was dug deep into the dirt and the fork was fully compressed to its maximum 300mm travel. But why didn't it rebound at the same rate? In fact, why's there no rebound at all? How can this thing just land flat without dislocating my shoulder or throwing me off the saddle? I'd love to give full credit to my skills for that, but then I'd be fooling myself. You see, I wasn't riding just any other motorcycle on this occasion – it was the multiple supercross/motocross championship winning RTR 450 FX after all.

The reason I was able to scare myself silly with the aforementioned and quite mad dirtbike is that TVS organized a Riding Workshop for a few of us lucky auto journos at the company's motocross track at Anekal, near Bangalore. And because TVS knew that most of us were a bit too excited for this experience, they also had all of the three Sherco TVS riders to stop us from going all out.

On my first outing, I took the RTR 450 FX while Aravind led our pack and showed the track to us. At first, I thought I should have had gone for the softer and more friendly RTR 200, however, within a lap, I knew the RTR 450 was the right tool for the job. The engine has so much grunt everywhere on the rev-range that as soon as you twist the throttle it darts ahead like a rabid cat. It only weighs 120 kilos and uses a perimeter frame, meaning you feel no weight between your legs. And







what really, really makes it a hoot to ride is its WP Suspension (same as the Dakar-spec bike) and those knobby tires. You open the throttle, feel the rear wheel stepping out and then feed some more power and get it back straight on. If you're an average rider like me – I am not being modest, really – I bet you'll be sweating bullets riding a motorcycle in that manner. But, with the RTR 450 it just felt so under control.

After doing three laps with RTR 450, I jumped on the RTR 200. There was less power, the tyres weren't meant for hardcore

off-roading and the front-end was too light for my liking. In fact, in one of the laps, I crashed as well. However, once I got the hang of the bike, it felt more nimble and easy to manoeuvre. It's a great learning tool, to be honest. I mean, I'd have loved to fool around the track on the RTR 450 all day long, but as Aravind pointed out to me and most of the other riders, riding on a loose surface is a different ball game altogether and it requires a different technique for steering, braking and body-positioning. And in that regard, we all lagged far behind. I don't know where

others stand, but I need a LOT of practice to look half as comfortable or good while riding a dirt-bike. Period.

That said, the idea behind making us lot ride these bikes wasn't to make us better off-road riders. Instead, it was done to give us an idea of the level at which these riders are racing. And I, for one, have come back convinced that they belong to some other breed. I mean, if a two-second jump can scare me to death, I can only imagine how it'd feel to do that over and over again for 9,000 kilometres. Let's just leave this to professionals, I say... **AX**





# HARD EARNED FIVER

*Sebastien Ogier was clearly made to work for his fifth consecutive WRC title, and one hopes he doesn't call it quits just yet.*

photography: RED BULL CONTENT POOL & MICHELIN

**Y**ou can dismiss Sebastien Ogier's fifth consecutive FIA World Rally Championship title win as a foregone conclusion if you switched off from the WRC on account of his dominance with Volkswagen. However, it really was a tough fight despite the 24-point winning margin the Frenchman had over Belgium's Thierry Neuville.

With Volkswagen gone and Ogier battling Hyundai, Toyota and Citroen's best efforts with M-Sport Ford, a closer battle was

expected and we did get it at many points in the season. In fact, it could be said that had it not been for his consistency – rather than outright pace – the title could well have gone to Hyundai's Neuville.

Ogier finished 12 of the season's 13 rallies and was never classified outside the top five. His two wins and nine podium finishes were enough in a year when he didn't win the most number of rallies. That honour went to Neuville who finished the season with a win in Wales Rally GB, his fourth victory of the year. And while

Neuville had just one podium finish less than Ogier for the season, he recorded three non-points scoring finishes as well as a non-finish.

The bespectacled Belgian will look back to the opening rally of the season in Monte Carlo where a driving error led to a crash, resulting in heavy damage to his i20 WRC's rear-left suspension. Neuville could only recover to 15th place. He was on course for a win when it happened, so factor in the 25 points he would have scored, plus power stage points and the seven fewer points





Ogier would have scored and you would be looking at a WRC drivers' title for Neuville.

Of course, motorsport is littered with what-ifs and what-could-have-been tales. So ultimately the credit has to go to Ogier. The Frenchman didn't just have to fend off Neuville, but at one point his own teammate. The very rapid Estonian Ott Tänak has come into his own as a WRC star and his two wins and seven podium finishes had him looking like a genuine contender as the season headed to its final three rallies.

But the points gap and Ogier's consistency kept his hands off the title as the Frenchman joined an elite club of two WRC drivers. Only he and the rallying's former dominant force Sebastian Loeb have won five or more drivers' championships. Loeb, of course, is miles ahead of anyone with nine (yes, nine, that too in succession) titles and 76 wins from the 169 rallies he contested in. At the age of 34, Ogier is unlikely to match that record but his 40 wins from 123 rallies still puts him well clear of anyone else other than Loeb. His fifth title sees him break away from Flying Finns Tommi Mäkinen and Juha Kankkunen, who have four titles apiece.

Without belittling his accomplishments, however, it can be said that this was the first time that Ogier was truly made to work for a title win. He didn't have the vast car superiority over drivers from different teams that he did when Volkswagen were conquering the WRC. Neither did he ever have a teammate as hungry and fast as Tänak before. Having conquered the rallying world like this yet again makes one wonder if he will remain in the WRC for much longer.

If his and Ford's rivals can run them this close again, then I am sure fans will wish he does. **OX**





# DOUBLE DELIGHT

*Anindith Reddy wrapped up a perfect 2017 season at the final round of the JK Tyre National Racing Championship.*

words: VINAYAK PANDE // photography: VINAYAK PANDE & JK TYRE



**A**nindith Reddy Konda won all four races at the season finale of the Euro JK 17 series at the Buddh International Circuit near Greater Noida to seal his second consecutive title in the category.

After winning the title last year, also by sweeping the final round, Reddy has dominated the domestic single seat scene by winning both the MRF F1600 and the Euro JK 17 crown this year.

Trailing Reddy in the final championship classification was Vishnu Prasad, who had started the season by sweeping the opening round at the Kari Motor Speedway in Coimbatore. Prasad was visibly unhappy at his performances in the final round, which ultimately led to him finishing 27 points behind Reddy.





Just eight points behind him was Nayan Chatterjee.

Chatterjee ran Prasad - who had returned to JK Tyre's top racing category after not competing in 2016 - close in many races but was largely unable to make an impression on Reddy.

Chatterjee did, however, start the third race of the weekend (the first race today) ahead of Reddy and had a brief battle with him before the defending champion took the win to seal the title with one race to spare.

The two races on Saturday saw Prasad try to best Reddy but the defending champion won comfortably by a margin of around 4.5 seconds.

By his own admission, Prasad, who had returned in fine style at the beginning of the season, had a pretty terrible outing.

The 24-year-old's career has been somewhat in limbo since he missed out on taking part in the now discontinued Volkswagen Scirocco R Cup.

Meco Motorsport has kept him busy with campaigns in karting, LGB F4 and FB02/Euro JK series but efforts to raise sponsorship to try his hand at racing outside the country have not borne fruit as yet.

### ***A Learning Year***

Perhaps we will see Prasad race again next season, which would at least allow observers to gauge the progress of Mira Erda. The 17-year-old got her feet wet this year with the Euro JK17 car that is a monumental step up from the LGB cars she was driving earlier.

Ideally, of course, Erda would have

gone from Rotax karting straight to Euro JK but currently India's first step in formula racing is a racing category that doesn't seem to do much for the development of a drivers' skills.

The LGB cars seem stuck in a different era all together and efforts to have a proper upgrade have so far been stalled due to reasons related to cost. JK Tyre is mindful of its role as the OEM whose efforts in racing are based around allowing drivers to get their feet in the door.

With high costs in the Rotax karting series and the Euro JK cars being expensive to race too (unless a driver gets a paid drive) the LGB class is often the only option to get a start in racing unless one goes the touring car racing route.

Thankfully, this is not a problem that Erda has to worry about anymore. And she can now just focus on her continued development as a racing driver through driving in Euro JK and other testing and physical training. Perhaps more than this season, 2018 will bring added scrutiny to Erda's performance and one hopes that she progresses enough to make it to the top five in race classifications.

The question of who will fight for the title next year, however, is a trickier one. Reddy is almost certain to leverage his two years of success in domestic racing to participating in the MRF Challenge. Or at least he can try. It is never a guarantee, of course that he will get the drive, although he thoroughly deserves to. Not to mention it will give the MRF Challenge some much needed Indian participation.

But before we see what 2018 brings, the racers get a well-earned rest after a 16-race season. **CL**





# ROCKY FIRST RODEO

*Jehan Daruvala's first participation at Formula 3's blue riband event was a mixed bag, but definitely one to build on.*



**N**ineteen-year-old Jehan Daruvala had a mostly rough outing in his first Formula 3 Macau GP as the Indian had brushes and hits with the barriers around the unforgiving 6.120km, 19-turn Guia street circuit throughout the free practice sessions.

It compromised his tyre choices for qualifying and the qualifying and main races with the Mumbai native being stuck towards the end of the top 15 out of the 26-driver field of the best talent on offer at the F3 level.

However, chaos towards the end of the main race and his own overtaking prowess led to a top-ten-finish. Which, under the

circumstances, was not the worst possible result for Daruvala.

Of course, the focal point of the race was the last two laps. Dan Ticktum leap-frogged Daruvala's Carlin teammate Lando Norris, along with another driver to take third place on the penultimate lap of the 15-lap race. Then on the last lap, Ferdinand Hapsburg made two attempts to take the lead of the FIA Formula 3 World Cup from Sergio Sette Camara. The first was unsuccessful and then the second led to one of the most dramatic finishes to a motor race. Hapsburg's attempt on the outside of the last corner – a 90-degree right hander – was successful for a second or two, until both he and Camara went wide into the barrier.

Ticktum graciously picked up the win from Norris while Daruvala benefitted from Camara's retirement (Hapsburg limped across the finish line with three wheels on his car to take fourth). Daruvala's resulting tenth place was thus a result of his own efforts to make it through the field, a newer set of tyres than everyone else after getting hit early forced him to pit and then Hapsburg and Camara fortuitously heading

off into the barrier.

All in all, not an ideal Macau GP debut for the Indian, but something to build on should he choose to participate again. It is unclear, at the moment, whether Daruvala will do a repeat of the FIA Formula 3 European Championship or compete in the GP3 Series.

By the time you read this, Daruvala would have already taken part in the GP3 test in Abu Dhabi after the F1 season finale. The future path for India's brightest circuit racing talent should be a lot clearer after that. **ax**





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**J**ust last month I said goodbye to the trusted Tiago after using it for a year. Tata has now replaced it with its new compact sedan- Tigor. The Tigor from the front head-on does look identical to the Tiago, but the rest of the design feels youthful and fresh. In profile, the Tigor looks absolutely stunning - especially how the roof smoothly integrates into the tail section.

The Tigor comes with a long list of features like projector headlamps. Inadequate illumination was one of the

# ENTER THE TIGOR

words: RAVI VED



**TATA TIGOR**

major problems of the Tiago. Thanks to the reversing camera, parking is a lot more simpler, especially in a city like Mumbai.

Speaking about the reversing camera, it has been giving us a bit of trouble every now and then. Two weeks after getting the long term, the camera stopped displaying feed on the touchscreen infotainment unit. It would just show the sign 'please reverse carefully' along with the reversing grid. Weirdly,

without any check-ups the camera started functioning two days later.

Within a month's time, I have already clocked more than 2,000 kilometres. During this time it had given us an overall efficiency of around 15.2km/l. The Tigor is here with us to stay for a few months and I am hoping to take it for a long drive one of these weekends. Stay tuned for more reports in the months to come. **CX**

## LOGBOOK

**When it came:** October 2017  
**Current odo reading:** 6,663km  
**Mileage this month:** 2,326km  
**Fuel efficiency:** 15.1km/l  
**Faults:** Reverse camera stops functioning at times  
**What's good:** Design, features  
**What's not:** Reliability

# COLD WINTER STARTS

words: RAHUL KAPOOR



**MARUTI SUZUKI IGNIS**

**A**s winter arrives, and I head down to my basement to drive to work, my day begins with a cold start followed by a judder and hesitation from the automatic gearbox. But it is only the initial step which acts like a wake-up call as once you get going, the rest of the day isn't as eventful with the Ignis.

Though there is no feedback from the EPAS system, the Ignis' with its compact size is just perfect for the city and with its light steering it is very quick to change direction. The 1.2-litre engine, however, is extremely lively and free revving. But it is the AMT gearbox that acts as a leash. Once you get

the throttle modulation worked out, even if you plant your foot down, the Ignis isn't really that thirsty because the transmission is tuned to save as much fuel as possible. Having said that, it does upshift even when you don't want it to, which does get annoying. Driving in stop and go traffic, the gearbox works fairly well, but at high speeds on the highway, the gearbox takes a while to respond. The Ignis scores its points with its funky looks, peppery petrol motor and most importantly it is extremely fun to drive. I just wish it was the manual option though. **CX**

## LOGBOOK

**When it came:** February 2017  
**Current odo reading:** 11,226kms  
**Mileage this month:** 884kms  
**Fuel efficiency:** 17.8km/l  
**Faults:** None  
**What's good:** Peppy engine  
**What's not:** Judders after cold starts



# FUEL SIPPER

words: ARUP DAS



## LOGBOOK

When it came: October 2017  
Current odo reading: 24,199kms  
Mileage this month: 663kms  
Fuel efficiency: 20km/l  
Faults: None  
What's good: Spacious cabin, comfortable seats  
What's not: Audible engine noise, no armrest storage box.

### HONDA BR-V

A lot has been written about the Honda BR-V, some a bit harsh but hard truth, but we are happy to give it a warm welcome. Let's first address the elephant in the room. Yes, it's not the most attractive crossover in the market, but it's is one practical seven-seater vehicle. The BR-V is almost 4.5 metres in length, which translates into a spacious cabin. It also has one the most

comfortable seats in its class.

Initially, when the BR-V was launched last year, Honda deprived it from rear camera, parking sensors and a touchscreen infotainment system. Thankfully within four months, they addressed these issues. Unfortunately, our long-term isn't an upgraded version, but we promise not to crib about the old music system.

Powered by the 99bhp 1.5-litre diesel engine, the cabin can get a bit noisy. To give credit where credit is due, Honda has worked on cabin insulation and the WR-V is a prime example how less the engine noise is audible. Getting back to the BR-V, I drive around 80 kilometres a day negotiating usual city traffic, and to my surprise, it refused to return a mileage below 20km/l with the AC on. I'm looking forward to what other surprises it springs on us. **OX**

# THE COMPLETE CAR

words: JARED SOLOMON



### MARUTI SUZUKI DZIRE

As you can see in the picture, this month our long-term Dzire was replaced by another Dzire. For the past five months we were driving the diesel manual version, but now we've been given the petrol AMT variant. To be honest, I haven't been able to drive the Dzire all that much this month, but, every time I got to drive the car, its phenomenal ride

## LOGBOOK

When it came: June 2017  
Current odo reading: 3,570kms  
Mileage this month: 190kms  
Fuel efficiency: 16.8km/l  
Faults: None  
What's good: Comfort and ride quality in phenomenal  
What's not: Brakes, Jerky gearshifts

quality continues to amaze me. I had diesel variant earlier and its refinement levels were amazing, but now with the petrol it's even quieter than before. I wish the gearbox wasn't jerky when I drive spiritedly though.

That said, it doesn't matter what kind of road surface I am driving on, or the traffic conditions, because the ride is always super smooth.

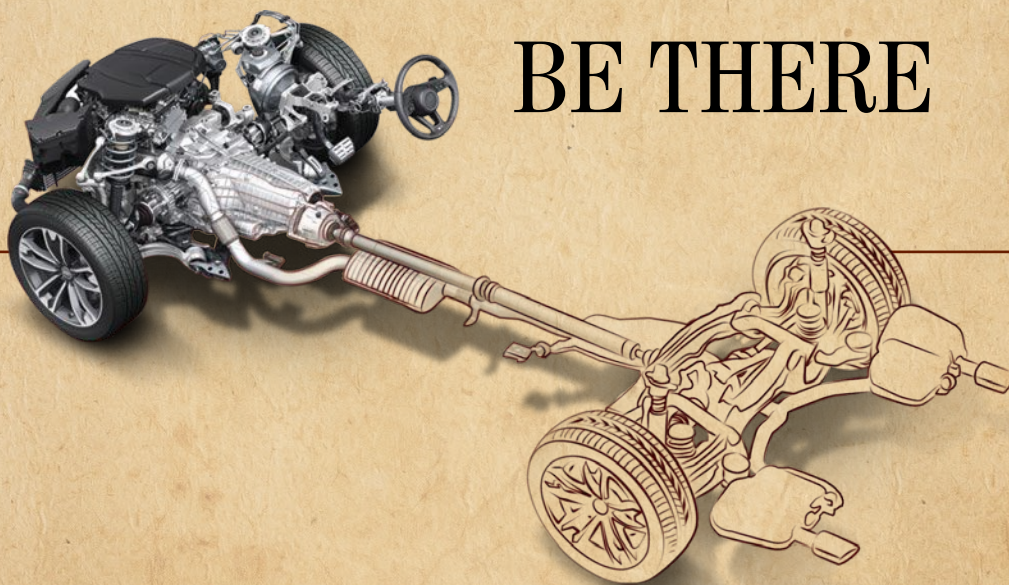
Even the handling continues to impress me. The Dzire serves its purpose to perfection. It's a fantastic city car, and it performs incredibly well on long trips too. The cabin is really comfortable, the air-conditioning works splendidly, and it's got plenty of new age features. The Dzire also looks great for such a practical car, which makes it the most complete sedan.

The only thing that I have a serious problem – even in this AMT version – is the brakes, because there have been a few occasions when hard braking was required and they didn't really do a good job. But, of course I was driving at high speeds. In normal driving conditions they do a decent job. **OX**



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## ANDROID KING RETURNS

The Pixel 2 is Google's second attempt to create Android's answer to Apple's iPhone. It may stick out like a sore thumb, in terms of design, but with a mini DSLR like camera, and offering the cleanest Android experience possible, we find out whether it out muscled the competition.



AT \$17.8M, PAUL NEWMAN'S ROLEX DAYTONA SETS AN AUCTION WORLD RECORD



5 SIMPLE TRICKS TO ACE PORTRAIT MODE ON THE GOOGLE PIXEL 2



TICKING ALL THE BOXES, HERE'S OUR IMPRESSION OF STEELBIRD'S OFF-ROAD HELMET



# SMASHING ALL RECORDS

*Easily one of the most iconic watches in the world, the Rolex Cosmograph Daytona already held its fair share of auction records. But this one was the heavyweight – and it set a record that's slated to stand for a very long time indeed.*

words: ISHAN RAGHAVA // photographs: ROLEX AND PHILLIPS AUCTIONS

It's a well-known fact among watch collectors and aficionados alike that one of the coolest watches on the planet is the Rolex Oyster Cosmograph Daytona.

Popularised over the decades by a man of many enviable talents – Oscar winning actor, race-car driver, race team owner and an exceptional philanthropist – Paul Newman, the Daytona gained cult status

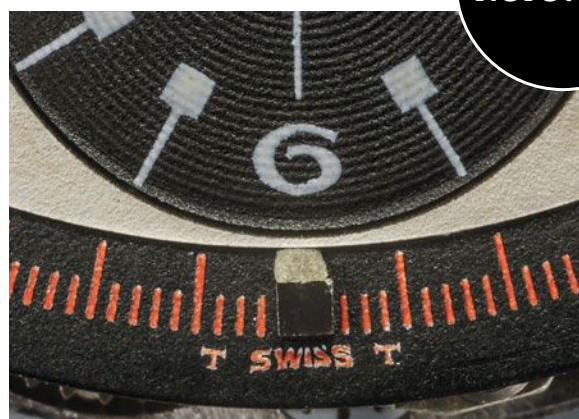
and is seen as *the* watch to have for collectors from around the world. This fact was further established earlier this year when the last famous Daytona went on the auction block – a gold version of the Newman Cosmograph Daytona, which sold for over \$3.7 million US dollars. And there was good reason for this valuation, as this particular piece was one of only three yellow gold

examples in the world.

The watch that was auctioned at a Phillip's auction in New York, however, was a simpler example of the Cosmograph Daytona – in steel, and with a black leather strap. The real provenance of the watch, then, was not which variant of the Daytona it was, but rather its ownership history. After all, this was the very watch that was owned







At \$17.7 million, Paul Newman's very own Rolex Oyster Cosmograph Daytona became the most expensive watch ever sold at public auction, when the hammer came down at a Phillips auction in New York City during the last week of October.

and worn by Paul Newman himself – so, expectations from the Phillips auctions was very high.

In fact, such was his fame that this particular Rolex model is commonly referred to as the 'Paul Newman Daytona,' and is regarded as one of the most collectible watches in the world. Legend has it that Newman appeared in an Italian magazine wearing this particular Daytona, and it caught the eye of collectors the world over. Before Paul Newman, the Daytona wasn't a very successful model for Rolex. But, as Paul Newman's personal watch – Reference 6239 – an 'Exotic' dial Daytona, with its cream dial and red markings, would go on to becoming one of the most coveted watches of all time.

Gifted to him by his wife, actress Joanne Woodward, as a wedding present, it's most likely that she bought it from Tiffany & Co. in New York. Evidence of this is the inventory number hand engraved behind the watch's left lug, and also the inscription 'DRIVE CAREFULLY ME' that she lovingly had engraved on the caseback – presumably resulting from her concern for his safety following a motorcycle accident in 1965, after which he required skin



grafting on his left hand.

But no one, perhaps, would have expected that the Newman Daytona would reach the heights that it did at auction. Finally, having been sold at a value of over \$17.7 million, this Paul Newman Oyster Daytona has not only become the most expensive Rolex ever sold, but also the most expensive

wristwatch ever sold at a public auction. No mean feat that, especially when you consider that when you look at the complication of the Daytona, it remains a relative lightweight in the luxury watchmaking world – being just a simple chronograph.

However, it once again goes to prove that it's not just the mechanical complexity of a watch that matters in its perceived value, but also its provenance. And, to be honest, given the benchmark that the Newman Daytona has set, we don't expect to see this record being broken any time soon. **OK**

***Such was the actor's fame that this particular model is commonly referred to as the 'Paul Newman Daytona'***



# World of Pixel

In October, Google introduced its 2017 flagship Pixel 2 and Pixel 2 XL smartphones that comes with a powerful camera that lets you interact with the world around you, all-day battery life, and an Assistant that understands you better and helps you get more done.

## **Pixel 2 vs Pixel 2 XL**

The major differences between the two phones lies in price, size, and screen technology. The Pixel 2 XL has a bigger 6-inch display and a higher resolution than the 5-inch Pixel 2. It also uses a plastic-OLED (POLED) display, while the Pixel 2 has a more traditional AMOLED screen. Here, we will take a closer look at the Pixel 2.

## **Design and display**

Well to be honest, at first look Pixel 2 does not look like a premium device that too worth ₹61,000 (starting price for 64GB variant). And, if we compare Pixel 2 to sleek bezels of the Galaxy Note 8 and iPhone 8, the Pixel 2 looks like a boring rectangular slab of brick. To push clear, loud sound Google has adopted the front facing speaker design. The glass shade on the back looks cleaner.

And while the design changes have made Pixel 2 thinner, leaving a void for bigger battery, killing off the headphone jack is rather more disappointing.

The removal of jack came as bad news for people who have nice wired headphones or earbuds they would like to use with Pixel 2, but Google killed that plan too. You can still listen to music via Pixel Buds or connect a pair of great headphones with an adaptor dongle (which comes included in the box).

The Pixel 2 is water and dust resistant to the IP67 standard and comes with important security features baked in. With monthly security updates from Google, your Pixel will always have the most advanced security precautions built in—no more worrying about updating or upgrading.

Some Pixel 2 XL users reported a screen

*The Pixel 2 offers Google's best camera and software.*

words: ANUJ SHARMA





# Similar to the Samsung Galaxy Note 8, the Pixel 2 now comes with an "Always On" lock screen that shows missed notifications and messages even when the screen is off

burn in issue wherein parts of images were not being actively displayed. From our experience screen burn-in does happen on some types of displays, but usually after the smartphone has gone some wear and tear. But, the fact that burn-in started happening early on a premium device was a bad omen. Google also issued a statement saying that the Pixel 2 XL's burn-in issue was "in line with that of other premium smartphones and should not affect the normal, day-to-day user experience". However, we did not see any such trace of screen burn-in on the Pixel 2.

Google has also promised to deliver timely software updates to help stabilise the device against burn-in and extended both the Pixel 2 and Pixel 2 XL's warranty to two years.

Google has also changed the way you work with notifications and home screen. Similar to Galaxy Note 8, the Pixel 2 now comes with an "Always On" lock screen that shows missed notifications and messages when the screen is off.

## Use Google Assistant like Shazam to identify songs

From past few years, we all have been using Shazam to identify which song is playing at cafes. But, now you can get the same experience right in Pixel 2. The company has introduced a new music lookup feature to Google Assistant which automatically displays information about song playing near you. If you do not like the automatic music detection feature, you can disable it in the settings menu.

Apart from Shazam like passive ability, Google Assistant is now more powerful than ever and makes many other tasks – from sending a text or making a call, to finding an answer faster, easier and hands-free.

Google has also borrowed HTC's squeezable design and now with Pixel 2, you can access your Google Assistant with a new feature called Active Edge. Just give the phone a quick squeeze – even when it's

in a case – and ask the Assistant for what you need. However, I hardly use the squeeze feature.

## Camera

Another USP of the device is its 12.2-megapixel camera that captures fantastic photos. Pixel 2 excelled in indoor, outdoor and low-light shots capturing natural colours and significant amount of depth. Images are cleaner, sharper and with less noise than the Galaxy Note 8 and OnePlus 5. The hues of green, orange, blue were captured beautifully even in the night.

And while most of the flagship smartphone use dual camera set up at the back to produce portrait mode photos, Pixel 2 produces artistic blur with just one lens. The phone uses computational photography combined with depth mapping sensor to create depth-of-field effect, commonly known as bokeh.

If we compare the Pixel 2 bokeh images with that of Galaxy Note 8, the Pixel 2 portrait mode images are not as refined as the Note 8's. However, Pixel 2 bokeh's are usable and the way camera's algorithm mixes foreground and background is fantastic. The bokeh images can also be created with the front-facing camera but works only with faces.

Google has also widened the camera's aperture from f2.0 to f1.8 that allows for more light to come in, helping in more detailed low-light photography. The HDR+ mode comes in handy where there is bright light in the background and you need a photo with properly capturing multiple exposures without over shadowing each other.

Further, Google has added optical image stabilisation (OIS) on the rear camera atop gyro-based electronic image stabilisation to make up for less shaky photos and videos. I tested the OIS while walking down a street and was impressed by how smoothly it functioned.

Google has said the camera will keep getting better over time and coming soon and exclusive to Pixel, users will be able to play with Augmented Reality (AR) Stickers, add playful emojis and virtual characters to your photos and videos and set the scene for your very own stories.

Pixel 2 owners also get an exclusive preview of Google Lens—a new set of visual smarts that help you learn more about the world around you and get things done. Lens builds on Google's advancements in computer vision and ML, combined with Knowledge Graph which underpins Google Search.

## Processor and battery

Armed with a fast Snapdragon 835 processor, the real-life usage was smooth and speedy, launching apps in an instant and Pixel 2 was also quick to produce portrait shots. However, at times the apps become non-responsive and shut themselves off.

When compared with Note 8, the Pixel 2's battery life was fine, but not great and lasted for approximately 12 hours and 20 minutes on a single charge, if you have do not disturb mode on which automatically shuts off vibration and other tones except alarms. When we used normally, the battery lasted less and you need to top it off. And FYI, there is no support for wireless charging.

## Conclusion

If you are a social media fanatic or an amateur photographer that do not want to carry a DSLR, the images clicked by Pixel clearly outshines the competition. Further, with a promise of faster updates, water-resistant body, speedy performance, and an always improving Google Assistant, makes Pixel 2 a great phone for Android purists. **AX**

DESIGN	★	★	★	★	★
CAMERA	★	★	★	★	★
PERFORMANCE	★	★	★	★	★





# 5 TIPS

## TO MASTER PORTRAIT MODE ON THE GOOGLE PIXEL 2

1

**Get closer**

This is the most important tip for getting great portraits. The less distance between you and your subject, the more likely your photos will have beautiful blur. Compare the photo on the right, below, with that on the left which was taken from farther away.



2

**Increase distance between your subject and the background**

The farther your subject is from the background, as on the image on the right below, the more the background will be blurred. In the left image, the background isn't far enough away.



5

**Put the subject in the front**

And while doing this seems obvious, however, you will get more blur and beautiful bokeh if your main subject stands out, is prominent, and is clearly located in the foreground, like the image on the right below, not the middle ground, as on the left.



3

**Remember the rule of thirds**

Tap the grid icon in the camera app to activate the 3x3 grid on your smartphone's screen. Placing the subject along one of the lines or where the lines intersect can improve your composition.



4

**Keep it simple**

A photo's success can be compromised if too many details compete for attention with your subject. You can avoid this fate by filling the frame and shooting in front of clean backgrounds. And don't forget to check the outside edges of your photo before you press the shutter button to prevent clutter from protruding into the sides of your picture.





# Go Airborne

*Steelbird's latest Airborne Helmet is a lightweight, comfortable and good looking helmet, and it's also purposeful.*

words: JARED SOLOMON

**S**teelbird has been coming out with some pretty interesting helmets these days. The latest one we got our hands on was the SB 42 Bang Airborne - Motocross helmet. It's obviously designed like a motocross helmet but it can easily be used as an everyday helmet for city riding also.

It just so happened that at the very same time I got the Airborne helmet I had also gotten my hands on the brand new Ducati Multistrada Enduro – perfect timing. I could now take the bike to our Off-Road Adventure Zone in Gurgaon, where we do a lot of our off-road testing.

The helmet we had was white and blue in colour and it really stands out in terms of its overall design. The Airborne Helmet gets pretty decent material and technologies, which the manufacturer claims is as per international standards. The helmet comes in two variants, which is mostly distinguished by colour. The motocross styled helmet has clearly elongated chin with ventilation and double visor portions. Like all visors, it allow

the rider to dip his or her head and provide further protection. Of course, it will also keep the sun out of the eyes if need be. So the design is also quite functional. Steelbird has clearly told us that this helmet is aimed towards the youth, but it will certainly appeal to anyone who goes adventure riding as well.

It's certainly in no way a heavy helmet and it does feel comfortable. You might want to make sure you get the right size though because I felt there was a bit too much space between the inner padding and my ears. Also my chin was not fully protected, so sizing is quite important of course. The chin strap is polyester and the visor is a polycarbonate Anti Scratch Coated Visor. The visor size is quite nice and you can clearly see everything in front

of you, with no obstructions.

With a price tag of just ₹2,229 it certainly does seem affordable, but there is no certainty of how well it would actually protect you if you were in a hard impact accident. It does feel light and it is a little flimsy. In low impact crashes or falls it might keep you out of serious harm, but if you are travelling at high speeds it might just bear a bit of the impact before it breaks itself. Other than that it's a decently built helmet that does look good for sure and can be used every day or for adventure riding. **OX**

## QUALITY



## DESIGN



## COMFORT



Price  
₹2,229







## PANASONIC ELUGA A4

### 5,000MAH BATTERY

The all new Eluga A4 features 5.2-inch HD IPS 2.5D curved display and comes with an in house AI assistant "Arbo" to track your routine and help you make your life easier. The Eluga A4 sports 5MP front camera and 13MP auto focus rear camera with flash and is powered by a quad-core processor clocked at 1.25GHz coupled with 3GB of RAM. The smartphone runs on Android Nougat 7.0 OS and offers 32GB of inbuilt storage which can be expanded up to 128GB via micro-SD card. The phone supports 4G VoLTE, 4G/3G and 2G configuration, Wi-Fi Hot Spot, Wi-Fi Direct, Bluetooth and Global Positioning System (A-GPS).

**Price: ₹12,490**

## BOSE QC 35 II HEADPHONES

### GOOGLE ASSISTANT-READY

The QC35 II noise-cancelling headphones have all the performance and features of the original QC35. Similar to QC 35, the same controls including volume, multi-function button for incoming calls and accessing Siri – remain on the right ear cup. The company has now added a new "Action Button" on the left ear cup to connect to your Google Assistant – without having to grab your phone, unlock it, and find the app. The QC35 II's Action Button will access Google Assistant in the markets where Google Assistant is available; in other markets, the Action Button will control noise settings only.

**Price: ₹29,363**



## HUAWEI FIT, BAND 2 AND BAND 2 PRO

### FITNESS WEARABLES

The Huawei Fit works as an entry-level watch as well as virtually acts as a personal coach to you. The Huawei Band 2 and its variant, the Band 2 Pro with GPS which is priced at ₹6,999 can monitor your fitness routine. The Huawei Fit comes in two sizes and three colours black, blue and orange. Available in black and bold red, the Huawei Band 2 Pro with its standalone GPS measures distance and calculates speed and records the running track which you can share with your friends. The advanced sleep tracking feature in Huawei Band 2 not only analyses your sleep quality but also provides personalised advice for sleep improvement based on current sleep data.

**Price: ₹9,999 (FIT), ₹4,599 (BAND 2)**





## OPPO F5

### AI BEAUTY TECHNOLOGY

Oppo has launched company's first FHD + full screen display smartphone F5 that comes with artificial intelligence based beauty technology to personalise beautification for subjects on a selfie image. Oppo F5 also features facial recognition technology that identifies shapes and facial structures based on a global database. Oppo F5 sports a 20MP front camera with f2.0 aperture. There is also a portrait mode in the front camera to produce bokeh effect images. At the back, there is a 16MP rear camera with the f1.8 aperture. The F5 features a 6-inch screen having 2160 x 1080 resolution with 18:9 aspect ratio.

**Price: ₹ 19,990**

## ONEPLUS 5T WITH 6-INCH 18:9 AMOLED DISPLAY

### FACE UNLOCK

OnePlus 5T comes with 18:9 aspect ratio and runs on OxygenOS similar to stock Android with an assured Android Oreo update. The face recognition technology maps 100 points in the users' faces to unlock the device. OnePlus 5T has also received upgrades in the camera department and now comes with 16MP + 20MP dual rear cameras with f/1.7 aperture. The fingerprint sensor has now been moved to the back, and the front camera supports facial recognition. The camera features improved portrait mode, low-light photography, and video stabilisation as compared to its predecessor.

**Price: ₹ 32,999 FOR 6GB, ₹ 37,999 FOR 8GB**



## XIAOMI REDMI Y SERIES

### AFFORDABLE SMARTPHONES

In a bid to further strengthen its foothold in India, China's Xiaomi has introduced a new smartphone series that includes Redmi Y1 and Redmi Y1 Lite phones. Redmi Y1 is Xiaomi's first phone which comes with a selfie-light in the 16MP front facing camera and features a 5.5-inch HD display with Corning Gorilla Glass, 13 MP rear camera with f/2.0, and houses 3,080mAh battery. The smartphone is powered by octa-core Qualcomm Snapdragon 435 coupled with 3GB of RAM and offers 32GB of on-board storage. Redmi Y1 Lite features an octa-core Qualcomm Snapdragon 425 processor, along with 2GB of RAM and 16GB internal storage.

**Price: ₹ 8,999 (Redmi Y1 3GB), ₹ 6,999 (Redmi Y1 Lite)**





## GIONEE M7 POWER

### 3D PHOTO FEATURE

M7 Power is equipped with a built-in 5,000mAh battery, 4GB RAM and a 64GB ROM. The smartphone features Full View display complemented with Gorilla Glass 3 on the front side and is powered by Qualcomm Snapdragon octa-core processor. M7 Power sports a 13MP rear f2.0 camera and an 8MP front camera. Another USP of the device is its 3D photo feature. The user needs to go around an object to form a three-dimensional dynamic picture, post which a live photo can show the object with multiple angles for deeper details. Turn the phone or slide screen to enjoy the 3D picture -stroll around like you are in the middle of the scene.

**Price: ₹16,999**

## NOKIA 2

### TWO DAYS OF BATTERY

The main USP of Nokia 2 is its 4,100mAh battery that the company claims will run for two full days. Encased in a 6000 series aluminum body, Nokia 2 features 5-inch HD LTPS display with a 1:1300 contrast ratio, and comes with Corning Gorilla Glass 3 protection on the screen. Nokia 2 sports an 8MP rear camera featuring automatic scene detection and auto-focus, and a 5MP front camera. The smartphone runs on Android Nougat and has Google Assistant, which HMD boasts is the only phone in the segment with an AI-based assistant. It is powered by a Qualcomm Snapdragon 212 processor paired up with 1GB of RAM.

**Price: ₹7,500 (APPROX)**



## BEYERDYNAMIC

### DT 240

### PROFESSIONAL MONITOR HEADPHONES

The all new DT 240 professional monitor headphones are designed for musicians, podcasters and filmmakers. Thanks to the low-ohm acoustic transducers (34 ohm), the DT 240 PRO requires little amplifier power and works just the same on studio mixers as on the laptop or smartphone, delivering ample output levels in all cases, which means there's no need to switch headphones during production. The headphone features specially shaped ear cups that makes the DT 240 PRO very easy to handle and beyerdynamic describes this mixture of on-ear and over-ear design as "compact over ear", where both ears are firmly enclosed, but the monitor can still be transported in a notebook or camera bag.

**Price: ₹7,500**



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	Delhi	Mumbai	Chennai								
AUDI											
A3											
35 TFSI	30.7-34.5	30.7-34.5	30.7-34.5	1395	4	148	250	7A	P	2637	-
40 TFSI	31.8-35.2	31.8-35.2	31.8-35.2	1968	4	141	320	7A	D	2637	-
Cabriolet	48.5	48.5	48.5	1395	4	150	250	7A	P	2595	1430
A4											
30 TFSI	38.4-41.5	38.4-41.5	38.4-41.5	1395	4	150	250	7A	P	2820	1450
35 TDI	39.6-42.6	39.6-42.6	39.6-42.6	1968	4	190	400	7A	P	2820	1595
A5											
35 TDI	54	54	54	1989	4	188	320	7A	D	2824	1670
Cabriolet	67.5	67.5	67.5	1989	4	188	320	7A	D	2765	1875
S5	70.6	70.6	70.6	2995	6	348	500	8A	P	2825	1790
A6											
35 TFSI	51.9	51.9	51.9	1798	4	187	320	7A	P	2912	1610
35 TDI	52.9	52.9	52.9	1968	4	187	400	7A	D	2912	1735
A8											
50 TDI	114-119	114-119	114-119	2967	6	247	550	8A	D	3122	1965
60 TFSI	138	138	138	3993	8	600	445	8A	P	3122	1945
60 TDI	144	144	144	4134	8	346	800	8A	D	3122	2120
W12	197	197	197	6299	12	494	625	8A	P	2133	NA
Q3											
30 TFSI	32.4	32.4	32.4	1395	4	148	250	6A	P	2603	-
30 TDI	33.7	33.7	33.7	1968	4	138	340	7A	D	2603	-
35 TDI	36.6-40.6	36.6-40.6	36.6-40.6	1968	4	174	380	7A	D	2603	-
Q7											
40 TFSI	67.7-74.3	67.7-74.3	67.7-74.3	1284	4	248	370	8A	P	2994	2240
45 TDI	70.1-77.8	70.1-77.8	70.1-77.8	2967	6	237	550	8A	D	3002	2375
TT											
45 TFSI	63.1	63.1	63.1	1984	4	226	370	6A	P	2505	1410
RS											
RS6 Avant	140	140	140	3993	8	552	700	8A	P	2915	2025
RS7 Sportback	146	146	146	3993	8	553	700	8A	P	2915	1995
RS7 Performance	158	158	158	3993	8	597	750	8A	P	2915	1995
R8											
V10 Plus	253	253	253	5204	10	601	560	7A	P	2650	1555

## BENTLEY

<b>Continental</b>											
Continental GT	190	190	190	5998	12	567	700	6A	P	2746	2320
Continental GTC	224	224	224	5998	12	552	650	6A	P	2745	2540
Continental Flying Spur	225	225	225	5998	12	552	650	6A	P	2745	2525
<b>Mulsanne</b>											
Mulsanne	290	290	290	6752	8	505	1020	8A	P	3266	2585
<b>Bentayga</b>											
Bentayga	385	385	385	5950	12	600	900	8A	P	2992	2422

## BMW

<b>i Series</b>											
i8	262	262	262	1499	3	231+131	570	6A	P+E	2800	1485
<b>3 Series</b>											
330i	36.3-44.4	36.3-44.4	36.3-44.4	1998	4	252	350	8A	P	2810	-
320d	41-43.4	41-43.4	41-43.4	1995	4	184	380	8A	D	2810	1595
<b>GT</b>											
320d GT	42.5-45.8	42.5-45.8	42.5-45.8	1995	4	184	380	8A	D	2810	1595
330i GT	46.7	46.7	46.7	1998	4	252	350	8A	P	2810	-
<b>5 Series</b>											
520i	49.9	49.9	49.9	1998	4	182	350	8A	P	2968	-
520d	49.9-53.6	49.9-53.6	49.9-53.6	1995	4	187	400	8A	D	2968	-
530d	61.3	61.3	61.3	2993	4	261	620	8A	D	2968	-



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	Delhi	Mumbai	Chennai								
<b>6 Series</b>											
<b>640d Gran Coupe</b>	115-125	115-125	115-125	2993	6	313	630	8A	D	2968	2395
<b>7 Series</b>											
<b>730Ld</b>	112-141	112-141	112-141	2993	6	265	620	8A	D	3210	1870
<b>740Li</b>	123	123	123	2998	6	326	450	8A	P	3210	-
<b>750Li</b>	155-161	155-161	155-161	4395	8	450	650	8A	P	3210	1940
<b>M760Li</b>	228	228	228	6592	12	601	800	8A	P	3210	-
<b>X1</b>											
<b>20d</b>	31.2-41.1	31.2-41.1	31.2-41.1	1995	4	184	380	8A	D	2760	1800
<b>20i</b>	35	35	35	1998	4	188	280	8A	P	2760	-
<b>X3</b>											
<b>28i</b>	53.1	53.1	53.1	1997	4	245	350	8A	P	2810	-
<b>20d</b>	47.2-51.1	47.2-51.1	47.2-51.1	1995	4	190	400	8A	D	2810	1875
<b>X5</b>											
<b>30d</b>	70.1-75.3	70.1-75.3	70.1-75.3	2993	6	258	560	8A	D	2933	2150
<b>35i</b>	70.5	70.5	70.5	2979	6	306	400	8A	P	2933	-
<b>X6</b>											
<b>40d</b>	118	118	118	2993	6	306	600	8A	D	2933	2185
<b>M</b>											
<b>M3</b>	121	121	121	2979	6	431	550	7A	P	2810	1620
<b>M4 Coupe</b>	123	123	123	2979	6	431	550	7A	P	2810	1610
<b>M6 Gran Coupe</b>	177	177	177	4395	8	560	680	7A	P	2970	2010
<b>X5 M</b>	162	162	162	4395	8	575	750	8A	P	2933	2275
<b>X6 M</b>	167	167	167	4395	8	575	750	8A	P	2933	2275

## DATSUN

<b>redi-GO</b>											
<b>0.8 (P)</b>	2.4-3.6	2.4-3.6	2.4-3.6	799	3	53	72	5M	P	2348	NA
<b>1.0 (P)</b>	3.5-3.7	3.5-3.7	3.5-3.7	999	3	67	91	5M	P	2348	NA
<b>Go</b>											
<b>1.2 (P)</b>	3.2-4.2	3.2-4.2	3.2-4.2	1198	3	67	104	5M	P	2450	840
<b>Go+</b>											
<b>1.2 (P)</b>	3.8-4.9	3.8-4.9	3.8-4.9	1198	3	67	104	5M	P	2450	-

## FERRARI

<b>California</b>											
<b>California T</b>	268	268	268	4297	8	453	485	6M/7A	P	2670	1735
<b>488</b>											
<b>488 GTB</b>	390	390	390	3902	8	661	760	7A	P	2650	1475
<b>GTC4Lusso</b>											
<b>GTC4Lusso</b>	420	420	420	6262	12	679	697	7A	P	2990	1920

## FIAT

<b>Punto Evo</b>											
<b>1.2 (P)</b>	5.4	5.6	5.4	1172	4	67	96	5M	P	2510	1190
<b>1.3 (D)</b>	6.4-7.5	6.6-7.8	6.5-7.7	1248	4	90	209	5M	D	2510	1190
<b>Avventura</b>											
<b>1.3 (D)</b>	7.2-8.7	7.4-9	7.4-8.9	1248	4	92	209	5M	D	2510	1144
<b>Urban Cross</b>											
<b>1.3 (D)</b>	6.8-8.1	7-8.3	7-8.3	1248	4	92	209	5M	D	2510	1144
<b>Linea</b>											
<b>1.4 (P)</b>	7.2	7.5	7.4	1368	4	89	115	5M	P	2603	1180
<b>1.3 (D)</b>	8.7-9.9	8.9-9.9	8.8-9.9	1248	4	92	209	5M	D	2603	1210
<b>1.4 (P) T-Jet</b>	9.9	9.9	9.9	1368	4	125	207	5M	P	2603	1230
<b>Abarth</b>											
<b>Punto Evo</b>	9.9	9.9	9.9	1368	4	145	212	5M	P	2510	NA
<b>Urban Cross</b>	9.8	9.8	9.8	1368	4	140	210	5M	P	2510	1255
<b>Avventura</b>	9.9	9.9	9.9	1368	4	140	210	5M	P	2510	1255
<b>595 Competizione</b>	29.8	30.5	30.4	1368	4	160	230	5A	P	NA	NA





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Price (Ex-showroom)*											
	Delhi	Mumbai	Chennai	Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
FORCE											
Force One											
2.2 (D)	9.5-14.3	9.1-14.6	10.3-14.6	2149	4	140	321	5M	D	3025	-
Gurkha											
2.6 (D)	8.4-9.3	8.1-9	8.3-9.2	2596	4	80/110	230	5M	D	2400	1860

<b>FORD</b>											
Figo											
1.2 (P)	4.7-6.3	4.7-6.3	4.7-6.3	1196	4	86	112	5M	P	2491	-
1.5 (D)	5.6-7.2	5.6-7.2	5.6-7.2	1498	4	99	215	5M	D	2491	-
1.5 (P)	7.6	7.6	7.6	1499	4	110	136	6A	P	2491	-
Figo Aspire											
1.2 (P)	5.4-6.8	5.4-6.8	5.4-6.8	1196	4	86	112	5M	P	2491	-
1.5 (D)	6.5-7.9	6.5-7.9	6.5-7.9	1498	4	99	215	5M	D	2491	-
1.5 (P)	8.1	8.1	8.1	1499	4	110	136	6A	P	2491	-
EcoSport											
1.5 (P)	7.1-9.8	7.1-9.8	7.1-9.8	1499	4	110	140	5M/6A	P	2520	1268
1.5 (D)	7.8-10.7	7.8-10.7	7.8-10.7	1498	4	90	204	5M	D	2520	1290
1.0 EcoBoost (P)	8.5-10.3	8.5-10.3	8.5-10.3	999	3	123	170	5M	P	2520	1259
Endeavour											
2.2 (D)	24-27	24-27	24-27	2198	4	157	385	6A	D	2850	1879
3.2 (D)	29.5	29.5	29.5	3198	4	197	470	6A	D	2850	1879
Mustang											
5.0 (P) GT	69	69	69	4951	8	400	515	6A	P	2720	-

<b>HONDA</b>											
Brio											
1.2 (P)	4.6-6.7	4.7-6.8	4.7-6.8	1198	4	87	109	5M/5A	P	2345	920-970
Amaze											
1.2 (P)	5.5-8.3	5.6-8.5	5.5-8.3	1198	4	87	109	5M/CVT	P	2405	950-1010
1.5 (D)	6.5-8.4	6.8-8.5	6.7-8.4	1498	4	99	200	5M	D	2405	1060-1075
Jazz											
1.2 (P)	5.9-8.3	5.9-8.4	5.9-8.4	1198	4	88	110	5M/CVT	P	2530	1042
1.5 (D)	7.2-9.1	7.3-9.3	7.3-9.3	1498	4	98	200	6M	D	2530	1130
WR-V											
1.2 (P)	7.6-8.8	7.7-8.9	7.7-8.9	1198	4	88	110	5M	P	2555	1104
1.5 (D)	8.7-10	8.8-10	8.8-10	1498	4	98	200	6M	D	2555	1204
City											
1.5 (P)	8.7-13.8	8.7-13.8	8.7-13.8	1497	4	117	145	5M/CVT	P	2600	920
1.5 (D)	11-13.8	11-13.8	11-13.8	1498	4	98.6	200	6M	D	2600	940
BR-V											
1.5 (P)	9.1-12.3	9.1-12.3	9.1-12.3	1497	4	119	145	6M/CVT	P	2662	1238
1.5 (D)	10.2-13.2	10.2-13.2	10.2-13.2	1498	4	100	200	6M	D	2662	1306
CR-V											
2.0 (P)	24	24.4	24.5	1997	4	154	190	6M/5A	P	2620	1480
Accord											
2.0 Hybrid	43	43	43	1993	4	143	175	E-CVT	P	2776	1620

<b>HYUNDAI</b>											
Eon											
0.8 (P)	3.3-4.3	3.3-4.2	3.2-4.3	814	3	55	74	5M	P	2380	-
1.0 (P)	4.2-4.5	4.2-4.5	4.1-4.5	998	3	68	94	5M	P	2380	-
Grand i10											
1.2 (P)	4.3-5.2	4.5-5.4	4.3-5.2	1197	4	82	114	5M/4A	P	2425	-
1.2 (D)	5.6-7.3	5.6-7.3	5.6-7.3	1186	3	75	190	5M	D	2425	-
Elite i20											
1.2 (P)	5.3-7.7	5.3-7.7	5.3-7.7	1197	4	82	115	5M	P	2570	-
1.4 (P)	8.9	8.9	8.9	1368	4	98	132	4A	P	2570	-
1.4 (D)	6.6-8.9	6.6-9	6.6-9	1396	4	89	220	6M	D	2570	-
i20 Active											
1.2 (P)	6.7-8.3	6.7-8.3	6.7-8.3	1197	4	82	115	5M	P	2570	-
1.4 (D)	8-9.6	8-9.7	8-9.7	1396	4	89	220	6M	D	2570	-



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	Delhi	Mumbai	Chennai								
<b>Xcent</b>											
<b>1.2 (P)</b>	5.3-7.4	5.3-7.5	5.3-7.5	1197	4	82	113	5M/4A	P	2425	-
<b>1.2 (D)</b>	6.2-8.3	6.2-8.4	6.2-8.4	1120	3	71	180	5M	D	2425	-
<b>Verna</b>											
<b>1.6 (P)</b>	7.9-12.4	7.9-12.4	7.9-12.4	1591	4	121	155	5M/4A	P	2570	-
<b>1.6 (D)</b>	9.4-12.6	9.4-12.6	9.4-12.6	1582	4	126	260	6M/4A	D	2570	-
<b>Elantra</b>											
<b>2.0 (P)</b>	12.9-18.1	12.9-18.1	12.9-18.1	1999	4	150	192	6M/6A	P	2700	-
<b>1.6 (D)</b>	14.9-19.3	14.9-19.3	14.9-19.3	1582	4	126	259	6M/6A	D	2700	-
<b>Creta</b>											
<b>1.6 (P)</b>	9.2-12.9	9.2-12.9	9.2-12.9	1591	4	123	151	6M/6A	P	2590	-
<b>1.4 (D)</b>	9.9-12.2	9.9-12.2	9.9-12.2	1396	4	90	220	6M	D	2590	-
<b>1.6 (D)</b>	13.6-14.5	13.6-14.5	13.6-14.5	1582	4	128	260	6M/6A	D	2590	-
<b>Tucson</b>											
<b>2.0 (P)</b>	18.8-21.6	18.8-21.6	18.8-21.6	1999	4	153	193	6M/6A	P	2760	-
<b>2.0 (D)</b>	21.4-25.2	21.4-25.2	21.4-25.2	1995	4	183	400	6M.6A	D	2760	-

## ISUZU

<b>MU-X</b>											
<b>3.0 (D)</b>	23.5-25.5	23.5-25.5	23.5-25.5	2999	4	174	380	5A	D	2845	-
<b>V-Cross</b>											
<b>2.5 (D)</b>	13.1	13.1	13.1	2499	4	135	320	5M	D	3095	-

## JAGUAR

<b>XE</b>											
<b>2.0 (P)</b>	34.6-42.4	34.6-42.4	34.6-42.4	1999	4	237	340	8A	P	2835	-
<b>2.0 (D)</b>	35.3-43.2	35.3-43.2	35.3-43.2	1999	4	177	430	8A	D	2835	-
<b>F-Pace</b>											
<b>2.0 (D)</b>	67.3-73.2	67.3-73.2	67.3-73.2	1999	4	177	430	8A	D	2874	-
<b>3.0 (D)</b>	100-110	100-110	100-110	2993	6	296	700	8A	D	2874	-
<b>XF</b>											
<b>2.0 (P)</b>	49.6-56.3	49.6-56.3	49.6-56.3	1999	4	237	340	8A	P	2967	-
<b>2.0 (D)</b>	44.8-57.2	44.8-57.2	44.8-57.2	1999	4	177	430	8A	D	2967	-
<b>XJ L</b>											
<b>2.0 (P)</b>	97.3	97.3	97.3	1999	4	237	340	8A	P	3157	-
<b>F-Type</b>											
<b>5.0 (P)</b>	222-262	222-262	222-262	5000	8	543	680	8A	P	2622	-
<b>5.0 (P) SVR</b>	208-248	208-248	208-248	5000	8	567	700	8A	P	2622	-

## JEEP

<b>Compass</b>											
<b>1.4 (P)</b>	14.9-19.4	14.9-19.4	14.9-19.4	1368	4	159	250	6M/7A	P	2636	-
<b>2.0 (D)</b>	15.4-20.6	15.4-20.6	15.4-20.6	1956	4	170	350	6M	D	2636	-
<b>Wrangler</b>											
<b>2.8 (D)</b>	61	61	61	2768	4	197	460	5A	D	2947	2119
<b>3.6 (P)</b>	60.2	60.2	60.2	3604	6	285	347	5A	P	2947	2119
<b>Grand Cherokee</b>											
<b>3.6 (P)</b>	75.1	75.1	75.1	3604	6	285	347	8A	P	2915	2955
<b>3.0 (D)</b>	77.2-87.8	77.2-87.8	77.2-87.8	2998	6	239	570	8A	D	2915	2955
<b>6.4 (P) SRT</b>	107	107	107	6398	8	468	624	8A	P	2915	2949

## LAMBORGHINI

<b>Aventador</b>											
<b>Aventador S</b>	501-579	501-579	501-579	6498	12	720	690	7A	P	2700	1575
<b>Huracan</b>											
<b>Huracan</b>	340-390	340-390	340-390	5204	10	602	540	7A	P	2620	1422
<b>Huracan RWD</b>	299-345	299-345	299-345	5204	10	580	540	7A	P	2620	1422
<b>Huracan Performante</b>	397	397	397	5204	10	631	600	7A	P	2620	1402

## LAND ROVER

<b>Range Rover Evoque</b>											
<b>2.0 (P)</b>	46.1	46.1	46.1	1999	4	237	340	9A	P	2660	-
<b>2.0 (D)</b>	42.3-56.9	42.3-56.9	42.3-56.9	1999	4	177	430	9A	D	2660	-





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	Delhi	Mumbai	Chennai								
<b>Discovery Sport</b>											
<b>2.0 (P)</b>	48.4	48.4	48.4	1999	4	237	340	9A	P	2741	-
<b>2.0 (D)</b>	40-52.8	40-52.8	40-52.8	1999	4	177	430	9A	D	2741	-
<b>Range Rover</b>											
<b>3.0 (P)</b>	158-187	158-187	158-187	2995	6	335	450	8A	P	-	-
<b>5.0 (P)</b>	213-343	213-343	213-343	4999	8	543	680	8A	P	-	-
<b>3.0 (D)</b>	158-188	158-188	158-188	2993	6	244	600	8A	D	-	-
<b>4.4 (D)</b>	198-332	198-332	198-332	4367	8	335	740	8A	D	-	-
<b>Range Rover Sport</b>											
<b>3.0 (D)</b>	89.4-147	89.4-147	89.4-147	2993	6	289	600	8A	D	2923	-
<b>3.0 (P)</b>	100-115	100-115	100-115	2995	6	335	450	8A	P	2923	-
<b>4.4 (D)</b>	129-159	129-159	129-159	4367	8	335	740	8A	D	2932	-
<b>5.0 (P)</b>	156	156	156	4999	8	503	625	8A	P	2923	-
<b>5.0 (P) SVR</b>	178	178	178	4999	8	543	680	8A	P	2923	-

## LEXUS

<b>ES</b>											
<b>2.5 Hybrid</b>	59.4	59.4	59.4	2494	4	202	213	CVT	H	2820	1705
<b>RX</b>											
<b>3.5 Hybrid</b>	125-128	125-128	125-128	3456	6	308	335	8A	H	2790	2100
<b>LX</b>											
<b>4.4 D</b>	221	221	221	4461	8	261	650	6A	D	2850	2660

## MAHINDRA

<b>Verito Vibe</b>											
<b>1.5 (D)</b>	6.5-7.4	6.5-7.4	6.5-7.4	1461	4	65	160	5M	D	2630	-
<b>Verito</b>											
<b>1.5 (D)</b>	7.2-8.1	7.3-8.3	7.2-8.2	1461	4	65	160	5M	D	2630	1140
<b>e Verito</b>	8.1-9.2	11-11.5	11-11.3	Electric	-	41	91	Direct Drive	E	2630	-
<b>KUV 100</b>											
<b>1.2 (P)</b>	4.4-6.5	4.4-6.5	4.4-6.5	1198	4	82	115	5M	P	2385	-
<b>1.2 (D)</b>	5.4-7.4	5.4-7.4	5.4-7.4	1198	4	77	190	5M	D	2385	-
<b>NuvoSport</b>											
<b>1.5 (D)</b>	7.6-10	7.7-10.1	7.8-10.2	1493	4	100	240	5M/5A	D	2760	-
<b>TUV 300</b>											
<b>1.5 (D)</b>	7.6-9.8	7.5-9.8	7.6-9.9	1493	3	84/99	230	5M/5A	D	2680	2225
<b>Thar</b>											
<b>2.5 (D)</b>	5.8-8.6	6-8.6	5.9-8.3	2498	4	105	247	5M	D	2430	1750
<b>Bolero</b>											
<b>2.4 (D)</b>	6.6-8.1	6.8-8.3	7-8.6	2325	4	63	180	5M	D	2680	1575
<b>Xylo</b>											
<b>2.5 (D)</b>	8.8-11.3	8.6-11.1	8.7-11.1	2498	4	112	240	5M	D	2760	1830
<b>Scorpio</b>											
<b>2.2 (D)</b>	10.6-15	9.9-15.9	9.8-15.6	2179	4	120	290	5M/6A	D	2680	1850
<b>1.99 (D)</b>	10.4-14.7	10.1-14.5	10.1-14.5	1997	4	120	290	5M/6A	D	2680	1850
<b>XUV 500</b>											
<b>2.2 (D)</b>	12.4-18.8	10.2-14.5	10.7-15.2	2179	4	120	290	5M/6A	D	2680	1850
<b>1.99 (D)</b>	10.8-15.3	11-15.6	11-15.6	1997	4	120	290	5M/6A	D	2680	1850

## MARUTI SUZUKI

<b>Alto</b>											
<b>800</b>	2.4-3.3	2.6-4	2.6-3.9	796	3	46	62	5M	P	2360	720
<b>K 10</b>	3.2-4.1	3.4-4.4	3.3-4.3	998	3	67	90	5M	P	-	735
<b>Celerio</b>											
<b>1.0 (P)</b>	4.1-5.2	4.2-5.3	4.1-5.2	998	3	67	90	5M/5A	P	2425	810-830
<b>Wagon R</b>											
<b>1.0 (P)</b>	4.1-5.3	4.3-5.4	4.2-5.3	998	3	67	90	5M/5A	P	2400	885

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\* All prices in lakhs

	Price (Ex-showroom)*			Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
	Delhi	Mumbai	Chennai								
<b>Ignis</b>											
<b>1.2 (P)</b>	4.5-6.4	4.5-6.4	4.6-6.5	1197	4	83	113	5M/5A	P	2435	-
<b>1.3 (D)</b>	6.2-7.5	6.2-7.5	6.3-7.6	1248	4	74	190	5M/5A	D	2435	-
<b>Swift</b>											
<b>1.2 (P)</b>	4.8-6.3	5-6.6	4.9-6.5	1197	4	85	114	5M	P	2430	960-1080
<b>1.3 (D)</b>	5.9-7.4	6.2-7.7	6.1-7.6	1248	4	74	190	5M	D	2430	960-1080
<b>Dzire</b>											
<b>1.2 (P)</b>	5.4-8.3	5.4-8.3	5.3-8.3	1197	4	84	113	5M/5A	P	2390	1010
<b>1.3 (D)</b>	6.4-9.4	6.8-9.3	6.8-9.3	1248	4	75	190	5M/5A	D	2390	1150
<b>Ciaz</b>											
<b>1.4 (P)</b>	7.6-9.3	7.8-9.7	8-9.7	1373	4	91	130	5M/4A	P	2650	1490
<b>1.3 (D)</b>	9.4-11.5	9.6-11.7	9.8-11.9	1248	4	88	200	5M	D	2650	1585
<b>Baleno</b>											
<b>1.0 (P) RS</b>	8.3	8.4	8.5	998	3	100	150	5M	P	2520	950
<b>1.2 (P)</b>	5.2-7.6	5.3-7.6	5.4-7.7	1197	4	83	115	5M/CVT	P	2520	910
<b>1.3 (D)</b>	6.4-8.4	6.4-8.4	6.6-8.6	1248	4	74	190	5M	D	2520	960
<b>Vitara Brezza</b>											
<b>1.3 (D)</b>	7.2-9.9	7.5-10.3	7.4-10.1	1248	4	89	200	5M	D	2500	1170-1195
<b>Ertiga</b>											
<b>1.4 (P)</b>	6.1-8.6	6.7-9.1	6.7-9.1	1373	4	94	130	5M/4A	P	2740	-
<b>1.3 (D)</b>	8-10.4	8.1-9.8	8-9.8	1248	4	89	200	5M	D	2740	-
<b>S Cross</b>											
<b>1.3 (D)</b>	8.4-11.2	8.4-11.2	8.4-11.2	1248	4	89	200	5M	D	2600	1180

## MERCEDES-BENZ

<b>A-Class</b>											
<b>180</b>	27.4	27.4	27.4	1595	4	122	200	7A	P	2699	1375
<b>200d</b>	28.4	28.4	28.4	2143	4	136	300	7A	D	2699	1505
<b>CLA-Class</b>											
<b>200</b>	33.3	33.3	33.3	1991	4	183	300	7A	P	2699	1510
<b>200d</b>	30.6-33.3	30.6-33.3	30.6-33.3	2143	4	136	300	7A	D	2699	1570
<b>B-Class</b>											
<b>180</b>	29.4	29.4	29.4	1595	4	122	200	7A	P	2699	1425
<b>200d</b>	30.4	30.4	30.4	2143	4	136	300	7A	D	2699	1577
<b>C-Class</b>											
<b>200</b>	40.5	40.5	40.5	1991	4	184	300	7A	P	2840	1545
<b>220d</b>	38.5-41.4	38.5-41.4	38.5-41.4	2143	4	170	400	7A	D	2840	1655
<b>250d</b>	44.8	44.8	44.8	2143	4	204	500	9A	D	2840	1650
<b>300 Cabriolet</b>	60.7	60.7	60.7	1991	4	242	370	9A	P	2840	1565
<b>E-Class</b>											
<b>200</b>	54.5	54.5	54.5	1991	4	184	300	9A	P	3079	-
<b>220d</b>	55.5	55.5	55.5	1950	4	192	400	9A	D	3079	-
<b>350d</b>	67.4	67.4	67.4	2987	6	258	620	9A	D	3079	-
<b>400 Cabriolet</b>	77.1	77.1	77.1	2996	6	333	480	7A	P	2760	2315
<b>S-Class</b>											
<b>350d</b>	117	117	117	2987	6	254	620	7A	D	3035	2132
<b>400</b>	128	128	128	2996	6	333	480	7A	P	3035	2113
<b>500 Cabriolet</b>	208	208	208	4663	8	448	700	9A	P	-	-
<b>Maybach S500</b>	179	179	179	4663	8	459	700	9A	P	3365	2280
<b>Maybach S600</b>	253	253	253	5980	12	530	830	9A	P	3365	2335
<b>CLS-Class</b>											
<b>250d</b>	75	75	75	2143	4	204	500	7A	D	2874	1850
<b>GLA-Class</b>											
<b>200</b>	32.2	32.2	32.2	1991	4	183	300	7A	P	2699	1525
<b>200d</b>	30.6-33.8	30.6-33.8	30.6-33.8	2143	4	136	300	7A	D	2699	1589
<b>220d</b>	36.7	36.7	36.7	2143	4	168	350	7A	D	2699	1585
<b>GLC-Class</b>											
<b>300</b>	50.3	50.3	50.3	1991	4	245	370	9A	P	2873	1871
<b>220d</b>	46.4-49.9	46.4-49.9	46.4-49.9	2143	4	170	400	9A	D	2873	1954

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	Price (Ex-showroom)*			Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
	Delhi	Mumbai	Chennai								
GLE-Class											
250d	61.8	61.8	61.8	2143	4	204	500	9A	D	2915	2150
350d	71.7	71.7	71.7	2987	6	258	620	9A	D	2915	2175
400	72	72	72	2996	6	328	480	7A	P	2915	-
GLS-Class											
350d	79.8	79.8	79.8	2987	6	258	620	9A	D	3075	2455
400	79.8	79.8	79.8	2996	6	333	480	9A	P	3075	2455
AMG											
CLA 45 AMG	72.6	72.6	72.6	1991	4	381	475	7A	P	2699	1650
GLA 45 AMG	75.2	75.2	75.2	1991	4	381	475	7A	P	2699	-
C 43 AMG	75	75	75	2982	6	362	520	9A	P	-	-
GLC 43 AMG	74.8	74.8	74.8	2982	6	362	520	9A	P	-	-
SLC 43 AMG	79.4	79.4	79.4	2996	6	361	520	9A	P	2430	1615
GLE 43 AMG	91.8	91.8	91.8	2996	6	367	520	9A	P	2915	2220
C 63 S AMG	134	134	134	3982	8	510	700	7A	P	2840	1730
GLS 63 AMG	160	160	160	5462	8	577	760	7A	P	3075	NA
G 63 AMG	208	208	208	5461	8	572	760	7A	P	2850	2550
AMG GT Roadster	219	219	219	3982	8	496	630	7A	P	-	-
AMG GT-S	208	208	208	3982	8	510	650	7A	P	2630	1645
AMG GT-R	223	223	223	3982	8	577	700	7A	P	-	-

## MINI

<b>MINI 3-door</b>											
Cooper D	28.5	28.5	28.5	1496	3	113	270	6A	D	2495	-
Cooper S	30.1	30.1	30.1	1998	4	189	280	6A	P	2495	-
<b>MINI 5-door</b>											
Cooper D	31.9	31.9	31.9	1496	3	113	270	6A	D	2567	-
<b>MINI Convertible</b>											
Cooper S	33.3	33.3	33.3	1998	4	189	280	6A	P	2495	-
<b>MINI Clubman</b>											
Cooper S	36.3	36.3	36.3	1998	4	189	280	8A	P	2670	-

## MITSUBISHI

<b>Montero</b>											
3.2 (D)	58	58	58	3200	4	190	441	5A	D	2780	2335
<b>Pajero Sport</b>											
2.5 (D)	26.4-28	26.4-28	26.4-28	2477	4	176	350	5M/5A	D	2800	2040

## NISSAN

<b>Micra</b>											
1.2 (P) Active	4.5-5.4	4.5-5.4	4.5-5.4	1198	3	67	104	5M	P	2450	-
1.2 (P)	5.9-6.9	5.9-6.9	5.9-6.9	1198	3	74	104	CVT	P	2450	930
1.5 (D)	6.5-7.2	6.5-7.2	6.5-7.2	1461	4	63	160	5M	D	2450	1008
<b>Sunny</b>											
1.5 (P)	6.8-8.9	6.8-8.9	6.8-8.9	1498	4	100	134	5M/CVT	P	2600	998-1027
1.5 (D)	7.3-8.9	7.3-8.9	7.3-8.9	1461	4	84	200	5M	D	2600	1097
<b>Terrano</b>											
1.6 (P)	9.4	9.4	9.4	1598	4	102	145	5M	P	2673	1755
1.5 (D) 85	9.8-11.8	9.8-11.8	9.8-11.8	1461	4	84	200	5M	D	2673	1787
1.5 (D) 110	13.4-14	13.4-14	13.4-14	1461	4	108	245	6M	D	2673	1787
<b>GT-R</b>											
3.8 (P)	199	199	199	3798	6	561	637	6A	P	2799	1737



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	Price (Ex-showroom)*			Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
	Delhi	Mumbai	Chennai								
PORSCHE											
Macan											
Macan	78	78	78	1984	4	252	350	7A	P	2807	-
S Diesel	109	109	109	2967	6	245	580	7A	D	2807	-
Turbo	121	121	121	3604	6	400	550	7A	P	2807	-
Turbo S	144	144	144	3604	6	440	600	7A	P	2807	-
718											
Cayman	81.6	81.6	81.6	1988	4	300	380	7A	P	2475	1440
Boxter	85.5	85.5	85.5	1988	4	300	380	7A	P	2475	1440
911											
Carrera	143-156	143-156	143-156	2981	6	370	450	7A	P	2450	-
Carrera S	167-177	167-177	167-177	2981	6	420	500	7A	P	2450	-
Turbo	227-240	227-240	227-240	3799	6	540	710	7A	P	2450	-
Turbo S	267-283	267-283	267-283	3799	6	580	750	7A	P	2450	-
GT3	231	231	231	3799	6	500	480	7A	P	2450	-
Cayenne											
Cayenne	107-109	107-109	107-109	3598	6	300	400	8A	P	2895	-
Cayenne Diesel	109-111	109-111	109-111	2967	6	245	550	8A	D	2895	-
Cayenne S	128	128	128	3604	6	420	550	8A	P	2895	-
Cayenne S Diesel	132	132	132	4134	8	385	850	8A	D	2895	-
Cayenne GTS	150	150	150	3604	6	440	600	8A	P	2895	-
Cayenne Turbo	189	189	189	4806	8	520	750	8A	P	2895	-
Cayenne Turbo S	254	254	254	4806	8	570	800	8A	P	2895	-
Panamera											
Turbo	196-200	196-200	196-200	3996	8	542	770	8A	P	-	-

<b>PREMIER</b>											
<b>Rio</b>											
<b>1.2 (P)</b>	5-6.5	5-6.5	5-6.5	1173	4	76	104	5M	P	2420	1080
<b>1.3 (D)</b>	5.9-7.2	5.9-7.2	5.9-7.2	1248	4	72	183	5M	D	2420	1145

<b>RENAULT</b>											
<b>Kwid</b>											
<b>0.8 (P)</b>	2.6-3.7	2.7-3.8	2.7-3.8	799	3	53	72	5M	P	2422	-
<b>1.0 (P)</b>	3.5-4.5	3.5-4.5	3.6-4.6	999	3	70	91	5M/5A	P	2422	-
<b>Duster</b>											
<b>1.6 (P)</b>	8.2-9.9	8.5-10.3	8.4-10.1	1598	4	103	148	5M	P	2673	1740
<b>1.5 (D) 85</b>	9.2-11.3	9.4-11.6	9.3-11.5	1461	4	84	200	5M	D	2673	1758
<b>1.5 (D) 110</b>	12.1-13.4	12.4-13.7	12.2-13.4	1461	4	109	245	6M/6A	D	2673	1758
<b>Lodgy</b>											
<b>1.5 (D) 85PS</b>	7.7-10.2	8-10.5	8.1-10.6	1461	4	83.8	200	5M	D	2810	1300
<b>1.5 (D) 110PS</b>	10.1-11.2	10.5-11.6	10.6-11.7	1461	4	108.5	245	6M	D	2810	1353

<b>SKODA</b>											
<b>Rapid</b>											
<b>1.6 (P)</b>	8.2-11.4	8.2-11.4	8.2-11.4	1598	4	103	153	5M/6A	P	2552	-
<b>1.6 (D)</b>	9.5-13	9.5-13	9.5-13	1498	4	103	250	5M/7A	D	2552	-
<b>Octavia</b>											
<b>1.4 (P)</b>	15.5-17.5	15.5-17.5	15.5-17.5	1395	4	138	250	6M	P	2688	-
<b>1.8 (P)</b>	18.6-20.9	18.6-20.9	18.6-20.9	1798	4	177	250	7A	P	2688	-
<b>2.0 (D)</b>	16.9-22.9	16.9-22.9	16.9-22.9	1968	4	141	330	6M/6A	D	2688	-
<b>2.0 (P) RS</b>	24.6	24.6	24.6	1984	4	227	350	6A	P	2688	-
<b>Superb</b>											
<b>1.8 (P)</b>	23.9-28.4	23.9-28.4	23.9-28.4	1798	4	250	320	6M/7A	P	2841	-
<b>2.0 (D)</b>	27.9-30.8	27.9-30.8	27.9-30.8	1968	4	175	350	6A	D	2841	-





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	Delhi	Mumbai	Chennai								
Kodiyak											
2.0 (D)	34.5	34.5	34.5	1968	4	148	340	7A	D	2791	-

## SSANGYONG

Rexton											
2.7 (D)	19.9-23.8	19.9-23.7	19.9-23.8	2696	5	184	402	5A	D	2835	-

## TATA

GenX Nano											
0.7 (P)	2.2-3.2	2.5-3.5	2.4-3.3	624	2	34.5	48	4M	P	2230	600
Tiago											
1.2 (P)	3.2-5.2	3.2-5.3	3.3-5.3	1199	3	84	114	5M/5A	P	2400	930
1.05 (D)	3.8-5.6	3.9-5.7	3.9-5.7	1047	3	69	140	5M	D	2400	1030
Tigor											
1.2 (P)	4.6-6	4.5-6	4.6-6.1	1199	3	84	114	5M/5A	P	2400	930
1.05 (D)	6.1-6.8	6.1-6.8	6.2-7	1047	3	69	140	5M	D	2400	1030
Bolt											
1.2 (P)	4.6-6.1	4.6-6.2	4.5-6	1193	4	89	140	5M	P	2470	1095
1.3 (D)	5.7-7.1	5.7-7.2	5.6-7	1248	4	74	190	5M	D	2470	1132
Zest											
1.2 (P)	5.1-6.5	6.2-6.6	5.1-6.5	1193	4	89	140	5M	P	-	-
1.3 (D)	6-8.5	6.3-8.6	6.1-8.4	1248	4	89	200	5M/5A	D	-	-
Indica											
1.4 (P)	5-5.5	5-5.5	5-5.6	1368	4	89	116	5M	P	-	-
Indigo											
1.4 (D)	6-6.4	6-6.2	5.8-6.3	1396	4	64	105	5M	D	2450	1065
Sumo											
3.0 (D) Gold	6.7-8	6.7-8	6.7-8	2956	4	82	250	5M	D	2425	-
Hexa											
2.2 (D)	11-16.2	11.1-16.4	11-16.1	2179	4	147/153	320/400	6M/6A	D	2850	-
Safari Storme											
2.2 (D)	9.8-14.4	9.9-14.3	9.6-14.4	2179	4	147/135	320/400	5M/6A	D	2650	-
Xenon											
2.2 (D)	9.2-10.1	9.1-10	9.4-10.4	2179	4	138	320	5M	D	3150	1900-1900

## TOYOTA

Etios Liva											
1.2 (P)	5.4-6.2	5.5-6.2	5.5-6.2	1197	4	78	104	5M	P	2460	890-920
1.4 (D)	6.7-7.3	6.8-7.4	6.8-7.4	1364	4	66	170	5M	D	2460	980
Platinum Etios											
1.5 (P)	6.6-7.5	6.7-7.5	6.6-7.4	1496	4	89	132	5M	P	2550	900-930
1.4 (D)	7.7-8.6	7.7-8.6	7.7-8.5	1364	4	67	170	5M	D	2550	990-1005
Etios Cross											
1.5 (D)	6.3-7.7	6.4-7.9	6.4-7.8	1496	4	89	132	5M	P	2550	900-930
1.4 (D)	7.5-7.8	7.6-7.9	7.6-7.8	1364	4	67	170	5M	D	2550	990-1005
Corolla Altis											
1.8 (P)	14.9-18.6	15-18.9	15.1-18.9	1798	4	138	173	6M/CVT	P	2600	1180-1270
1.4 (D)	16.6-18.2	16.8-18.5	16.9-18.5	1364	4	87	205	6M	D	2600	1230-1270
Camry											
2.5 (P)	28.7	28.2	28.9	2494	4	178	220	6A	P	2775	1475
2.5 (P) Hybrid	36.5	37.9	37.4	2494	4	158	200	6A	H	2775	1475
Innova Crysta											
2.4 (D)	13.5-18.8	13.6-19	13.7-19	2393	4	150	343	5M/6M	D	2750	1855
2.8 (D) AT	15.5-20.7	15.7-21	15.7-21	2755	4	147	360	6A	D	2750	1870
2.7 (P)	13.3-19.5	13.4-19.7	13.5-19.7	2694	4	163	245	5M/6A	P	2750	1780
Fortuner											
2.8 (D)	24.4-25.9	24.7-26.3	24.7-26.2	2755	4	174	420/450	6M/6A	D	2745	2610-2735
2.7 (P)	25.8-29.1	26.2-29.6	26.1-29.4	2694	4	163	245	5M/6A	P	2745	2500



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\* All prices in lakhs

	Price (Ex-showroom)*			Engine (cc)	No. of cylinders	Power (bhp)	Torque (Nm)	Gears	Fuel Type	Wheelbase	Weight
	Delhi	Mumbai	Chennai								
Prius											
1.8 (P) Hybrid	45.2	44.5	44.9	1798	4	120	142	CVT	H	2700	-
Land Cruiser											
3.0 (D) Prado	84.7	86.7	86.6	2982	4	171	410	5A	D	2790	2140
4.5 (D)	128	130	131	4461	8	285	648	6A	D	2850	2720

## VOLKSWAGEN

Ameo											
1.2 (P)	5.5-7.3	5.5-7.3	5.5-7.3	1198	3	74	110	5M	P	2469	1044
1.5 (D)	6.5-9.8	6.5-9.8	6.5-9.8	1498	4	103	250	5M/7A	D	2553	1233
Polo											
1.2 (P)	5.4-7.3	5.4-7.3	5.4-7.3	1198	3	73	110	5M	P	2469	1049
1.5 (D)	6.9-8.8	6.9-8.8	6.9-8.8	1498	4	88	230	5M	D	2469	1158
GT TSI	9.1	9.1	9.1	1197	4	103	175	7A	P	2469	1109
GT TDI	9.3	9.3	9.3	1498	4	108	250	5M	D	2469	1148
GTI	19.9	19.9	19.9	1798	4	189	250	7A	P	2469	1273
Cross Polo											
1.2 (P)	7.2	7.2	7.2	1198	3	74	110	5M	P	2469	1155
1.5 (D)	8.7	8.7	8.7	1489	4	88	230	5M	D	2469	1168
Vento											
1.2 (P)	10.4-11.3	10.4-11.3	10.4-11.3	1197	4	103	175	7A	P	2552	1174
1.6 (P)	8-9.9	8-9.9	8-9.9	1598	4	103	153	5M	P	2552	1137
1.5 (D)	9.5-12.7	9.5-12.7	9.5-12.7	1498	4	103	250	5M/7A	D	2552	1233
Jetta											
1.4 (P)	14.7-16.3	14.7-16.3	14.7-16.3	1390	4	121	200	6M	P	2648	1354
2.0 (D)	15.9-20.8	15.9-20.8	15.9-20.8	1968	4	138	320	6M/6A	D	2648	1439
Passat											
2.0 (D)	30-33	30-33	30-33	1968	4	175	350	6A	D	2786	-
Tiguan											
2.0 (D)	26.6 - 29.8	26.6 - 29.8	26.6 - 29.8	1968	4	141	340	7A	D	2677	-

## VOLVO

V40											
D3	26.7-30.2	26.7-30.2	26.7-30.2	1969	4	150	350	6A	D	2647	1561
D3 Cross Country	28.6	28.6	28.6	1969	4	150	350	6A	D	2647	1561
T4 Cross Country	31.1	31.1	31.1	1969	4	180	240	6A	P	2647	1485
S60											
D4	31.5-39.4	31.5-39.4	31.5-39.4	1984	4	181	400	8A	D	-	-
D5	39	39	39	2400	5	214	400	6A	D	2776	1680
D4 Cross Country	40.3	40.3	40.3	2400	5	190	420	6A	D	2774	1776
Polestar	52.5	52.5	52.5	1969	4	367	470	8A	P	-	-
S90											
D4	54.5	54.5	54.5	1969	4	187	400	8A	D	2941	2962
V90											
D5 Cross Country	60	60	60	1969	4	231	480	8A	D	-	-
XC60											
D4	44.2-50.6	44.2-50.6	44.2-50.6	1984	4	181	400	8A	D	2774	1796
XC90											
D5	71.9-82.9	71.9-82.9	71.9-82.9	1969	4	225	470	8A	D	-	-
T8	95	95	95	1969	4	315	400	8A	P	-	-
T8 Hybrid	127	127	127	1969	4	401	640	8A	P/H	-	-

\*Prices are provided by manufacturers. Please contact your local dealer for exact prices as they are subject to change without prior notice.





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\* All prices in thousands

All prices in thousands								
	Price (Ex-showroom; in Thousands)			Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
	Delhi	Mumbai	Chennai					
APRILIA								
SR 150	68-70	-	-	154.4	11.4	11.5	A	-
Mana	1480	1550	-	839	76	73	7	-
SRV	1510	1570	-	839	75	76	A	-
Dorsoduro	1710	1790	-	1197	130	115	6	-
Caponord 1200 ABS	1810	1890	-	1197	128	116	6	-
Caponord 1200 ABS Travel	2030	2120	-	1197	128	116	6	-
RSV4 R APRC ABS	2100	2190	-	999	180	115	6	-
RSV4 R Factory APRC ABS	2570	2680	-	999	180	115	6	-
Tuono V4 1100 Factory	-	1873	-	1077	173	121	6	212

<b>BAJAJ</b>								
CT100								
CT100	35	37	36	99.3	8	8	4	108
Platina								
Platina 100ES	44.5	46.6	45.8	102	8	8.6	4	108
Discover								
Discover 125	51	53	52	124.6	11	11	4	118
Discover 150S	54-57	55-59	56-59	145	14.3	12.7	5	130
Discover 150F	58-62	59-63	59-64	145	14.3	12.7	5	130
V								
V12	56	56	56	129	10.3	10.9	5	-
V15	62	63	63.7	149.5	11.83	13	5	-
Pulsar								
Pulsar 135LS	63.5	65	65	134.6	13	11	5	122
Pulsar 150 DTSi	71.5	73	73.5	149	15	12	5	143
Pulsar 180 DTSi	74.9	76.6	76.5	178	17	14	5	147
Pulsar 220 DTSi	91.2	89.3	93	220	21	19	5	148
Pulsar AS150	80	84	82	149.5	16.8	13	5	143
Pulsar AS200	93.5	95.5	96	199.5	23.2	18.3	6	153
Pulsar RS200	96.5	-	-	199.5	23.2	18.3	6	-
Pulsar NS200	118-130	118-130	120-132	200	24.2	18.6	5	165
Avenger								
Cruise 220	85	86.7	86.9	220	18.7	17.5	5	155
Street 150	75	76.5	76.7	150	14.3	12.5	5	148
Street 220	85	86.7	86.9	220	18.7	17.5	5	150
Dominar								
Dominar 400	136-150	137-151	138-152	373	34.5	35	6	182

<b>BMW</b>								
R 1200	1665-2294	-	-	1170	110	120	6	223-259
K 1300	1919-2192	-	-	1293	173	140	6	243-254
S 1000RR	2109	-	-	999	193	112	6	206
HP2 Sport	2993	-	-	1170	133	115	6	199
K 1600	2699-2962	-	-	1649	160	175	6	332-348

<b>DUCATI</b>								
Monster 821	972-1025	1000-1055	-	821	110	89	6	179
Monster 1200	2118-2952	2179-3049	-	1198	133-158	118-131	6	182
Panigale 1299	3449-4249	3550-4374	-	1285	202	145	6	166
XDiavel	1587-1847	1633-1901	-	1262	54	129	6	247
Diavel	1481-1815	1524-1867	-	1198	162	127	6	205
Multistrada 1200	1445-2006	1487-2065	-	1198	148	118	6	217
Multistrada Enduro	1744	1795	-	1198	158	136	6	-
Scrambler	678-790	-	-	803	73.8	68	6	-
Panigale 959	1397	-	-	955	156	107.4	6	176

<b>DSK BENELLI</b>								
TNT 25	180	187	176	249	28.2	21.6	6	159
TNT 300	303	314	308	300	37.7	26.5	6	196
TNT 600i	573	562	583	600	83.9	54.6	6	231
TNT 600 GT	601	623	611	600	83.9	54.6	6	243
TNT 899	953	989	970	898	-	-	6	-
TNT R	1186	1231	1207	1131	-	-	6	-

<b>DSK HYOSUNG</b>								
GT250R	282	294	277	250	28	22	5	188
GT650N	373	412	383	650	73	61	5	208
GT650R	463	509	468	650	73	61	5	215
ST7	579	627	586	700	58	57	5	244
Aquila 650	525	569	538	647	74	62	5	230



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\* All prices in thousands

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	Delhi	Mumbai	Chennai					
<b>HARLEY DAVIDSON</b>								
<b>Sportser</b>								
Street 750	491	-	-	749	NA	59	6	223
Street Rod	586	-	-	749	NA	62	6	238
Iron 883	799	-	-	883	NA	70	5	255
Forty-Eight	950	-	-	1202	NA	96	6	247
1200 Custom	929	-	-	1202	NA	96	6	255
Roadster	970	-	-	1202	NA	96	6	250
<b>Dyna</b>								
Street Bob	1067	-	-	1584	NA	123	6	305
<b>Softail</b>								
Fat Bob	1309	-	-	1584	NA	120	6	330
Fat Boy	1635	-	-	1584	NA	120	6	330
Heritage Classic	1779	-	-	1584	NA	117	6	341
<b>Touring</b>								
Road King	2649	-	-	1745	NA	150	6	362
Street Glide Special	3125	-	-	1745	NA	150	6	361
Road Glide Special	3281	-	-	1745	NA	150	6	372
CVO	5062	-	-	1802	NA	156	6	416

<b>HERO</b>								
Splendor Plus	45.8	46.6	46.5	97	7	7	4	109
Splendor Pro	46.6	47.3	47.6	97	7	8	4	109
Splendor iSmart	50	50.9	50.9	97	8.2	8	4	110
Splendor iSmart 110	53	53	54	109	9.4	9	4	115
Splendor Pro Classic	50.5	51.2	51.4	97	8.2	8	4	109
Passion Pro	47.6	48.4	49	97	7	7	4	119
Passion Pro TR	53.5	54.4	54.9	97	8.2	8	4	119
Passion XPRO	49.5	50.4	51.1	97	8.6	9	4	130
Super Splendor	53.6	54.4	54.7	124	9	10	4	121
Glamour	55.9	56.3	56.7	124	9	10	4	129
Glamour FI	65.6	66.3	66.4	124	9	10	4	125
Achiever	61.8	-	-	149	13.4	12.8	5	138
Hunk	69.7	70.8	70.9	149	14	13	5	146
Karizma	83.9	86.7	85	223	17	18	5	150
Impulse	71.4	72.7	72.7	149	13	13	5	-
Karizma ZMR	105.5	109.3	107.1	223	18	18	5	159
Pleasure	44.6	49.5	46.6	102	7	8	A	104
Maestro	48.3	50.7	50.8	109	8.2	9	A	110
HF Dawn	39.4	39.6	40.2	97	8.2	8	4	109
HF Deluxe	42.1	42.8	43	97	8.2	8	4	109
HF Deluxe Eco	46.1	46.9	47.2	97	8.2	8	4	112
Xtreme	71.9	70.3	70.9	149	14.2	12	5	145
Xtreme Sports	71.4	71.1	71.9	149	15.6	13	5	146
Ignitor	60.5	61.6	61.5	124	10.9	11	5	129
Duet	48	49	51	111	8.3	8.3	A	116
Maestro Edge	49.5	51	-	111	8.3	8.3	A	110

<b>HONDA</b>								
Navi	39.6	42.9	42.4	109	7.83	9	A	101
Dream Neo	46.2	49.2	47.3	109	8.25	8.6	4	105
Dream Yuga	50.5	54.6	53.8	109	8.25	8.6	4	108
CD 110 Dream	43.2	47.4	45	109.2	8.3	8.6	4	105
CB Shine	55-61	-	-	124	10	10	4	122
CB Unicorn	66.7	71.6	70.3	149	13	12	5	146
CB Unicorn 160	72	77	75.5	163	14.5	14.6	5	135
CB Hornet 160R	82-85	85-89	81-86	163	15.7	14.7	5	140
CBR 1000RR	1761	-	-	999	189	114	6	195
CB 1000R	1182	1274	-	999	124	100	6	217
VFR 1200F	1763	1886	-	1237	170	130	6	267
Gold Wing	2850-3150	2850-3150	-	1832	117	167	5	-
VT 1300C	1399	1525	-	1312	57	107	5	303
CBR 150R	122	130	126.5	149	18	13	6	139
CBR 250R	158	167	163	249	26	22.9	6	167
Dio	46.7	50.6	49.8	109	8	8.8	A	105
CBR 650F	730	-	-	648	85.8	62.9	6	215
Africa Twin	1290	-	-	999	87	92	6A	228
<b>Activa</b>								
4G	50.7	-	-	109	8	8.8	A	108
i	45.6	49.4	48.7	109.2	8	8.7	A	103
Activa 125	56-61	-	-	124.9	8.6	10.1	A	112
Aviator	50	54	53.2	109.2	8	8.8	A	109





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<b>INDIAN</b>								
Indian Chief	2199	2199	2199	1811	-	139	6	368
Indian Scout	1299	1299	1299	1133	100	98	6	253
Indian Sixty	1199	1199	1199	999	78	88.8	5	242
Indian Dark Horse	2125	2125	2125	999	78	88.8	5	242
Indian Springfield	3060	-	-	1811	-	139	6	388
Indian Chieftain	3199-3368	-	-	1811	73	139	6	-
Indian Roadmaster	3814	-	-	1811	-	139	6	421
<b>KAWASAKI</b>								
Z250	311	-	-	249	31.5	21	6	166
Z650	519	-	-	649	67.2	65.7	6	184
Z800	750	-	-	806	111	83	6	231
Z900	900	-	-	948	123.3	98.6	6	210
Ninja 300	364	-	-	296	39	27	6	175
Ninja 650	569	-	-	649	67.2	65.7	6	190
Ninja ZX-10R	1560	-	-	998	198	113.5	6	206
Ninja ZX-14R	1790	-	-	1441	198	158.2	6	269
Versys 650	660	-	-	649	68.4	64	6	216
Versys 1000	1245	-	-	998	118	102	6	250
Ninja H2	2990	-	-	998	198.7	133.5	6	238
Ninja 1000	1245	-	-	1043	140	111	6	230
<b>KTM</b>								
Duke								
Duke 200	146	145	146	200	24	19	6	130
Duke 250	175	174	176	249	30	24	6	149
Duke 390	229	228	229	373	43	37	6	149
RC								
RC 390	234	233	234	373	43	35	6	170
RC 200	174	174	175	199	25.5	19	6	147
<b>MAHINDRA</b>								
Centuro	45-51	46-52	46-51	106	8.4	8.5	4	111
Gusto	45-49	47-51	49-51	109.6	8	9	A	-
Gusto 125	48-52	51-55	51-55	124.6	8.5	10	A	-
Duro	-	47	49	124.6	8.1	9	A	114
Rodeo	49-50	49-50	52-53	124.6	8.1	9	A	111
Mojo	163	165	171	295	26.8	30	6	165
<b>MOTO GUZZI</b>								
Audace	-	1994	-	1380	96	123	6	299
Bellagio	-	1520	-	935	73	78	6	-
V9 Roamer	-	1683	-	853	55	62	6	199
<b>MV AGUSTA</b>								
F3	-	1678	-	800	148	88	6	-
F4	-	2887	-	998	195	111	6	-
F4 RR	-	3571	-	998	201	111	6	-
Brutale 1090	-	2010	-	1078	144	112	6	-
Brutale 1090 RR	-	2478	-	1078	158	100	6	-
<b>PIAGGIO</b>								
Vespa	66.5-80	70-84.4	-	125	10.6	-	A	114
Vespa 150	88-91	85-88	89-93	150	11.4	11.5	A	-
<b>ROYAL ENFIELD</b>								
Electra Twin Spark	-	-	126	346	20	28	5	183
350 STD	-	-	126	346	18	32	4	180
Thunderbird Twin Spark	-	-	162	346	20	28	5	182
Thunderbird 500	-	-	209	499	27	41	5	-
Bullet 500	-	-	184	499	26	41	5	-
Himalayan	-	-	184	411	24.5	32	5	182
Classic 350	-	-	150	346	20	28	5	182
Classic 500	-	-	195	499	26	41	5	187
Continental GT	-	-	231	535	28.5	44	5	184

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	Price (Ex-showroom; in Thousands)			Engine (cc)	Power (bhp)	Torque (Nm)	Gears	Weight (Kg)
	Delhi	Mumbai	Chennai					
<b>SUZUKI</b>								
SlingShot	45	47	45	124	8	10	5	127
Gixxer	79-82	-	-	155	14.6	14	5	135
Gixxer SF	87-89	-	-	155	14.6	14	5	139
GS 150R	58	63	62	149	14	13	5	149
Bandit	850	850	-	1255	96	106	5	250
GSX-R1000 / 1000R	1900 - 2200	-	-	999	199	117	6	203
Hayabusa	1250	1250	-	1340	183	146	6	260
Intruder	1250	1250	-	1783	126	160	5	347
Access	54	-	-	124	8.6	10.2	A	115
Swish	50.5	54.9	-	124	8.6	-	A	110
Hayate EP	52	-	-	112.8	8.3	9.3	4	107
Let's	47	-	-	112.8	8	8.8	A	98

<b>TORK</b>								
T6X	124	-	-	Electric	-	27	-	130

<b>TRIUMPH</b>								
Bonneville Street Twin	690	-	-	900	54.2	80	5	198
T100	778	-	-	900	54.2	80	5	-
T120	870	-	-	1200	-	105	6	-
Bobber	909	-	-	1200	76	106	6	228
Thruxton R	1090	-	-	1200	95.7	112	6	-
Speed Triple	1040	-	-	1050	126	104	6	214
Street Triple	750	-	-	675	79	57	6	183
Tiger 800XC	1200	-	-	800	94	79	6	215
Tiger Explorer	1790	-	-	1215	135	121	6	259
Daytona	1140	-	-	675	126	74	6	184
Thunderbird	1410-1640	-	-	1699	97	156	6	339
Rocket III	2000	-	-	2294	145	221	5	367

<b>TVS</b>								
Sport	37-46	37-45	37-45	99.8	7.7	7.8	4	109
Star City+	44-49	45-49	45-49.5	109.7	8.3	8.7	4	109
Phoenix 125	53-57	55-58	56-58	124.5	10.7	10.8	4	116
Victor	49-51.5	-	-	109.7	9.5	9.4	4	112
Apache RTR 160	72	70	73.5	159	15	13	5	138
Apache RTR 180	76.5	76	78	177	17	15	5	137
Apache RTR 180 ABS	87.2	86	88	177	17	15	5	137
Apache RTR 200 4v	97-106	-	-	198	20.2/20.7	18.1	5	148
Scooty Pep+	43.5	42	42	87.8	5	5	A	95
Scooty Streak	45.5	44	43.3	87.8	5	-	A	96
Wego	52	56.5	-	109.7	8	8.7	A	110
Scooty Zest 110	45	47	47	109.7	8	8.7	A	98.5
Jupiter	49-51	50-52.5	52-54	109.7	8	8.7	A	110

<b>UM MOTORCYCLES</b>								
Renegade								
Sport S	149	-	-	279	25	21.8	6	-
Commando	159	-	-	279	25	21.8	6	-
Classic	169	-	-	279	25	21.8	6	-

<b>YAMAHA</b>								
Saluto	54-57	56-59	55-59	125	8.2	10.1	4	112
Saluto RX	47	48	47.5	110	7	8.5	4	98
SZ-RR	67-68	67-68	67-68	149	11.9	12.8	5	134
FZ Fi	81	81	81	149	12.9	12.8	5	132
FZS Fi	83	83	83	149	12.9	12.8	5	132
Fazer Fi	88	88	88	149	12.9	12.8	5	137
YZF R15S	116	116	116	149	16.4	15	6	134
YZF R15 V2	119	119	119	149	16.8	15	6	136
FZ 25	119	119	119	249	20.6	20	5	148
FZ1	1143	-	-	998	148	106	6	214
MT09	1020	-	-	847	113.5	87.5	6	180
YZF R1	2234	-	-	998	197.3	112.4	6	199
YZF R1M	2943	-	-	998	197.3	112.4	6	200
Vmax	2735	-	-	1679	197.4	167	6	310
Ray	51-56	52-57	52-57	113	7	7.5	A	104
Alpha	51-55	53-56	53-56	113	7	7.5	A	104
Fascino	54	56	56	113	7	7.5	A	103





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# LAMBORGHINI'S EV

## The Terzo Millennio

*The Lamborghini Terzo Millennio is an all-electric supercar concept that uses a non-traditional approach.*



**L**amborghini is known for leveraging its heritage, while also exploring the newest cutting-edge technologies. It's this quest that has led the German-owned Italian automaker to partner with the brainy folks at MIT to develop their rendition of an all-electric supercar.

The Terzo Millennio concept uses supercapacitor technology. At present, supercapacitors are too expensive to be used in vehicles. But, the Terzo Millennio – which means Third Millennium – is a demonstration of just what's possible if and when this technology is utilised in future. The result will obviously mean mind-numbing acceleration. Lamborghini is also exploring the use of lighter, and quicker charging, battery packs with carbon composite batteries that use nanotechnology.

The supercapacitor will send power to in-wheel electric motors, which will be housed

in all four wheels – making it a four-wheel drive supercar. Lamborghini claims that, with such a system, it'll allow designers and aerodynamicists greater freedom to develop the car. And, if you want just a rear-drive beast, all Lamborghini has to do is remove the electric motors from the front wheels for a Performante or a SuperVeloce version.

The body of the Terzo Millennio concept car is made entirely from carbon fibre. Lamborghini also claims that it has technology that can detect degradation of

the material, and repair it with what they call 'nano-channels.' The biggest challenge for Lamborghini, though, will be maintaining the signature exhaust sound of its raging bulls without an internal combustion heart.

Will Lamborghini ever put the Terzo Millennio into production? Well, the answer to that is a resounding no. This is clearly just a concept vehicle, but it does demonstrate where Lamborghini thinks the future of the supercar is headed. **ax**





# VOLVO

## LEAVE THE CITY BEHIND. LET ADVENTURE FIND YOU.

### VOLVO V90 CROSS COUNTRY



The V90 Cross Country combines style and convenience with practicality. It comes with a 173 kW (235 hp) engine equipped with PowerPulse Technology, 210mm of unladen ground clearance and all-wheel drive capability, that lets you be as adventurous as you want to be. With so many features loaded in one car and a luggage space of upto 723 litres, you're free to head out anywhere and leave nothing behind. So get ready to get away in style.

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Head-up Display



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Cruise Control & City Safety

AHMEDABAD - Autobots, 09377556600 | BENGALURU - Martial Motors, 09972979639, 080-45451414 | CHANDIGARH - Krishna Auto Sales, 07528909991, 07528919991 | CHENNAI - Artemis Cars, 08015000000, 044-43407900 | COIMBATORE - Artemis Cars, 08015000000, 0422-4640000 | DELHI (WEST) - Viking Motors, 09313436481, 011-45566383 | DELHI (SOUTH) - Scandia Motorcars, 08800010188/99 | Auto Kashyap, 09871177321, 09871177159 | GURUGRAM - Swede Auto, 07290050349, 08527394183 | HYDERABAD - Talwar Cars, 08099330070, 040-23609999 | JAIPUR - Morani Volvo, 09116123668, 0141-4072727/30 | KOCHI - Kerala Volvo, 09961133333 | LUCKNOW - Speed Volvo, 07565000561 | LUDHIANA - Krishna Auto Sales, 07529009991, 07529019991 | MUMBAI - KIFS Motors, 09820222227, 022-42422727 | PUNE - Flyga Auto, 07853010203, 020-69506950 | SURAT - Autobots, 09825040782 | VIZAG - SRK Cars, 08099066888 | VIJAYAWADA - SRK Cars, 08099066888.

Features and specifications will vary with different models. Some features and accessories shown may be optional and not standard. Colours may not match due to printing limitations. \*Terms & conditions apply.



# GRAZIA

## THE WORLD IN A NEW LIGHT



# GRAZIA

ADK-Fortune/11/2017



LED Headlamp



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Eco Speed Indicator



125cc Engine



Split Grab Rail



Disc Brake  
Alloy Wheels

Accessories shown in the picture are not a part of the standard equipment. \*\*Conditions apply.



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