

BBC

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WIN A driving holiday pg 120

Top Gear

India

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Gold standard

The best of the best get their due



Mercedes-AMG C 43

C 63's younger sibling
is still a riot

EXCLUSIVE
Ferrari California T HS

No, it isn't short
for 'Holy S***'

Bajaj Dominar 400: The fastest Bajaj yet. And, it's not a Pulsar

Welcome



I am sitting in Varanasi as I write this. It is a city with strong religious beliefs, deep cultural roots and totally chaotic roads. From an automotive business point of view, it would be better to start a business selling car and bike horns rather than vehicles themselves given that everyone honks more and drives less. Thankfully, they brake occasionally, when incessant honking doesn't

work. Of course, it all depends on your luck. But it seems, this could be the way things would work in most upcoming cities if the authorities don't get cracking on measures that go beyond just making safer, more efficient cars. As motorists, we need to put ourselves under the scanner and maintain some standards to earn that driving license.

Meanwhile, it is time to acknowledge the good work done by the automotive industry itself in keeping our enthusiasm and hope alive for a better world through their machines, which thankfully, do not drive themselves yet. For this year's awards, we've had an interesting mix of cars and motorcycles with a few of them taking home the Stig unchallenged. However, the rest had to get down and dirty, some having to fight with unusual opponents to prove their worthiness.

For instance, four cars – a muscle car, a luxury SUV, a limousine and a supercar – completely different in nature entered the ring and exchanged blows to claim the big prize. The two-wheeler bunch, too, had their fair share of fistfights; the final clash was between a baby tourer, a supersport and a modern-day classic. I'm not going to tell you who the winner is, just yet. For that, you'll have to go through our special awards issue.

We've also put in a lot of effort into making this special cover for the issue. I say special not only because we have a bunch of fancy cars posing for one frame. It's special also for the reason that this is one of the few times in a calendar year when the entire TG team gets out on assignment and we miraculously manage to pull off stunning results without punching someone in the face. Just kidding. Some punches were thrown.

We haven't restricted the issue to the Awards alone, though. We've tested a whole bunch of new cars and bikes. The crazy AMG C 63 now has a younger sibling in the AMG C 43, and we love it. We've also ridden the biggest, most powerful Bajaj yet. Plus, don't miss out the incredible story of ex-F1 driver and Paralympics gold medallist, Alex Zanardi.

Enjoy the issue.

Girish Karkera

CHIEF COMMUNITY OFFICER & EDITOR

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It's a sub-1000cc bike that is giving nightmares to litre-classes. You know this one deserves some adulation

090 Audi R8 V10 Plus

A sports car you can drive to work or blitz down a racetrack in. And it's this kind of versatility that warrants a TG award

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LETTERS

Here's what our readers had to say about the last issue...



LETTER OF THE MONTH

Dear TopGear,

So, I started the New Year travelling with a TopGear magazine in my hand reading throughout the journey. I like staying updated, and TopGear has a huge contribution in the same. The last issue was immensely informative in the Pit Pass section, as I unfortunately couldn't follow Formula 1, and Moto GP as well. But TG told me everything. Oh, and I really liked the pictures of the Maserati Levante story. I wonder who decides the locations for the photos, and how the shoots take place. The Intake section had my favourite Land Rover. The buyer's guide section has been helping me for a long time to know the tech specs and prices. I especially liked the VW Polo GTI story and completely agree with the writer. The BMW 5-series, as they have put up a small comparison between the old and the new one was the section I was excited to read about. I am keenly looking forward for the Suzuki Ignis and the Tata Hexa launch and the February issue.

- Kartik Chopde



Writing in to TopGear just got rewarding. Send us your thoughts on this issue and you can win an awesome riding tee courtesy 1356clothing.com

Team TopGear,

I am a huge car fanatic. Any machine that propels itself fascinates me big time. The best place to explore the industry I find is the TopGear magazine. Those words you read are not reviews but a man-machine relationship you develop or you may develop, explained. I have been reading this magazine for eight years now. Then, the only time I got to read the magazines was when I used to visit various showrooms with my father. That time, I wasn't well versed with the technicalities of the machines, but I was blown away by the pictures. Eventually, I did subscribe to the magazine and grew up reading them, and as I grew old, I think it gave me a better understanding about happenings of the automotive world. The pictures in the magazine still makes me go bonkers. Details which usually cannot be understood by non-experts, are explained in the stories in an easier way. Cheers to the team - **Rajani C**

READERSPEAK

Here's what our readers had to say about...

Honda City facelift

Good Grief. I'm probably not wrong but the City is A Shitty car. (Hey that rhymes)
I feel the Verna is so much better in performance and comfort and reliability. Honda is just an overpriced, underpowered and pseudo-quality heap of junk with a sunroof - **Josh Devdoss**
What's the use of this facelift if the interiors are still boring? - **GP Vignesh**

New Toyota Camry

Is this Toyota for real? Wow, what a transformation it has been. It's so beautiful - **SimphiweShadrackBuso**
Yahoooooo, it is a transformation from Japanese. Wow... Toyota is pointing in the right direction now... One more thing, it needs more performance please - **Zola Tafeni**
Sexy Toyota! - **Kashish Gupta**

WHAT'S NEW ON TOPGEAR.COM



This is how Audi's Q8 will look like. Well, almost
<http://tinyurl.com/gt56pj3>



Gallery: New Toyota Camry
<http://tinyurl.com/j89cmej>

AND WE HAVE A WINNER!

Driving holiday contest
(Bandipur, Karnataka)



Chaitanya Tupe from Pune has won a driving holiday and luxury resort stay. You can win, too! Turn to pg136 for details.

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Every new
car that
matters,
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Mercedes-AMG C 43

₹ 74.35 lakh (ex-Delhi)

THE CRAZY C 63 GETS A YOUNGER SIBLING AND IT'S HERE TO MAKE US LESSER MORTALS LOOK GOOD

Devesh Shobha

Why has Mercedes bothered with another hot variant of the C-class when we already have the C 63?

With the launch of the C 43, will Mercedes discontinue the C 63 in the wake of downsizing and saving the world? What's the point of transforming a family car into a crazy sedan and then dialling it down a couple of notches? Does the C 43 even justify the full-blown AMG badge on its boot?

These are the sort of questions that popped up when we first heard of a baby C-class AMG taking shape. So, to find some answers, we headed to the Buddh

International Circuit, Noida – a setting where the C 43 could be tested properly – to decide for ourselves if it deserves a place in the AMG family. And after throwing around the 43 for over 10 hot laps, it's quite evident why Mercedes bothered with this “semi hot” variant of the C-class.

So far, Merc only sold the S version of the C 63 in India, powered by a 504bhp, 700Nm 4.0-litre twin-turbo V8 that sends all that power strictly to the rear wheels via a seven-speed gearbox. Sure, it's a recipe for great fun, but for amateur drivers – TopGear's unscientific study pegs that number at roughly 87 per ➤



No carbon fibre to be found in here. But quality wood and leather trim make it a pleasant place to be in

cent of Indians – things could easily get embarrassing when pushed hard.

That's where the C 43 steps in. Mercedes has managed to make a crazy fast car into an idiot-proof tool and we aren't complaining. Powered by a smaller 3.0-litre twin-turbo V6 petrol, the C 43 only has 362 horses and 520 Newtons to play with – that's almost a 30 per cent drop in power compared to the 63 S. But for someone who's stepping up from a family sedan, those figures should suffice.

You see, the 43 isn't exactly a couch potato; far from it. While the C 63 S takes 4 seconds to hit the ton, the C 43, with a new nine-speed gearbox and a permanent all-wheel-drive system, manages a time of 4.7 seconds. Now that's less than 15 per cent slower than the 63. However, a dash

to 100kph isn't the only thing you do in a fast car, right? Exactly. At least on paper, the C 43 may not have big numbers to go along with its AMG badge, but it's an interesting car to have in your garage as it's quite forgiving by fast car standards.

Unlike the RWD 63, the C 43 comes with an AMG Performance all-wheel-drive system and that will not only keep you from kissing the tyre walls around a circuit, but will also make you look like a pro on a race track. The AMG 4MATIC system does let you have fun but without making you look like an idiot, and that's the 43's biggest asset. The rear-biased AWD has a 31:69 split ratio for torque distribution, which lets you gracefully pull off a powerslide coming out of corners before the AWD system (along



New diamond studded grille and simpler alloys for the C 43

with ESP) straightens things up for you. And it's always a great feeling to be able to pull off a massive slide and still face the right direction, isn't it?

With the 43, if you're feeling particularly brave, you could also switch the ESP off and go sideways around every corner. But unlike the C 63, this one isn't going to drift that easily. If the system senses you're about to reach a point of no return, it will intervene for a quick damage limitation exercise. So, it's like having fun in a civilised manner, and we'll take that gladly.

Now, if you've driven the 63 S before, the 43's performance would obviously feel a bit muted. But in isolation, this engine-gearbox combination is sweet. In fact, it's the nine-speed gearbox that makes a lot of difference out here. It's not jolt-in-the-back quick, but it is pretty quick to race to its redline of 7000rpm in the first five cogs, good enough to pin you back in your seat. And the engine, as we've seen in other AMG 43s, is buttery smooth and refined, and offers a wide range of torque spread. It's adequately powerful and things move pretty fast, but it's all very linear and well behaved, unlike its hooligan sibling.

Although the 43 can't be termed a full-fledged AMG monster, Mercedes has been kind enough to offer it with AMG's sports suspension and that does help better the dynamic quotient. Ours was a

OR TRY THIS



Audi S5

Perfect if you want a potent machine that isn't a handful to use on an everyday basis.



“It’s not jolt-in-the-back quick, but good enough to pin you back in your seat”

strictly racetrack experience and it was quite enjoyable for a fast luxury sedan. Okay, semi-fast luxury sedan. There’s the occasional body roll that comes with quick direction changes but it’s never out of control. You can pretty much throw it into corners and the 43 won’t shy away from taking orders. Helping matters is the superbly positive steering wheel that’s quite communicative. So overall, the combination of AMG’s AWD system, sports suspension and the steering wheel gives you the confidence you need to push the 43 harder.

We would reserve our final judgement on the 43’s ride comfort as the BIC surface we drove on is as smooth as a baby’s bum – a degree of smoothness that



Four different modes make the driving experience special

we’ll never find on public roads where the C 43 will end up spending most of its lifespan. But we did notice that the ride wasn’t too stiff and it did manage to filter out the jolts from entering the cabin to a certain degree. Plus, those well-cushioned figure-hugging sport seats make you feel comfortable, which do compensate for a slightly stiffer setup to an extent. And going by our real-world experience with the C 63, it’s safe to assume the 43 won’t be a difficult animal to deal with.

Priced at ₹74.35 lakh (ex-showroom, Delhi), the C 43 is almost ₹60 lakh down on the 63 S. Apart from having two cylinders less and a 15 per cent drop in performance, the goodies you’ll miss out on are the carbon fibre bits inside and out,

and the alloy wheels look rather simple. What you do get, however, is a diamond-studded grille – first for a C-class.

Yes, the C 63 gets a V8 while the C 43 has to make do with a V6, but even then, it is a good step up for those wanting to upgrade their rides to something more powerful than their regular luxury sedan. It doesn’t feel atrociously out of place on a race track with flowing corners and we’re sure it will take good care of its occupants out in the real world, too. It’s not as crazy to handle as the C 63 and doesn’t leave your bank balance dry. It’s good fun to drive, has power that you can actually use on a daily basis and since it isn’t too flashy, the 43 is a perfect tool for someone who likes to keep it low. Talking of which, although it gets an AMG exhaust, it isn’t as loud as the 63, but loud enough to make you feel special while driving it. And in the end, that is all that matters, isn’t it? **7.7**



SPECIFICATION

2996cc, twin-turbo V6 petrol, 362bhp, 520Nm, 9A, AWD, 250kph

0-100kph: 4.7 seconds (claimed)

VERDICT: Perfect to bridge the gap between the C 300 and C 63 S. It’s quick, handles well, rides comfy and is forgiving at speed too.

8

10



Mercedes-Benz CLA 200

₹ 34.02 lakh
(ex-showroom, Delhi)

WE SAY: TRY TO SPOT THE NEW CHANGES, WE DARE YOU
Christopher Chaves

Q: Is this a joke? Seriously, this looks like the same old car.

A: Yes, we're serious too. This is the facelifted CLA 200. And these mild alterations will be very evident to you, that is, if your friends and family call you hawk-eye.

Q: Ok, my nickname's not hawk-eye. So, what's new here? I can't tell from the pictures.

A: Firstly, Parag (the photographer) says that he doesn't take that comment personally. Secondly, the changes are cosmetic and if you look closely, and I mean reeal closely, you'll notice the new LED 'high performance' headlights, that, according to Mercedes, are more efficient than the old xenon ones. Then there are



Infotainment supports Android Auto and Apple CarPlay, gets bigger screen

also re-styled bumpers and minutely re-designed tail-lamp cluster. But same old design on the 17-inch alloys.

Q: Wow! You'd have to really dig headlights and bumpers to spot those changes. Tell me, is there anything new with this car on the mechanical front?

A: Didn't I mention the changes are cosmetic? Pay attention. The drivetrain remains the same and so does the rather stiff suspension setup. This petrol version here, the CLA 200, retains the old four-cyl, 1991cc, turbo-petrol which churns out a decent 181bhp and 300Nm of spin. And there's the CLA 200 d with the 2143cc turbo-diesel making 134bhp and 300Nm. Both motors get the same seven-speeder, which sends power to the front wheels only.

Q: New upholstery, more legroom, come on give me something more!

A: You're in luck! The upholstery is of a different pattern now. But no additional legroom. The cabin is still perfect for two average Indian-sized adults up front and two vertically challenged people at the rear. But hey! There's a little more. There's a redesigned instrument cluster and a bigger 8-inch infotainment screen for you to adjust the car's updated COMAND system which now supports Android Auto and Apple CarPlay, along with a new Drive Select option. It lets you cycle between Economy, Comfort, Sport and Sport+ modes that can alter throttle and gearbox responses and the steering feedback.



New drive modes alter gearbox, throttle and steering response

Q: Shot in the dark here, but does the suspension now adapt to the various drive modes like bigger Mercs?

A: Of course not. That would bump up the cost of this car quite a bit. The CLA 200 is the most affordable Mercedes sedan for a reason.

Q: Does it handle any differently from the older iteration?

A: Not at all. It doesn't feel aged, but it isn't a demon that thirsts for downright speed either. This petrol CLA 200 upshifts very nicely and has enough grunt to keep you entertained at all times.

Q: There's barely anything new with this car. Why the hell should I buy one?

A: If you found the CLA an attractive package before, there's no reason why you would think otherwise with this updated model. Let me put it this way – Merc didn't want to mess with a winning formula. Because given its looks, build quality, performance and price, that's what this car still is.





BMW 330i GT

₹ 47.50 lakh (ex-Delhi)

WE SAY: MINOR FACELIFT, UPDATED INTERIOR AND A NEW MOTOR FOR THE 3 GT

Devesh Shobha

Wondering why we're feeding you a dated 3-series drive story? Well, this isn't a blast from the past; BMW has given its highly practical 3 GT a very mild facelift that only 3-series purists can make out, once they are close to the car, that is. We say highly practical because it's a 3 that offers you more room at the back compared to the 5 for a marginal bump in price. And it's also one of the most unique BMW sedans you could buy – not for the way it looks, but for the way it drives.

The 3 GT is actually based on the extended wheelbase version of the sedan (not sold in India), which explains the added legroom at the back. And like most new-gen BMWs, the 3-series too has gone a bit soft in terms of dynamics, more so

with the GT. You see, it's a car meant for those used to giving orders rather than taking them, and to pamper that set of customers, BMW has given backseat comfort priority over dynamics. The Gran Turismo gets a softer suspension set-up and as a result, it takes better care of road irregularities and offers a well-cushioned ride at city speeds compared to the 3. But it doesn't feel as crisp and sharp as the sedan the moment you carry momentum.

Yes, it's longer than the 3, but it's also gone softer, which means at triple-digit speeds, there's considerable body movement compared to the sedan, and as we've experienced on the Mumbai-Pune Expressway, road joints that aren't a problem in a 3-series, they could easily unsettle this particular Bimmer. Things don't get any better around corners – it rolls and often threatens to understeer if you enter a corner too hot. It will surely take the corner, it's a BMW after all, but not before creating unnecessary drama. Plus, with all the tyre squeal, you know they're working overtime to keep the GT in line, making this whole process of pushing the GT harder a bit disappointing as per 3-series standards.

Apart from the minor visual changes on the outside, plusher cabin and a new infotainment system, there's a big change under the hood, too. With the GT, BMW brings back the 330i moniker to India, but this isn't what you think it is. Unlike the last-gen car, the 330i isn't powered by a six-cyl motor, instead, there's an



On the lighter side by BMW standards, the steering isn't great

updated four-cyl, 2.0-litre turbo-petrol on duty here. It's obviously not as rapid as the six-pot, but with its 248bhp and 350Nm of torque, this new-gen 330i feels quick nonetheless. In fact, it can do 0-100kph in 6.3 seconds, and that's a respectable figure for a 2.0-litre unit. It's well complemented by an eight-speed 'box that's quick to respond.

At ₹47.50 lakh, ex-showroom, Delhi, the 330i GT Luxury Line is only a couple of lakh rupees dearer than the 320i and for someone whose priority is backseat comfort, the GT comes across as a practical choice over the sedan. **7/10**



Eight-speed gearbox complements the engine really well

SPECIFICATION

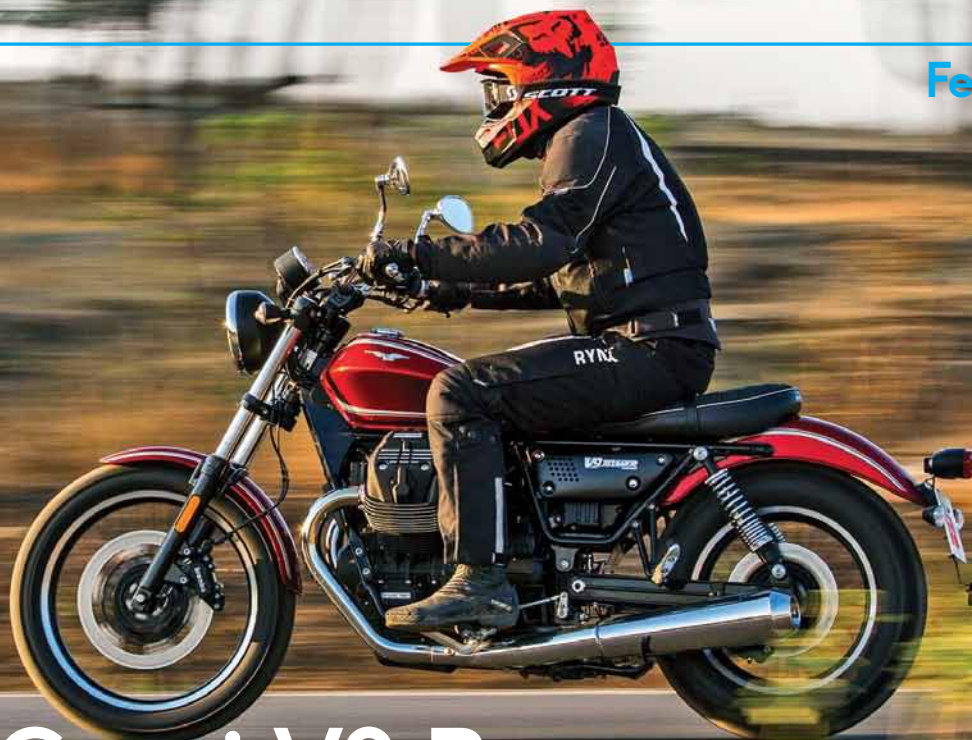
- 1998cc, 4cyl, turbo-petrol, 250bhp, 350Nm, 8A, RWD,
- 0-100kph: 6.3s, 30-50kph: 1.7s, 50-70kph: 1.9s
- city kpl: 6.6, highway kpl: 9.7

VERDICT: A 3-series with a touch of practicality. However, it loses the sedan's driving edge.

7

10





Moto Guzzi V9 Roamer

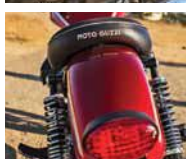
₹ 13.6 lakh (ex-showroom, Pune)

WE SAY: THE V9 IS A SERIOUS LOOKER ALRIGHT. BUT HOW MUCH SUBSTANCE LIES BENEATH ALL THAT JAZZ?

Debabrata Sarkar

PHOTOGRAPHY: ADWAIT KULKARNI

You can't miss that transverse-mounted V-twin on a Guzzi no matter how little you know about it or how far away you are standing. But then, you look around and find more details to admire on the Roamer, neat pin-stripes on the mudguards and tank, shiny chrome pipes, a shaft-driven rear wheel and the short-ish saddle. Switchgear is minimal, with one on



The V9 Roamer's ergonomics feel a little outdated

the left to toggle through riding modes and traction control (apart from the regulars) and an engine kill and starter switch on the right. A single analogue dial sits slightly off-set from the centre of the handlebar to read out speed with a small digital display built in to show you a host of other information, including traction control levels and fuel consumption.

Swing a leg over and the Moto Guzzi feels rather old-school. Unlike most other examples of modern-classic motorcycles, the Roamer's ergonomics don't seem to have moved forward. You feel like you're sitting on top of the motorcycle rather than in it and the fact that the tank has no knee recesses adds to this disconnect.

The 853cc, V-twin motor comes to life with a characteristic shudder as you thumb the starter. Engage first on the six-speed gearbox and you notice how short the movements are while moving between gears. Build up a few revs and the twin-cylinder, air-cooled motor settles down quite nicely.

However, setting off from idle takes a bit of getting used to as the gearbox clunks into place before the surge of torque takes over. Peak power output of 54bhp is rather uneventful, but the fact that a vast majority of the 62Nm of torque (that peaks at 3,000rpm) is available throughout makes the Roamer a breeze to ride. Add to that short gear ratios coupled with the ability to hold a broad range of speeds and the Roamer proves to be easy to use. It is easy to hit

the rev limiter as you climb through the gears and you do need to execute a fair number of gearshifts before you crack triple-digit speeds. You could even leave traction control off and have a bit of fun with it as there isn't enough power to really get scary.

It has to be said though, the Roamer is reasonable running around town, looking cool more than anything else. There is little performance to be had, the seat isn't the most comfortable over extended periods and the suspension is rather firm. Moreover, your shin sitting awfully close to the motor is unlikely to be a pleasant experience on a hot, summer day. It does handle effortlessly around corners, but you need to be steady with the throttle to not upset the balance as the transverse motor tends to kick right. The biggest problem, however, is the fact that it costs ₹13.6 lakh (ex-Pune) and manages to not really do anything special. **17**



SPECIFICATION

- 853cc, V-twin, transverse, air-cooled, 54bhp@6250, 62Nm@3000rpm, 6M
- Fuel tank: 15 litres
- 199kg
- 100/90 – 19 (f), 150/80 – 16 (r)

VERDICT: Retro design and transverse motor defines the Roamer. Clean classic styling, but a rather steep sticker price.

6

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Maserati Quattroporte GTS

₹ 2.2 crore (est., ex-showroom)

WE SAY: DRIVER'S LUXURY LIMO GETS SOME MUCH NEEDED UPDATES WITH A MID-LIFE REFRESH

Sriram Narayanan

The Quattroporte's been the original. Since 1963. When they put a big engine into a four-door sedan. But unlike the 911, which has been around since the same time, this Italian has seen a lot of changes, breaks in production and a very brief and forgettable foray into front-wheel-drive territory thanks to Maserati's constantly changing owners and financial condition. Now, with this sixth generation, introduced in 2013 to the world and in 2015 to India, it's perhaps the first time Maserati has attempted at sensible without the quirks. It's a mile-long, has acres of legroom and was the first ever Maserati to make an attempt at a decent in-car interface. Yet, this Quattroporte still had some quirks. At



The in-car interface is actually useable now, even for parking aids

a time when most cars in its class like the Merc S, Audi A8 and BMW 7 is going so high-tech, the Quattroporte did not even have an automated, electronic boot-shut button. Well, now it does. The touchscreen interface has slightly changed and instead of the grainy mess that was the rear-view camera display, you can now rely on it as a parking aid.

There's also radar-guided cruise control now. So, I could set a speed and if I begin approaching an obstacle that's much slower, the Quattroporte will brake automatically. I can also activate or de-activate lane departure and blind spot warning. Considering the fifth-generation Quattroporte was a car Maserati designed first and thought about how to fit seats later, this sixth-gen has surely come a long way.

The engine's the same 523bhp 3.8-litre V8 that sounds rather smooth, angry and cultured at the same time despite being a turbo. It has none of that boominess that afflicts artificially aspirated engines. Which is good. The eight-speed auto isn't a dual clutch, yet, in Sport Mode, it's rather sharp and reactive to the throttle, quickly upshifting and downshifting as needed. There's still a bit of lean, pitch and roll. And for those of you who like the character of the previous-gen Quattroporte, despite the quirks, you still won't hopelessly fall in love with this one. But with the A8s and the 7s rendering the driver to be nothing more than an instrument to steer the vehicle, the Quattroporte still lets you do a lot of the driving. The



Steering is a size too large but full of feel; the paddles are a joy to use too

steering – a size too large – does have feel and remains hydraulic, the paddles are a joy to engage with and the sound from the exhaust is good company on an otherwise boring Dubai motorway commute. The Quattroporte is still not as beautiful and characterful as the previous gen, and also not as precise as a Panamera around twisties. But it's a fun car to push around and when needed, settles down for a blissful silent cruise. Besides, it's much more fun than any limo from Mercedes, BMW and Audi. And the thing with Maseratis is they tend to be like wine. They get better as they age. Cheers.



SPECIFICATION

3799cc, V8 turbopetrol, 523bhp, 710Nm, 8A, RWD, 1900kg

VERDICT: Still not as beautiful and characterful as the previous-gen car, but more spacious, luxurious and for drivers.

8

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PHOTOGRAPHY: MANUFACTURER



Bajaj Dominar 400

₹ 1.5 lakh (ABS, ex-showroom, Delhi)

WE SAY: IT'S TAKEN A WHILE TO GET HERE, BUT IT WAS DEFINITELY WORTH THE WAIT

Christopher Chaves

If you haven't checked out the Dominar yet, you seriously have to get out of your cave more often. Bajaj's new flagship model, if anything, looks sturdy and bold. Photogenic, for sure. When Bajaj launched the power cruiser in Dec '16 with a pricetag of ₹1.36-1.5 lakh (ex-showroom, Delhi) attached, it made the bike all the better to look at. Sure, it's not V-Max or Diavel brawny, but it's got

that well-proportioned, low, muscular, forward-biased design that looks very cool. "Its shape and design draws inspiration from a lion," is what I'm told at the media brief. Who would have guessed? The shape of the headlight unit as well as the tank and the design of the LED tail-light looks a little familiar, no? But whatever said and done, it works.

Swing a leg over the bike and you'll find the riding stance to be very similar to the Yamaha FZ's. It's very comfortable,

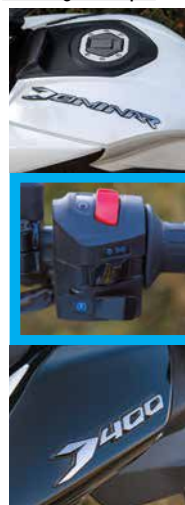


KTM Duke's 373.3cc single-cyl given the Bajaj treatment. Produces 34bhp, 35Nm

assuring that long stints in the saddle won't be very tiring. The footpegs are rear-set, but not pushed all the way back as on the Duke. Thumb the starter and it's not the exhaust note, but the striking full-LED headlamp (part of which is always on) that will attract the most attention. The headlight of Bajaj's new flagship has three different LED clusters and four levels of adjustability with two separate switches on either side of the bars. The instrument cluster displays white numbers on a black screen, which can be a little hard to decipher at certain times of day. The cluster is split into two screens – the all-digital one on the bars displays speed, revs, time, trip and fuel level, while the other part that's mounted on the tank displays the regular warning and check lights. The Dominar has this air of premiumness about it. Bajaj has outdone itself with the quality of switchgear on this motorcycle. Fit and finish levels are top grade, and the bike is neat and tidy in appearance, with all the wires tucked away nicely, and we took a particular liking to the cut of the alloy wheels too.

The Dominar is powered by a SOHC 373.3cc single-pot powermill which is basically the KTM Duke 390's DOHC

This Bajaj feels premium, quality of switchgear helps



unit after Bajaj made a few cost-effective changes. It is tuned to produce a lower 34bhp than the Duke but torque remains the same at 35Nm. The throttle of the Dominar is responsive, but power delivery isn't as explosive as that with the Duke. It's been dialled down a bit to be smooth, progressive and more user friendly – suiting the design and nature of this motorcycle perfectly. The engine head is new and the Dominar gets Bajaj's triple spark plug layout. The piston isn't a forged one and the cylinders aren't as well coated as the Dukes' – once again to keep costs in check. The mid-range of the motorcycle's powerband – from 5,500 to around 7,500rpm – is where it feels at its lively best. But it's around this time that the bike feels a bit gruff with the engine sounding stressed while vibrations ►



Three-element LED headlamp cluster provides great visibility at night



increase progressively the higher you climb towards the rev limiter – which is around the 9500rev mark. 100kph comes up at 6000rpm in sixth, but the engine doesn't sound the most relaxed at this time. If I have to nitpick, it's the vibrations that's a bit of a let-down. Bajaj says that it has had to cut down on using some high-quality materials in the Dominar to keep the overall cost low.



OR TRY THIS



Royal Enfield Classic 350

Retro-styled and a more easy-going motorcycle, this is the closest competitor to the sport-focused Bajaj

But if it were up to me, I'd put more effort into the engine refinement aspect rather than put my money on an expensive headlight unit. But this is also what gives the bike a unique character. Also, not everyone is overly bothered by a ride that isn't butter-smooth at all speeds. Equipped with dual-channel ABS, the 320mm disc out front and the 230mm disc at the rear don't instantly kill speed, but offer a nice, progressive bite.

The Dominar is surprisingly nimble for a motorcycle with a long 1453mm wheelbase and a raked-out front end. On the go, the bike disguises its 182kg of heft really well. The Bajaj doesn't require you to put some shoulder into turning or changing direction at low speeds either. The beefy 43mm front forks up front are the same diameter as the KTM's but are installed conventionally, not upside down which, once again, lowers costs. The front, along with the Nitrox monoshock at the rear suspension is set up on the stiffer side, which allows the Dominar to hold onto its line in corners very nicely. Stability out on the highway

is really good too. What deserves a special mention is the fact that even after a good three hours on the bike, the heat of the engine didn't prove to be as bothersome as it is on the Duke.

All said and done, Bajaj's cost saving methods are far from making the bike appear as a cheap offering. With a good list of features, sound ergo and a killer pricetag, there's only so much you can argue about this motorcycle. Overall, a very impressive package from Bajaj. **17**

SPECIFICATION

- 373.3cc, single-cylinder, liquid-cooled, 34bhp, 35N, 6M
- Fuel tank: 13 litres
- 182kg

VERDICT: It feels premium, has sound ergonomics, is feature packed, well priced and fun to ride. A winning formula kept intact.

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A seat that floats, or at least appears to – a distinct Bobber feature



Triumph Bobber

₹ 10 lakh (estimated)

WE SAY: POSSIBLY THE MOST STYLISH BONNEVILLE TO ROAM THE EARTH AT THIS TIME

Debabrata Sarkar



First things first, never trust the English on the weather; secondly and more importantly, it isn't the best idea to wear vented gloves when it is five degrees outside; and lastly, most importantly, the things said above don't matter when you have a motorcycle as good as the Bonneville Bobber to ride around. In case you are wondering, yes, it adds to the Bonnie range, but no, it's not just a skin job. The Bobber gets a new frame and suspension and the 1,200cc motor is in a different state of tune, although shared with the T120. It is a motorcycle to like at first glance, the stripped-down styling and loads of exquisite detailing makes this one arguably the best-looking Bonneville at the moment. We've seen Triumph pretty much master these modern classics, but with the Bobber, they've managed to take it a step further.

Among other things, the floating single seat catches your eye first. And apart from looking cool, with its brushed aluminium seat pan, it also manages

functionality like allowing for 30mm of adjustment. You can choose to sit further back and lower or closer to the handlebar and slightly higher. Higher, of course, is only a relative description here as you can easily plant both your feet flat on the ground. The flat handlebar is within easy reach from the forward position for most and in case you like to reach out to the bars or are taller, you could slide the seat back. Even the instrument cluster has a little clip, which allows you to adjust the angle of the cluster facing you. And the headlamp is a more traditional halogen set-up without the LED daytime lamp. Apart from the usual details, the Bobber gets a hard tail-like styling with the monoshock hidden under the seat and the rear wheel hub has a drum brake-inspired style to it. There are even more touches like the battery box and the rubber dust covers on the front suspension that shows the attention to detail.

Swing a leg over and there's some old-school detailing that awaits you. The ignition key sits on the side of the motorcycle just in front of the side



OR TRY THIS



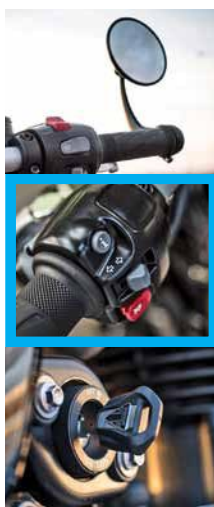
Indian Scout

There aren't any direct rivals. The Bobber is essentially a custom job. But, the Indian Scout is as close as it gets.



boxes to allow minimal clutter around the instrument panel. The switchgear is familiar as is thumbing the starter button to bring the 1,200cc twin to life. What is different is the beat that the motor settles into at idle with the slashed exhausts letting you listen in much closer to the action. Fortunately, the English had anticipated their luck with the weather and equipped the test motorcycles with heated grips which could be turned on using a dedicated button. Something that proved to be the most used feature for most journalists.

Heading out of Madrid was a bit tricky with a number of roundabouts and direction changes before getting out on the motorway. When you look at the Bobber with its chopped, ridged fenders and long wheelbase with the rear wheel almost sticking out as a separate piece, you expect it to be slow with its dynamics. This one, however, afforded enough confidence to lean over to maximum angle within five minutes of riding it. The low centre of gravity and the 16-inch rear wheel make it superbly flickable.



Ignition key now on the side, next to the air box. Small details, cool touches

Out on the motorway though, the Bobber gathers pace quickly with the 76bhp and 105Nm of torque combining well to provide a fair amount of mid-range poke. Incidentally, this is also where the soundtrack from the slashed exhaust pipes is the best with enough power on top in case you want to get a move on. Revving the twin is pointless as there's little performance to be extracted. However, get up to triple-digit cruising speeds and engage sixth and you could be pottering along with the engine clocking around 3,000 revs. But it was the bit after that, on the narrow highways through the hills that really surprised me. Moving through second and third corners is a breeze with the bike willing to lean over and change direction at the slightest hint of it. The limited suspension travel on the rear may be a bit of a bother on Indian roads. What I could complain about are the brakes that lacked bite, which combined with the easy engine braking to make for a couple of hairy moments around tighter corners going downhill.

In the eyes of the purist, a factory spec

Bobber is blasphemy, but then, till a few years back, so was the café racer. They will tell you how you are supposed to sit in your garage and hack away at bits of unnecessary metal on your motorcycle to make it lighter and tune the engine just so, to make it perkier. Triumph could be faulted for making the Bobber heavier than the Bonnie, but that's about it. In India, the singular style proposition is likely to make it hard to resist. **17**

SPECIFICATION

- 1200cc, 2cyl, 76bhp, 105Nm, 6M
- 9.1 litres
- Kerb weight: 228kg
- Tyres: 100/90 R19 (f); 150/80 R16 (r)
- Brakes: 310mm disc (f), 255mm disc (r)

VERDICT: Apart from being brilliantly styled and well detailed, it also moves well and is incredibly chuckable.

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NUMBER CRUNCHER

CARS PUT TO THE TEST AGAINST THE CLOCK, TAPE, G-METER, ETC

HYUNDAI TUCSON 2.0 D

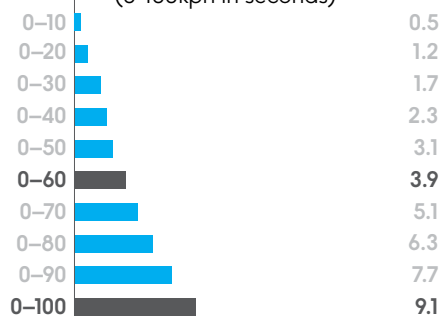


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Hyundai's third SUV in India slots in between the Santa Fe and the Creta. Currently, it's only a front-wheel drive car, but the AWD version is set to arrive by April this year. With the Tucson, Hyundai has got a new 2.0-litre engine in its line-up. It's torquey, with a wide spread of power. The only fly in the ointment is the slow, inefficient six-speed torque converter that takes away the joy of this engine.

Acceleration

(0-100kph in seconds)



Rolling acceleration

(seconds)



0-100-0 kph



G-meter

0.54

Peak accel g



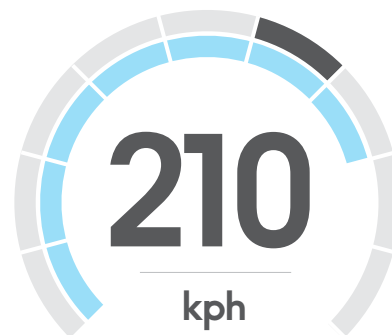
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Price

₹ 25.55 lakh
(ex-Delhi)

Top speed



Engine / Transmission

1995cc, in-line 4cyl, turbo diesel

6A, FWD

Power / Torque

183bhp at 4000rpm

420Nm at 1750-2750rpm

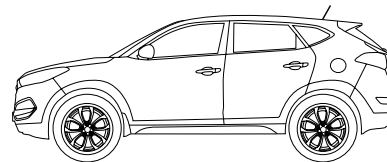
Weight

1560 kg

Kerb weight

117 bhp/tonne

Power-to-weight ratio



L 4475mm x W 1850mm x H 1660mm

Braking



Economy





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LUXURY IN A DAY

Sometimes, a day of luxurious
sport is the best way to take a
break from everyday life



Advertisement feature

Last month, the Hyundai Elantra went on a luxury driving holiday to the beautiful Konkan paradise of Goa. This time around, we went to Chandigarh to join Elantra owner Tejasvini Chauhan, a former banker now involved with writing and photography, as she decides to take a day off from her busy schedule, and spend a day driving and playing golf.

Winter is a beautiful time of year in Chandigarh and setting out at 7am, with the well paved and planned roads of Le Corbusier's city sparsely trafficked, we let loose the 126bhp from the 1.6-litre diesel engine under the hood. Stretching the Elantra's legs felt good and the car's remarkable stability kept things comfortable in the cabin. Arriving at the Chandigarh Golf Club, we went straight to the administration with a special request – instead of a golf cart, could we take the sedan around the course for the day?

Needless to say, the officials were absolutely stumped by the “oddity” of the whole thing but then, that's the thing with the large-hearted people that are Punjabis, they are the most gracious hosts in the world. With some exclamations such as, “I hope you know what you're doing”, and “Please make sure you don't disturb anyone's game”, they granted us permission to carry on. A course marshall was summoned and given the responsibility of escorting us around on our quirky game. After a quick breakfast at the club's exquisite looking gazebo, among golfers discussing handicaps, we made our way onto the course.

Driving on a golf course is, of course, nothing like your average commute, or even

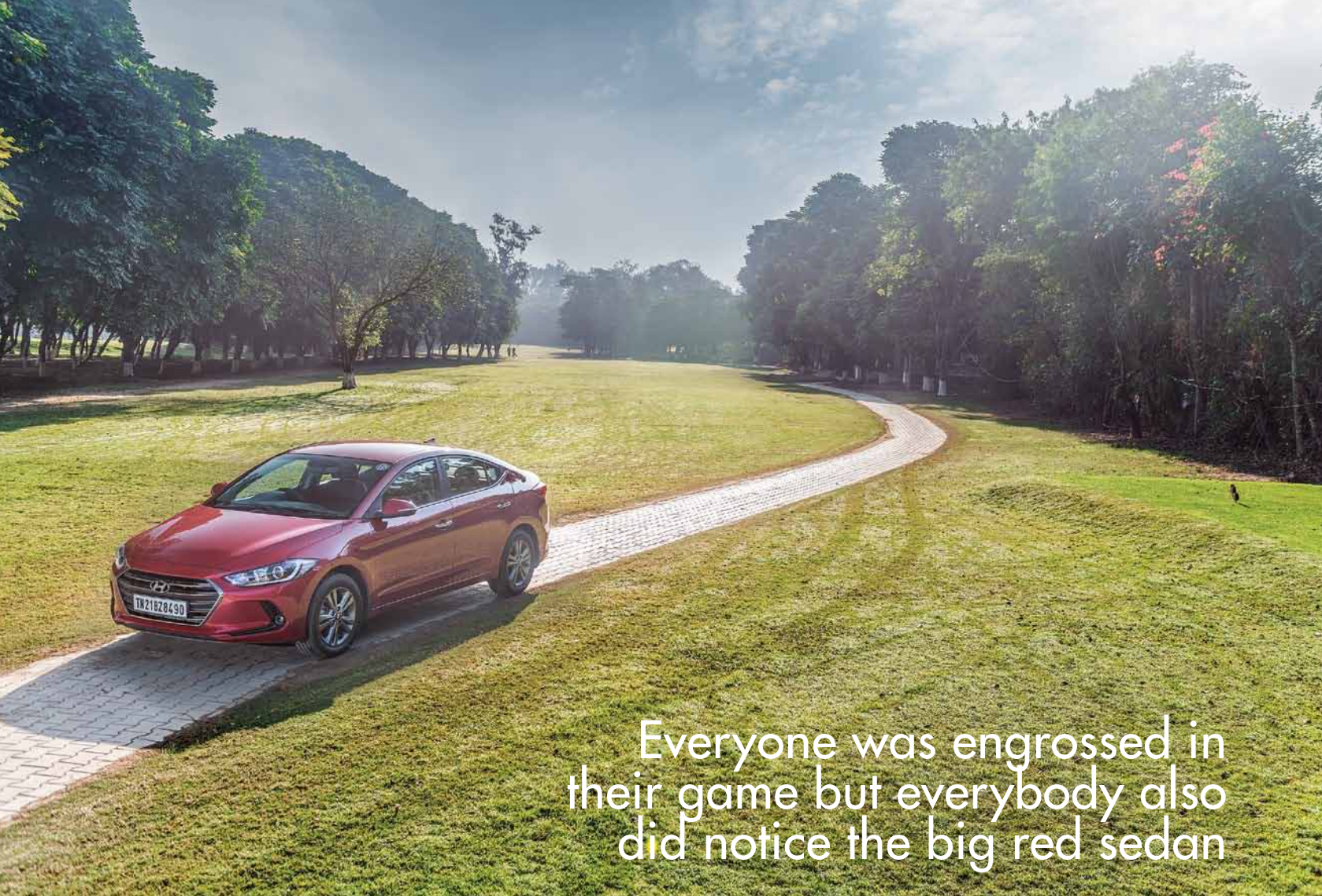




Golf carts whizzed about constantly,
their electric silence important
to not distracting players



Striking red, lush green and
sunlight gold, laced with
traces of blue winter haze



Everyone was engrossed in their game but everybody also did notice the big red sedan

your usual weekend trip out of town. You have to STAY OFF THE GRASS. Golf carts are small, electric powered in this case, and the tracks designed for it, criss-crossing the course, were quite narrow for the full-sized luxury sedan with us. But the responsive and easy-to-manoeuvre steering wheel made it easy to follow aforementioned golf course rule set in all block letters, and we stayed on-track the entire time, without any stray incidents.

The part-cloudy skies on the cold winter morning as well as the tall trees, darkened by winter, lining the lush green of the course painted the 18 holes spread across xxxacres in sun and shadow. Such an incredibly beautiful setting for a day of relaxation is true luxury, seldom encountered in the real world.

Of course, even as we made our way from the first tee to subsequent ones, we got puzzled looks from quite a few members. As flummoxed as they were, they were gracious enough to allow us to photograph them as they sent those little white balls soaring across the green with majestic swings. Some also decided to check out the features on the new Hyundai.

Yet others warned us of the golf balls flying across the course.

"Bullets and golf balls are equally unpredictable and dangerous. I had an incident at hole 5. I don't want to get into the details, but I had to have my knee replaced," one gentleman informed us. All the more reason why we stay on track and don't disturb anyone's game.



Breakfast at the club's beautiful gazebo is great way to soak up the winter sun



Fortunately for us, the Elantra's diesel engine is a refined unit and can be barely heard unlike traditional engines with typical clatter, and no one saw us coming until they turned around from playing their shot and heard applause floating down from a big red sedan in the middle of the golf course.

While we did drive on cart tracks wherever there were tracks, some places, the marshall guided us across uneven terrain, dotted by bushes, hedged in by trees which also protected us from stray golf balls. The Elantra with decent ground clearance and a good ride balance made it easy to tackle the rough and tumble.

As the sun inched its way from one horizon to the other and as it got towards evening, the temperature slid from a pleasant 20 degrees to a chilly 9, we were glad for the dual zone air-conditioner in the Elantra. Ensnared in a comfortable 21 degrees, we carried on towards the last few holes, the game drawing to a close.

As luck would have it, one of the regulars at the club, Jeev Milkha Singh, one of India's greatest golfing pros was just teeing off from one the holes we had arrived at and we got an opportunity to see the master in action. The marshall informed us, "He starts towards the end of the day, when most members have finished their games. His father, the great Flying Sikh, also plays here, incredibly sturdy for a gentleman of his vintage."

Eighteen holes later, we were back within the warm confines of the club bar, amid murmuring conversations of golfing chatter. It had been a day well spent, in immense luxury and having a brilliantly relaxed game of golf. The course was beautiful and very well maintained, the members, a talented and gracious bunch.

And here again, the Hyundai Elantra had been the perfect partner on a luxury retreat. Its attractive design a perfect fit against the backdrop of the elite club, its refined and plush character, a great match for the elegant sport that is golf. ■



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“

I feel very lucky,
I feel my life is
a never-ending
privilege

”

A L E X Z A N A R D I



WORDS: OLLIE MARRIAGE

Inspirational is the word most often associated with Alessandro Zanardi. In 2001, the ex-F1 driver and two-time CART champion lost his legs in a horrific accident. He now describes it as “the biggest opportunity of my life – it became my greatest chance”. Since then, he has won six Olympic medals, and five World Championship golds. Fifteen years to the day after his crash, he lined up for the start of the handcycle road race at the Rio Paralympics.

Ollie Marriage: You’d won gold in the time trial the day before. Were you disappointed to ‘only’ win silver that day?
Alex Zanardi: No, because, quite frankly, that was a better way to end my day than 15 years before. It was a better ending, finishing with a silver medal, not in a hospital bed in Berlin. But I have to say I was not in the racing mood that day. All the pressure I had put on myself, the pressure that pushes you and means you forget the pain in your muscles, fell off my shoulders when I won gold the day before.

OM: You went on to win *another* gold the day after in the team time trial. Two golds and a silver from Rio isn’t a bad haul!

AZ: I know, the same as I got in London! But let me tell you – the time trial isn’t a very spectacular race for someone watching, but on the other hand, it’s the

“It wasn’t easy to identify what was good in what happened to me 15 years ago”

most scientific exercise. It’s not like the road race where you could play a strategic tactic and sprint toward the end or draft somebody and find yourself in the right situation to clinch a result. Time trial – you either have it or you don’t. So, to win that race for me is a great satisfaction.

OM: Is it those more scientific challenges you enjoy?

AZ: This is very much down to the way I am. I believe because I am that way, I have been successful in motorsports – not very successful, but reasonably successful, because this aspect of mine pays a dividend

in understanding the race car. This curiosity I have for technical aspects drove me to be a decent test driver and therefore allowed me to express my driving skill in a better way.

OM: I read that you not only built your first go-kart, but also designed your own handcycle and prosthetic legs...

AZ: To say design is too big a word, but I think these days, technology provides us with many possibilities, but technology can either be magical or diabolical. There are so many options that if we let technology influence our desire, our sense of wishing what we want, then tech is diabolical. And a clear example of that is people thinking they need all these devices otherwise they feel amputated in their life. On the other hand, if you want to do something because you are a curious man, technology can give you a very interesting shortcut in achieving that.

OM: This curiosity, this pragmatic, optimistic mindset, must have helped you cope after your accident.

AZ: Well, I believe for everything that happens in life, there’s never only good or bad stuff, it’s always a combination of both. It wasn’t easy to identify what was good in what happened to me 15 years ago, but I guess I found it. The fact I was alive, the fact I still had an opportunity and I used that as a leaning point to build everything else. So, my accident became a big opportunity, but that was also something that happened which I couldn’t change any more, because in life, you don’t have the reverse gear. So since I couldn’t change it, it was worth proceeding in that direction and investigating what things I could find along the way. And here I am. Anything that occurs in life can be turned into an opportunity.

OM: I think that’s why people see you as inspirational. Does their belief in you inspire you to greater heights?

AZ: To a certain degree yes, but let me say this in total honesty. Real talent does not belong to what you’re watching to get inspired but to your capability of seeking your own direction from what you’re watching. I guess it’s totally understandable in someone who bumps into some sort of adversity along his life to need some inspiration sources, and maybe somebody looks at me and says: “Wow, shit, if he does what he does, I may as well try.” And when you make the first attempt, if it’s an honest attempt, not like “I want to go to the Moon tomorrow morning,” if it is something honest like “I’m here, I’m in this ➤



1. A contemplative Zanardi pictured in 2003. Two years after his accident he was back where it happened, at the Lausitzring in Germany, to drive a specially adapted CART for the first time

3. Celebrating victory in the team time trial at the Rio Paralympics with teammates Luca Mazzone (centre) and Vittorio Podesta (right), the man who had first introduced Zanardi to handcycling





3. Zanardi raced for the Target Chip Ganassi Indycar team 1996–8. He won 14 times for the US outfit, on his way to winning back-to-back titles. He returned to F1 for the 1999 season

4. Immediately after Rio, Zanardi was back driving a BMW M6 GT3 in the Italian Championship at Mugello. He won outright



situation, but I still have something and I'm going to try to do something reasonable tomorrow," well, that is a reasonable attempt. And if you achieve that, that attempt will grant you a result and that result will give you more encouragement, more self-confidence in trying something bigger the following day, and step by step your life will be back exactly where it was before.

OM: Did you hear about the tribute Alex Brooker paid you on The Last Leg TV show in the UK?

AZ: Yes, I actually saw what he had to say about me, and I was similarly very, very proud of his words and the way he actually talked to people very naturally. He spoke from his heart and I was very touched. But once more, as I just said to you, this is what he's been able to see in me. It's not necessarily what I am for everybody.

OM: Is there anyone who inspires you, though?

AZ: In Rio, I had the privilege of meeting this German girl called Vanessa Low. I was very, very impressed by her. Very impressed by how tough she is in her head. Young, but very mature, very intelligent. Like me, she is a double amputee above the knee – but she does athletics! The 100 metres, 200 metres and long jump. Normally you don't have a class which is specific for her kind of disability because it's not considered scientifically that a human being in her condition could run. It's as simple as that. But she runs. She really runs. She won the silver medal in the 200m and gold medal in the long jump. Which is just amazing.

OM: Now Rio is over, what next?

AK: I take it as a compliment that you pose the question, because it really means that you are expecting something! "Hey this guy keeps shooting fireworks every day, for sure he has something in mind." I will be 53 by the time of the next Games, in Tokyo – perhaps I will go there as a mechanic! But let me tell you this: above all, motorsports is my passion. So, after Rio, I had a race in the BMW M6 in the Italian GT3 championship. And in my sweetest dream, I hoped I could finish on the podium. No, that wasn't the case. I actually won the race, which was amazing. And I tell you, I cannot expect people to go "Wow!" as loud as they did for my gold medal at the Paralympic Games, but in my heart, that win was at least as big as the one I collected in Rio. So, once more, I was able to prove to myself that the old fart that I am, I'm still capable of steering the wheel! **TA**



WHAT GOES FOR BLIND DATES, GOES FOR CARS: SNOOP ONLINE FIRST, MEET OFFLINE LATER.

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**This month
sings to himself
at 130kph to
stay awake**

Sriram Narayanan

Teamwork is overrated. There are a whole lot of idioms about teamwork. ‘There is no I in team’ being the most idiotic. Sometimes an individual, well-focused mind can single-handedly achieve much more than a dozen average cacophonous ones. The light bulb, the telephone, the theory of relativity, were not invented by a team put together by a selection committee by choosing candidates that rated highly on interpersonal interactive communicative societal people skills, you know.

Which brings me to the problem of not letting app-based cab services enter airport premises in India. And with the paucity of radio cabs and having to deal with touts, this is the time you wish your car could drive itself and come pick you up. Call it when your flight lands. By the time you get done with immigration, luggage and customs, it could be waiting outside as touts and cabbies gape at the driverless machine. So you see, unlike other auto journalists, I am not averse to the idea of self-driven cars. They have their uses.

So does cruise control. I first used it in a 2002 Subaru Legacy manual in New Zealand in 2014. I liked it. It ensured I remained under the 105kph speed limit in the country. And on the undulating single-carriage with a lot of corners, meadows, snow-capped mountains on the horizon and sheep, and at 100kph, the drive was engaging. Cruise control or not.

I never ever thought of using it again until now. Two years later. In a Maserati. The most powerful Quattroporte. In the UAE. I was heading to the Jebel Hafeet mountain road, which is in (surprise, surprise) the Jebel Hafeet mountains, in Abu Dhabi. It’s 11.7km of tarmac that’s curvier

than Kim Kardashian. But to get there, I had to drive about 150km from Dubai and when the sat-nav lady told me to stick to this straight motorway for the final 99km, I thought, why not? I set the radar-guided cruise control to 130kph (10kph above the UAE speed limit, because it’s allowed) and took my foot off. I didn’t even need to brake as the QP would do that for me if its radar detected the car ahead approaching too fast for comfort.

It was so relaxing, I was struggling to stay awake. I’d had my precious eight hours of sleep, but with a monotonously straight and fairly empty motorway, a ridiculously low speed limit and absolutely nothing to do apart from minor steering corrections when the lane-departure warning system warned me about departing from my lane, my brain thought I am at a rejuvenation centre. Yes. I was in a Maserati Quattroporte GTS, a rare luxury driver’s car, with a turbo engine that’s actually nice to listen to – which is even rarer – doing 130kph and I was keeping myself awake by singing. To myself.

If a human brain does not have the capability to decipher what’s a safe enough speed to drive at depending on the road, then the body containing such a brain should just not be allowed to drive. I am pretty sure I wouldn’t have been in this state if I was doing 160kph or even 200kph, which that eight-lane motorway with sparse traffic was entirely capable of.

Combine the ridiculous speed limit, technology

‘Driving isn’t a team game. It just needs one sensible mind’

and a road that poses no challenges, it’s a recipe for a spa retreat. Not driving. Which brings me back to teamwork. Driving isn’t a team game. Having nearly automated tech that requires occasional driver intervention renders the human brain idle, making it incapable of being able to react to nasty surprises. The world needs to rid itself of its fear of speed, rid itself of drivers who can’t drive fast, rid its cars of driver-assisting aids that require occasional human intervention and needless tech like touchscreens and suspension settings that distract the driver and simply give licenses to people who have reasonable minds, and who can drive at 200kph on an empty motorway and at 20kph in a residential suburb without being told to do so.

That or fully automated cars. Nothing in between please. Driving a car needs one mind, one person, one focus. Not a teamwork of rules, blanket speed restrictions and driver-assist technology.

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The views expressed in this column are solely those of the author.





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4 X 4

Orange crush

AN EPIC OFF-ROAD CHALLENGE, LOCAL BREWS AND LIVE BANDS, ALL IN BREATHTAKING ARUNACHAL PRADESH

WORDS: CHRISTOPHER CHAVES
PHOTOGRAPHY: MANUFACTURER

T

he sight of lush green mountains lined with orange plantations all around as you fill your lungs with some crisp, cool, fresh mountain air is simply incredible. Even after being crammed into a car that's now lobbing rather uncomfortably over a dry river bed. A convoy of around six vehicles stuffed with journos slowly makes its way towards the quiet taluka of Dambuk in the Lower Dibang Valley, Arunachal Pradesh. Dambuk sits in the foothills of the Himalayas in this northeastern state of India and is tough to access for eight months in a year owing to the rivers cutting off the roads.

Now when you usually hear or see the name JK-Tyre anywhere, the first thing that tends to spring to mind is 'çar tyres' or 'National Racing Championship'. But JK-Tyre is associated with many other activities too. In 2014, JK introduced the first Orange music festival in Dambuk. It wasn't an event of much grandeur. Just a stage, a couple of shops and the bright starry sky. The bands that played here in the first year were mostly local. JK made the festival a little more interesting when the organisers, who also happen to be offroad/endurance junkies, introduced the Orange Fury 4x4 event which ran alongside the festival. December 2016 would mark the third time this festival would be held and the second for the 4x4 event. This year, JK has pulled out a couple of stops and managed to draw in more participants for the offroad challenge and a fly down a certain Yngwei Malmsteen for the main act on the final day of the festival.

It's going to be a couple of days of intense activity. Over the next three days, we get to see teams, cars and drivers attempt to better the competition at some tricky off-road challenges.

The first morning, some skip breakfast owing to the early start. But no one is complaining, given that we're in an orange plantation, and there's fresh, juicy fruit hanging within grabbing distance all over the place.

The Orange 4x4 fury is one of the few off-road events in India where participants have to make their way over, around



As you can tell, this one is for the photos. No real challenge here



Yngwie Malmsteen
performing live.
That's right, in the flesh



and through some naturally formed obstacles. And it's quite the task. With challenges such as tyre-swapping on a river bed along with some impediment sections that push the limits of the participants' modified vehicles. The most technically challenging of all five stages is the 'winch it to reach it' stage, during which two-car teams race down a heavily undulated hill section to then clamber across a 45-degree incline (one car has to winch up the car following). After this, there's another steeper 75-degree climb up a hill to complete the stage. Of the seven teams which are participating in the JK 4x4 Fury, only three teams manage to complete this stage.

Once the day's activities are done, at night, participants and journalists alike head over to the stage area. This year, bands from all across the country have lined up. For those interested, there are other things to do near the stage area – indulge in some locally brewed rice beer or gorge on some tantalising local delicacies like rice and chicken cooked in bamboo shoots.

Bangalore-based BODA team drivers Siddharth Santosh and Lokesh Shivaraja, assisted by their co-drivers Prithviraj and Sanjay, garner enough points over the first two days of the challenge and just have to play it safe and complete the final two stages on day three to seal the deal. The team finishes fourth on the last day and collects just 166.5 points (40 points less than the second-placed Gerrari team). But that's enough to give them a cumulative total of 830.75 and consequently, the trophy.

The individual category for local drivers sees Meoseng Namsoom and his team-mate Tainum Mein showcase some fine driving skill to become the champions. The pair amass 680 points over the three days, and unlike competing teams, they don't have a second car to help them past the obstacles.

Witnessing men and their modified machines harmoniously conquer tough terrain in what is one of the most heavenly looking places in India was an absolute delight. But I must admit, I was also pretty kicked about watching Malmsteen perform live; he's one of the heavy metal gods I used to worship as a kid. I had never imagined I'd get a chance to see him shred out Beethoven's fifth in the flesh. This, the intense off-roading, rice beer and grade A roast pork. This was a festival to remember for sure. **IG**

Breezing ahead

THE MARUTI SUZUKI VITARA BREZZA BAGS THE 'OSCAR' OF THE AUTOMOTIVE WORLD

WORDS: SRIRAM NARAYANAN



The Indian Car of the Year (ICOTY) 2017 was announced at a glittering and glamorous ceremony in Mumbai on December 20, 2016. On behalf of the esteemed Jury of ICOTY 2017, Dr. Raghupati Singhanian, vice-chairman and managing director, JK Tyre & Industries Limited, handed over the Indian Car of the Year trophy to the team of Maruti Suzuki. The Chairman of the ICOTY Jury, Bob Rupani, presented to the winners, a certificate signed by all 'Jury Members' of ICOTY 2017.

To celebrate this extremely important occasion, well known rock artiste Gary Lawry gave a splendid performance of 'Motoring Music' specially curated for the ICOTY award ceremony night.

This was the 12th edition of the ICOTY, which has emerged as the most credible and coveted auto award and is now considered the 'Oscar' of Indian automotive awards. JK Tyre has been sponsoring the award ceremony of the ICOTY ever since its inception.

Some 19 new cars launched in 2016 qualified for these awards and 13 made it to the final jury round held on 7th December, 2016 in Lonavala at Khushru Patel's beautiful stud farm and bungalow. The top six contenders were the Ford

Endeavour, Hyundai Tucson, Hyundai Elantra, Maruti Suzuki Vitara Brezza, Toyota Innova Crysta and Skoda Superb.

In a tough contest, the Maruti Suzuki Vitara Brezza emerged the winner. The runner up was the Hyundai Tucson with the Toyota Innova Crysta clinching third spot.

The Jury of ICOTY 2017 included Yogendra Pratap (*Auto Today*), Rahul Ghosh (*Auto Today*), Dhruv Behl (*Auto X*), Ishan Raghava (*Auto X*), Aspi Bhathena (*Car India*), Jim Gorde (*Car India*), Sirish Chandran (*Evo India*), Aninda Sardar (*Evo India*), Kartik Ware (*Motoring World*), Bertrand D'souza (*Overdrive*), Bob Rupani (*Overdrive*), Girish Karkera (*TopGear India*), Sriram Narayanan (*TopGear India*), Muralidhar Swaminathan (*The Hindu Business Line*) and Pablo Chaterji (*Mans World*). In all, nine very prestigious publications were represented on the ICOTY 2017 Jury.

This specialist jury comprising fifteen Indian automotive journalists is the best from the industry and together they have about 250 years of car evaluation experience. The eligible cars are judged on parameters such as price, fuel efficiency, styling, comfort, safety, features, performance, practicality, technical innovation, value for money and, suitability to Indian buyers and driving conditions. **IG**



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Apache Indian

INDIA'S LEADING AUTO JOURNALISTS FLOCK TOGETHER TO DECIDE ON ONE OF INDIA'S MOST COVETED AWARDS - THE IMOTY 2017

WORDS: CHRISTOPHER CHAVES



Once again, journalists from India's leading auto magazines gathered under one roof to decide on the selection of the Indian Motorcycle of the Year (IMOTY) 2017. This year's jury included Rahul Ghosh of *Auto Today*, Jared Solomon and Arup Das of *AutoX*, Aspi Bhatena and Sarmad Kadiri of *Bike India*, Sirish Chandran and Aninda Sardar of *Evo India*, Pablo Chaterji of *Man's World India*, Kartik Ware and Ruman Devmane of *MotoringWorld*, Shubhabrata Marmar and Rishaad Mody of *Overdrive*, and TG's own Debabrata Sarkar and Christopher Chaves.

Just like in the previous years, the conditions this time round were simple and clear-cut too. Only mass-produced motorcycles could stand a chance of being crowned the IMOTY 2017. Also, they would have to have been launched within December 1, 2015 and November 30, 2016. This year's final shortlist of contenders vying for the top honour included the Bajaj

V 15, DSK Benelli TNT 25, Hero Splendor iSmart 110, Hero Achiever 150, Honda Navi, Honda CB Hornet 160R, Kawasaki Versys 650 ABS, Royal Enfield Himalayan, TVS Victor, TVS Apache RTR 200 4V, UM Renegade Commando and Sports S, and Yamaha Saluto RX. The hand-picked dozen

were put through the IMOTY acid test by the respected jury at Lonavala on December 7, 2016. The motorcycles were judged on parameters such as styling, value for money, technical innovation, build quality, fuel economy, performance, practicality, and suitability to Indian conditions.

After the ballots were collected and the points added up, the TVS Apache RTR 200 4V was adjudged the winner after amassing the

highest number of points, beating the Kawasaki Versys and Royal Enfield Himalayan to the top spot in the process. Aspi Bhatena, chairman of the IMOTY, along with JK-Tyre presented the award.





YOU KNOW HOW IT IS: THERE'S ALWAYS SOME KIND OF TEST, BEFORE THEY LET YOU INTO THE GANG.

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ICONS OF THE ROAD

CHEVROLET IMPALA

Oh deer!

THE FLAMBOYANT 1959 IMPALA:
HOW THE FUTURE LOOKED IN THE PAST



BY
SRINIVAS KRISHNAN

Let's do the Preflight checklist in the Challenge/Response format, like how the pilots do.

C: "Fashion-crafted interior?"

R: "Relaxed travelling in an elegant setting, check."

C: "Magic mirror lacquer revolutionary finish?"

R: "Gem-hard, stays lustrous up to three years with only regular washing, check."

C: Safety master brakes?"

R: "66 per cent more durable, 27 per cent more bonded lining area, Anti-Dive brake control, armed."

C: "Safety girder frame?"

R: "X-built with rigid sinews of steel, firm foundation for road-mastering ride, set."

C: "Slimline design?"

R: "Roger."

C: "Crank-type front ventipanes?"

R: "Why can't you simply say front quarter-glass? Anyway, roger, roger."

C: "Turbo-Fire or Turbo-Thrust V8?"

R: Er, Hi-Thrift 6, actually."

C: "Should fly. Turboglide or Powerglide automatic?"

R: "Um, will three-speed standard Synchro-Mesh do?"





Well-upholstered furniture in this luxury mobile apartment. Fascinating details abound; looks like it's been crafted when designers had time on their hands

Of course it will. All systems are go. Let's get this jet-age terrestrial aircraft on the road! The cockpit is inviting, with recessed instrument dials and a deep-dish 'competition-type' steering wheel. The dash's bottom is plastered with anodised aluminium and everything looks so cool, you'd think you're indeed a pilot. But one thing gives it away – instead of an alert position, you're splayed out on a sofa, with a driving position akin to lounging in front of the telly. All that's missing is popcorn.

If it were the rocket-propellant chugging Turbo-Fire or Turbo-Thrust V8s available with various outputs and mated to one of those Powerglide or Turboglide automatic trannies, I would have reached the troposphere by now. But since it's the Hi-Thrift 6 with a three-speed manual, matters are very much in lounge mode.

This 235.5 cid straight-six – 3,860cc essentially – develops 135hp at 4,000rpm and

a whopping 295Nm at 2,000-2,400rpm. More than enough turning force to make this Titanic push all the icebergs away along Mumbai roads. Tweaks in the engine head and recalibration of the single-barrel carburettor meant this motor promised five to ten per cent better fuel efficiency – hence the Hi-Thrift in marketing-speak, but in real life, I'm sure it'd make ExxonMobil executives very rich and happy.

Looking inside the engine bay, you would think that the engine is so small that you could fit an additional inline-six inside along with the associated plumbing. But the Hi-Thrift 6 is more than enough to move this 1.7-tonne work of sheetmetal art from standstill. The column-mounted gearshifter is smooth and is well matched to the general mood of the engine. It's the torque that makes all the difference; there is more than enough shove to be in second almost all the time in Mumbai traffic and easily keep up ➤



Why the Impala?

Because in the India of the 1960s and '70s, if you were a celebrity or a rich cat of any significance, you would be seen in a flashy Impala. With more sheetmetal than a cruise liner and be-chromed, phantasmagoric styling that went well with lurid-coloured clothes, bell-bottoms, mighty collars and long sideburns, the Impala was the car to tell the world you've arrived. In the US, the Impala was an automotive symbol of the heady, excessive 1950s-60s. With a packed customisation list and a wide choice of engines, transmissions and body styles, yet offering terrific value, the Impala was a monster hit. 4,93,753 units of this unique 1959 Model Year were built and eventually, the Impala would not only be the best-selling Chevy, but the most popular model in the US for a whole decade, until 1977.





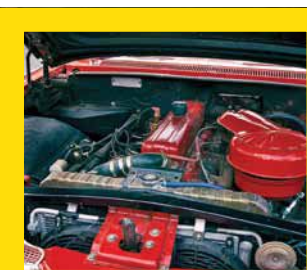
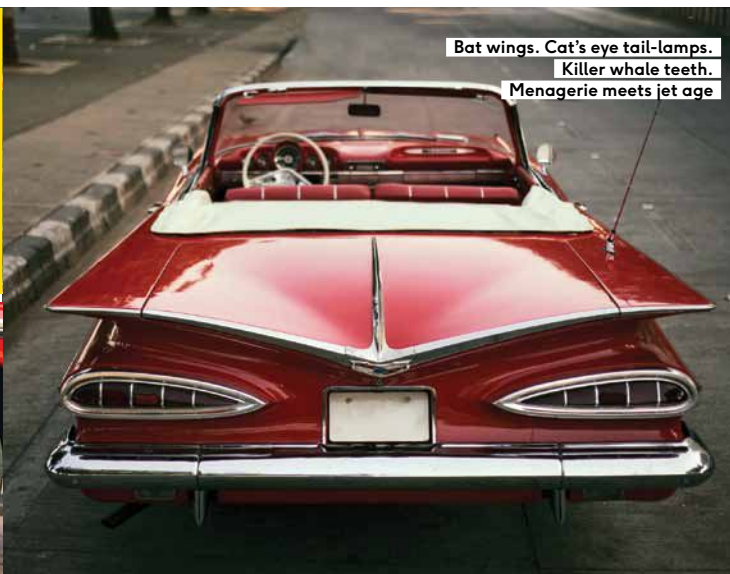
with the rest of the cars. Yeah right.

This car is so huge that it makes those famous Mumbai 'studio' apartments offered by reputed builders look like matchboxes. Oh, wait, they ARE matchboxes. Okay, then let's put it this way: it's so huge that you need an aircraft hangar to park it for the night. Or you could almost fit an Alto within its wheelbase. Or the rear overhang is so long that the only way you would know you have reversed into something is when you hear an echo of the crunching sound. So, moving this mass on Mumbai's roads is an experience – if you could make an allowance for its size, it's not that difficult to drive. It glides beautifully and absorbs the city's moon surfaces pretty well, while turns are executed without a fuss.

But what I wouldn't dare do, is go around curves in a hurry. As a child, I remember watching Hindi movies that have scenes of Impalas careening wildly in the action

sequences. The memories are so vivid that it has permanently scarred my mind. Have the casualties caused by cinematic demonstrations of Impala dynamics been hushed up since?

And another question: why was this car so popular in India and in the movies? Was it the gratuitous use of brightwork and chrome? The space-age styling, with quad headlamps, cat's eye tail-lamps and batwing rear fenders? It was even called the 'Martian Ground Chariot' in the US by those put off by its over-the-top design, but that didn't stop Indian film-makers from making it a star. There was even a song praising the car in one of the '70s movies. Their love for the nameplate stuck even when the design was toned down in subsequent generations. Indeed, it wouldn't be wrong to say that it's the Impala that really established the Chevy brand here. Oh wait, I am running out of space. "Reverse Thrust! Reverse Thrust!" **TA**



Bat wings. Cat's eye tail-lamps.
Killer whale teeth.
Menagerie meets jet age

LITTLE-KNOWN CHEVY IMPALA FACTS

1 The Impala debuted as a 'Dream Car' at the 1956 Motorama – a long-snout, low-slung sporty coupe. On October 29, 1957, it premiered as the top-of-line variant of the 1958 Model Year Bel Air (in pic). Egged on by its popularity, Chevrolet decided to spin it off into a separate model for the 1959 Model Year and onwards.



2 The emblem of the African antelope is unique in Chevrolet history. Other than the Corvette and its crossed flags insignia, the Impala is the only one to have its own unique logo over and above the signature bowtie.



3 This highly distinctive 1959 Impala is supposed to be the last car overseen by the legendary General Motors' design chief, Harley Earl before his retirement in 1958. Earl was one of the most influential figures in automotive design, pioneering the ideas of concept cars, clay modelling, and, er, tail-fins. Subsequent generations of the Impala would have their exuberance substantially toned down.



DECODING DRIVERLESS CARS

#07 | A robotic chauffeur that can pick, drop and park on its own

TO DEFEAT THE ENEMY, YOU MUST KNOW IT INSIDE OUT. HERE'S WHAT YOU NEED TO KNOW ABOUT THOSE SELF-DRIVING THINGS THE WORLD CAN'T STOP RAVING ABOUT

In the previous columns, we learned a lot about how a DLC works, and how it does a lot of stuff on a road like a meticulous driver. But I've mentioned that already, this machine never stops surprising you. And what I'm going to share through today's column, may again leave you in a state of awe.

The DLC is going to be your robotic chauffeur working tirelessly, 24x7. No matter whether it's raining or snowing, it will be there for you like your best buddy! But how's that even possible, Nitin? Well, great question! Let me tell you how.

Let's say you have a flight scheduled for tomorrow 1am and the airport is 20km from your place. You need to catch the flight which requires you to leave your place well before time. You were all set and ready to leave when you receive a call from your best college buddy who is ready to bump into your place for one day within the next two hours.

To top that all, he is visiting the city for the

first time. He's your best buddy and you want his ride to your home to be hassle free. Let's assume that Mr Murphy played his trick – whatever can go wrong, will go wrong – and all taxi services are on strike.

What you will do in such a case? Your friend is visiting you for the first time in this new city. He will be here in the next three hours and you have a flight scheduled. He may want to visit malls and all the good places tomorrow. Taxis are on strike. Your friend doesn't know how to drive. Everything is a mess!

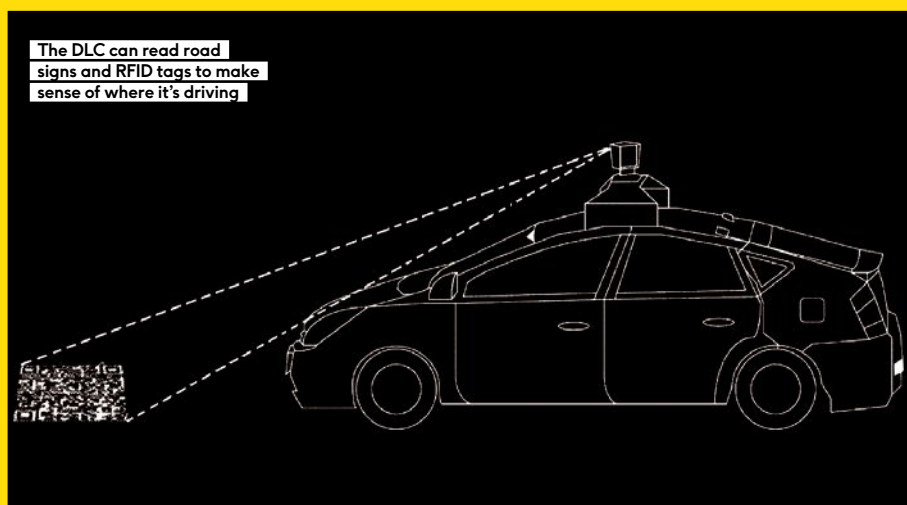
Well, if you will own a driverless car in such a situation, nothing is a mess. And I mean it. Let me explain how you will be solving this issue without efforts. Your flight is scheduled

'You could give the DLC instructions from a continent away'

to depart in the next two hours. Now your plan will go like this:

Step 1: You will give the airport location to the DLC and it will drive you there.

Step 2: Share the location and time of the landmark your friend will be reaching – airport, bus stand, railway station – with your DLC so that it could reach there.



Step 3: Sharing the details of your car and password to unlock its doors with your friend.

Step 4: Instructing your car to drive your friend home from there.

Step 5: Next day, instructing your car through your smartphone from a different city to take your friend to the famous tourist spots in your city.

And while your friend is busy shopping at a mall or having a good time at a tourist attraction, your car will find a parking spot or will get it refuelled. If you own an electric car, then it may be getting its battery recharged.

Step 6: Instruct your car to drop your friend off to the railway station, airport or the likes before the stipulated time.

Step 7: Keep admiring the beauty of machine learning and IOT which have saved you from huge pain today!

That's great Nitin, but how does the DLC know an exact location? Oh my goodness, you always ask curious questions! Well, the car houses an intelligent navigation system which is complemented by an awesome situation awareness suit – obstacle detectors.

Other than that, it reads road signs, QR codes, RFID Tags to make a sense of where it's driving and how far it's away from its destination. The image above illustrates a DLC reading a QR code. All of this makes it do these wonderful things!

Nitin Balodi, the author of this column, is a Senior Research Analyst at GreyB Services, a patent research and analytics firm based in Singapore.

THE RIDE OF A LIFETIME

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INDIA

3 NATIONS | 10 TRAVELLERS

| 1 MEGA HIGHWAY |

MYANMAR

THAILAND

DRIVING from India to Bangkok, via Myanmar, is no mean feat. While it may not be your big adventure, you can be a part of the ride – thanks to new TV show *NEXA Journeys On AH1*, driven by S-Cross. Ten travellers are out on an unparalleled journey down Asian Highway 1. It's a gripping ride in the S-Cross, a premium crossover, as five personalities from different creative fields hit the highway, each with their own travel buddy. They're all very excited – and for good reason!



NEXA Journeys

ON ASIAN HIGHWAY 1

Driven by

S-CROSS



The drive will take these travellers from New Delhi, Varanasi and other destinations in the Indian Northeast, across the border into Myanmar, and, finally, into Thailand. Along the way, they'll stop to be immersed in the local culture – savouring new food, listening in to new music, appreciating new art – and to make memories that'll last a lifetime. You'll be able to partake of it all as well, by tuning in to the perfect road-trip-style television programme. Expect adventure, energetic action and surprising humour in the high of discovery, as well as quieter, more contemplative moments as the characters uncover their own layers of being. It promises to be one of the great journeys of your lifetime!

THE ROUTE

On the road with *NEXA Journeys On AH1*

01 INDIA

Delhi, NCR

The flag-off point for *NEXA Journeys On AH1*, Delhi's charms may not be instantly apparent, but, if you're patient and look beyond the chaos, pollution and annoying touts, you'll be delighted by what you find. The city is peppered with tombs, ruins and architectural marvels like the Qutb Minar, built in 1199 by a Turkish slave king, and the palatial Rashtrapati Bhavan.

Varanasi, Uttar Pradesh

Varanasi is one of the world's oldest continuously inhabited cities, and is regarded as an extremely holy spot by the Hindu community. Touted as being the city of the dead, Varanasi is not all gloom and doom. Its labyrinthine lanes, vibrant rituals and delicious local food are definitely worth exploring. A boat ride at sunrise on the mist-covered River Ganga and the evening aarti at Dashashwamedh Ghat are essential Varanasi experiences.

Jorhat, Assam

The bustling town of Jorhat is best known as the access point to the beautiful Majuli Island. While there isn't much to explore in the town, there are many leisurely tea estates nearby – perfect for a day of relaxation. Kaziranga Golf Resort has a tea tour that lets visitors witness the plucking of tea leaves, followed by a tasting.

Majuli Island, Assam

Plumb in the middle of the mighty River Brahmaputra lies the island of Majuli. The island is said to be the largest fresh water, mid-river deltaic island in the world, and is a treat for birders as it is home to nearly a hundred species. It is also home to several Vaishnavite monasteries, some dating back to the 16th century. Make sure you drop by Auni Ati Monastery where monks will proudly show you their little museum of Ahom royal artefacts.

Kohima, Nagaland

Highly underrated, Nagaland's capital city of Kohima is definitely worth a couple of days of exploring. First up, visit the haunting War Cemetery, where you will find the graves of 1,400 British, Commonwealth and Indian soldiers. A walk through Kohima's Central Market is a treat (or a shock) for the senses, depending on your dietary preferences. Meet local tribes selling a range of delicacies, from fermented bamboo shoot to bullfrogs.

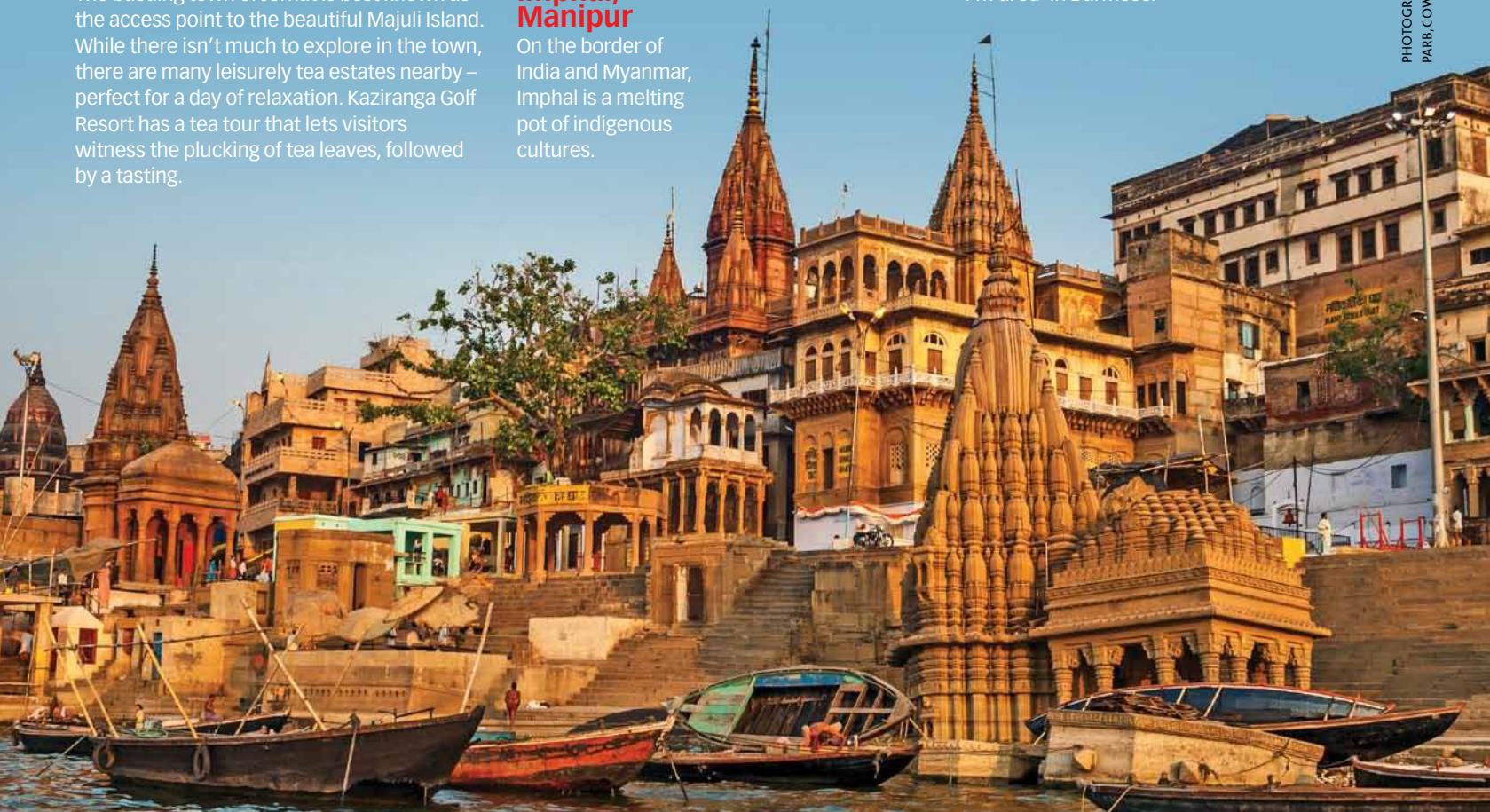
Imphal, Manipur

On the border of India and Myanmar, Imphal is a melting pot of indigenous cultures.

The Manipur State Museum has an impressive collection of tribal knick-knacks in addition to random exhibits, such as pickled snakes. The Imphal War Cemetery is also worth a visit. What's particularly interesting is Khwairamband Bazaar, a market run by 300 women.

Moreh, Manipur

Hardly more than a small bazaar town on the face of it, Moreh in Manipur sits quietly at the edge where South Asia meets South East. It is a frontier town on the border with Myanmar and is inhabited by the Kuki people. Peculiarly, Moreh stands for 'I'm tired' in Burmese.





NEXA Journeys

ON ASIAN HIGHWAY 1

Driven by

S-CROSS



02

MYANMAR

Mandalay, Myanmar

Noisy, dusty and chaotic (like every Asian city), Mandalay, an important stop on the *NEXA Journeys On AH1*, sure isn't love at first sight. Scratch the surface though, and there's a wealth of Bamar culture to be discovered in charming teahouses and historic monasteries and pagodas. As Myanmar's second largest city, it's also very much the country's cultural capital.

Bagan, Myanmar

Myanmar's headline attraction, the temple town of Bagan, has ancient roots. Fringed by the River Irrawaddy, the splendid Bagan Archaeological Park comprises thousands of spires rising from a lush green plain, and can rival the likes of Angkor Wat and even Machu Picchu. An extraordinary 2,000-odd temples and pagodas still stand today.

03

THAILAND

Mae Sot, Thailand

A remote outpost on Thailand's border with Myanmar, Mae Sot is a thriving cultural hotpot, with vibrant markets. Here, Burmese men strut around in sarongs. Mon and Karen tribals as well as Thai people, whose ancestry can be traced to China, churn out sublime Burmese curries, aromatic soups and soft breads.

Khao Yai National Park, Thailand

'Big Mountain', or Khao Yai National Park, Thailand's oldest reserve and a UNESCO World Heritage site, is one of the last tracts of monsoon forests in South Asia. It's up there with some of the great national parks

of the world. The dense jungles are full of waterfalls and exotic birds. Gibbons flit from tree to tree, and floppy-eared elephants lurk around corners.

Bangkok, Thailand

The end destination for *NEXA Journeys On AH1*, the Thai capital, on the banks of the Chao Phraya River, is a feast for your senses. The original City of Angels has everything – glistening skyscrapers, world-class bars, malls bursting at the seams and colourfully chaotic night markets. Tuk-tuks and swanky cars jostle for space. And the food, glorious food – from *pad Thai* on the street to tangy curries in fine-dining restaurants, it's all got bags of flavour.



MEET THE TRAVELLERS...

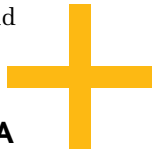
As they prepare for their *NEXA Journeys On AH1*



GIRISH KARKERA

Auto expert

One of the reasons cars continue to fascinate is their ability to instill a sense of freedom. This drive with *NEXA Journeys On AH1* is an opportunity to go beyond and break borders that we have created around us, literally. And that is a fact that has gotten me most excited.



HUSSEIN KACHWALA

Professional race car driver

The sound of burning asphalt on the open road on a drive across cities and countries, while anticipating unknown adventures with great new experiences and new friends is what an amazing road trip sounds like. When you get that all-in-one entire journey, it becomes a story to tell. The one place that looks very promising is Myanmar – I'm looking forward to the drive, the temples and especially, the food.



NATALIE DI LUCCIO

Bollywood singer

"It's tough to pick just one part of the trip that I'm excited about. I've always dreamt of exploring Southeast Asia and Myanmar and learning about different musical traditions. I truly believe music can bring humanity closer together, especially in times like today. I'm especially looking forward to chanting with monks in Myanmar."



MADHURIMA ROY

Public relations and content writer

"It's been an absolutely enticing escapade so far with *NEXA Journeys On AH1*, with one delightful part after another: I've got to experience the versatility of the culinary palette, soak in some breathtaking forms of folk music, and rediscover India in its purest form. The journey has also allowed us to share and imbibe distinct lessons from one another."





NEXA Journeys

ON ASIAN HIGHWAY 1

Driven by

S-CROSS



SAI SANIL
Cinematographer

“The idea of crossing three nations and covering over 4600km on a road trip is going to be a treat for my eyes as well as for my camera. The Myanmar stretch is one I’m really excited about – I’m looking forward to getting acquainted with the Burmese cuisine, culture, music, people and landscapes.”



TARAS TARAPORVALA
Fashion photographer

“I’m looking forward to *NEXA Journeys On AH1* as a whole and to see how different the cultures, landscape and people are from each other. I’m also excited to drive the scenic routes across three countries and experience Asia like never before!”



PALLAVI SHARDA

Australian-Indian actress, IPL host and trained Bharatnatyam dancer

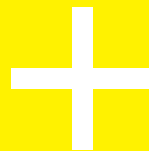
This journey is on a route that I’ve never been able to explore before. I am looking forward to the expansive vistas and fresh air, as well as learning about new cultures and making amazing human connections.



NAVED FAROOQUI

Media consultant

“I am really excited to cross over into Burma by road. I’m all set to be awed by Bagan and I’m looking forward to the drive through Myanmar, as well as getting a chance to soak in and experience the country’s culture and geography with fun people.”



SARANSH GOILA
Chef

I’m most excited about the lunches and dinners that we are going to have on this journey, for obvious reasons. From authentic Naga cuisine to flavourful Burmese food, I’ve heard many stories, and can’t wait to actually live through these meals in real time. This journey is definitely going to add a lot to my repertoire as a chef.



KUNAL KUNDU
Musician

This three-nation cross-country route with *NEXA Journeys On AH1* is going to be an adrenaline-pumping journey, but the leg I’m really excited about is Myanmar. I think it’s the only neighbouring nation about which we know very little. Also, my father was born in Myanmar, and I look forward to establishing an emotional connect while driving through the country.





EXCLUSIVE

SOMETHING SPECIALE

Does the **Handling Speciale** pack transform the California T? Or is it just the equivalent of a Sport button?

WORDS: SRIRAM NARAYANAN

The US hospitality industry appreciates tips. In fact, the US hospitality industry does not appreciate no tips. For instance, Orlando International Airport had a long queue for a check-in. And a purser was urging passengers to opt for the kerb-side check-in – outside the airport on the kerb – a proposal all those people, rather nonchalantly, weren't paying any attention to. I thought myself to be the only smart guy and went outside to get myself checked in quicker. Turns out, the staff will do it. But for tips.

So, imagine my plight as I get into an airboat inside the alligator-infested waters of the Florida Everglades with at least four stickers in the boat reading, "Captain works for tips and tips are greatly appreciated. Suggested tip 15 per cent." I just hoped it wasn't a 'tip over if no tip' policy. The 'captain' was a dimensionally gifted chap. But it isn't because he was lazy or goes overboard at KFC or Burger King. He says he's bulked up because alligators prefer smaller-sized meals.

Bulked up or not, the man knew how to handle his passenger-filled airboat – powersliding, 360 degree doughnuting and he'd consistently clip the apex with the nose of his boat – the apex here being shrubs or mangroves. He was doing a much better job than I was in the California T HS. What Ferrari calls the Handling Speciale. Considering we are talking Ferrari here and considering they aren't exactly bad handlers, is the Handling Speciale black that is blacker? Or water that is wetter?

This particular car was to be driven from Miami to Naples to Daytona to witness an attempt at setting a world record for the maximum amount of Ferraris against the backdrop of the Ferrari Mondiale Championship finale – the race where Ferrari owners, well, race each other. My initial few moments with the Speciale was Speciale. Well, not for the car, but for the fact that to help the stream of Ferraris out of Miami, we had a police escort blocking all junctions to get about 70-odd Ferraris including myself out of the art deco city to Naples via the Everglades.

How Speciale is this Cali T? It's so good, it makes the LaFerrari not that much of a 'The Ferrari'. No. Just kidding. Honestly, there's nothing in the HS that strikes you the moment you start driving it. Even if you drop down a few gears and floor the throttle, there's no surge of power or torque catching you unawares. Apparently, that's on purpose. Because the HS does not get any extra power or torque. Which is strange considering the previous-generation California got about 30 additional horses and very useful power for the HS package.

But what's also not helping are the arrow-straight roads of Florida. In my entire journey from Miami to Naples to Daytona, the number of bends I came across were fewer than the amount of money that comes to my salary account every month (in American dollars). But on the few gentle bends that came by, you know that the 'Handling' hasn't got lost in any translation. On a straight line, the Cali is rather boring. The 3.9 turbo-charged V8 sounds boom-y. But around a bend, the thing is 'Speciale' indeed. The way the car reacts to even the mildest turn-in is sensational. Everywhere else, it's a very effortless cruiser. The car can effortlessly do



The soundtrack is louder now
and grabs attention alright.
But it's missing soul



about 40-50kph just under 2000rpm at seventh gear. My question is, should a Ferrari be doing that? Shouldn't a Ferrari be restless and snapping at its leash? No, don't get me wrong. Being difficult in stop-go traffic is one thing – none of the current-generation Ferraris are. But with the HS, unless you are above 5000rpm, you don't get that Ferrari feeling. Speciale or unSpeciale.

Allow me to do some copy pasting here. Just to tell you what's Speciale with this Cali. So, there's no additional horsepower or torque. What you get are springs that are 16 per cent stiffer in the front and 19 per cent stiffer at the rear. The gears shift 30 per cent faster when shifting up and 40 per cent faster when shifting down. Ferrari also says the magnetic dampers approach their act of, er, damping with a new strategy. I guess if the non-Speciale California is a Virender Sehwaag asked to go easy on the bowlers, the Speciale California is a Virender Sehwaag asked to beat the leather off the ball.

From the seat of my pants, I can feel this car to be stiffer on smooth American roads than the standard Cali on anything-but-smooth Indian roads. Ferrari also claims an increase in the engine sound by three decibels. Which may be true. But either way, the engine

doesn't sound too great to begin with. Yes, it's loud. Yes, it grabs attention. But it's not a soulful or animalistic, beastly note that keeps you company along your journey. It never did on the Cali T, but with the HS pack,

'The Cali T HS, below 5,000rpm, doesn't feel very Ferrari-like'

I expected it to take the game much further.

It most definitely does, with the handling for sure. If the Cali T takes a bend like a comfortable, well-handling grand tourer should, the HS pack simply eliminates even the minutest amounts of lean, roll or pitch the Cali T had. And now, if the HS sorted the overtly light and fidgety steering over the standard Cali T, I'd have told

In the cabin, it's all identical to the standard car. But then, you don't pay extra either





'It's around corners that you realise what really is special here'



you to spend whatever ridiculous extra money on the HS pack and get going. But you don't have to. First, the good news. While the UK sells the Handling Speciale pack at about (UK Pounds) 5000 premium. In India, it's a no-cost option. Yes. A no-cost option IN A FERRARI. Now, the bad news – the Cali T isn't a bad handler at all in standard trim. But it's steering was too light and just not Ferrari enough. The thing with Ferrari steerings isn't just the weight or feel. They also vibrate, and provide a wealth of sensory feedback to your palms and even your arms. The Cali T, in its supposed goal of being an easy Ferrari wasn't that. But the Handling Speciale could have upped the game with the steering. And instead of just making the exhaust louder, could have added some culture and tenor to the soundtrack.





7/10

FERRARI CALIFORNIA T HANDLING SPECIALE



Price: ₹3.5 crore (ex-Mumbai)

Engine: 3855cc V8 turbopetrol

Power: 552bhp at 7500rpm

Torque: 755Nm at 4750rpm

Transmission: 7A, dual clutch, RWD

Weight: 1625kg

0-100kph: 3.6 seconds (claimed)

Top speed: 316kph (claimed)

Pros: Less lean and roll than standard California Turbo, costs the same as standard

Cons: Doesn't offer too much of a dynamic improvement

Bottomline: Is decent but Ferrari is clearly restricting itself here

The gearshifts are definitely more exciting though. While the non-HS Cali just offered quick gearshifts – automatic and paddle-induced – the HS gives you that supercar shove in the back every time you upshift. In front of Florida's Lincoln Navigator Ls and GMC Yukon XLs, the Cali looked like a toy car. But then, it got enough attention to have drivers of these super-sized vehicles pull over and ask questions. The weirdest were 'Heyy, is it faayystt or wot?' and 'Whut tires' she on?' The answers are Yes. Very. And, I don't know.

As I arrive in Daytona, I see that circular oval has been entirely taken over by Ferrari. As Ferrari usually does at all the Mondiali venues. In between all the racing, they also managed to auction off the last ever LaFerrari for a cool 7 million dollars, which will be donated in its entirety to the Italian earthquake relief fund. And while the Mondiali was so far raced on 458 Challenges, Ferrari unveiled next year's Mondiali racers, the Challenge based on 488 GTBs. One thing Ferrari couldn't pull off, though, was the world record attempt. Silverstone in the UK saw 964 Ferraris getting together in 2012. But that evening in Daytona, only about 809 Ferraris turned up. Yeah. 800 and only is harsh. But well, records are meant to be broken.

And Ferraris are meant to be sophisticated, wild animals. The California T with or without its Handling Speciale package isn't. Perhaps the Cali T can afford to be a soft, easy Ferrari. But should Ferrari bother being soft at all? Should Ferrari bother with customers who want a Ferrari, but not an all-out Ferrari? Ferrari has itself shown that hardcore need not be at the expense of comfort. The FF/GTC4Lusso, 458/488 – they are fast, agile, comfortable and properly Ferrari. Why must the California T, Speciale or Ordinare be any different? Honestly, Ferrari could have saved itself of all the bother and just put a Sport button in the standard Cali T.

And about that bulked up Captain who thinks alligators won't bother him, I don't know. Once you're in the water, everything's fair game for those beasts. And if you want a Ferrari, there's no point wanting something softer or easier. It's all or nothing. The California T Handling Speciale is something in between. **7/10**



Ferrari could've just put a sport button in the standard Cali for the same effect







American express

A broad, unblemished coastal highway and the Road Glide complete with panniers and a music system. Match made in heaven

WORDS AND PHOTOGRAPHY: **DEBABRATA SARKAR**

It felt almost unreal, sitting on a beach, watching the Pacific crash into the rocky coastline and throw up a cloud of spray that neatly coated my spectacles. Sea gulls for company, sitting alongside waiting for their next morsel to wash up on the shore while eagles flew overhead in their attempt to beat them to it. And the fact that a Harley-Davidson, a Road Glide to be precise, got me this far on the Pacific Coast highway, complete with panniers and a music system for good measure. This is the sort of stuff that bucket lists are made of, and I've been on a few spectacular rides to tell you this definitely qualifies to be on such

a list, especially if you are even faintly inclined toward motors. And I have barely even started.

The roads till this point, past a little town called Pismo beach, went quickly from interstate freeways to smaller dual carriageways before turning into a good ol' fashion single lane highway – bearing the number 1 at that. Traffic was far from heavy and motorcycles few and far between. However, the Road Glide seemed to be quite the popular choice amongst the few that I did come across, complete with a two-finger salute and everything. I thoroughly enjoyed hiding behind the massive windscreen, away from the spray and the perky wind chill. Even the otherwise annoying heat off ►



the motor was more than welcome in this situation as I headed deeper into the coastline. The proportions that felt cumbersome not so long before, in the busy streets of LA, now felt perfect as the Road Glide chugged on, steady as a rock despite the strong crosswinds blowing inland from the sea. But then you would expect that from a motorcycle that weighed a little over 400-kilos even before I sat on it.

As I gathered more miles under my belt, I began to appreciate the big 103 (1690cc) – motor. From the time I hit a freeway, heading out of LA, and was introduced to the Californian idea of speed limits, the

‘A GENTLE TWIST OF THE THROTTLE, A COUPLE OF COG SHIFTS AND I WAS WELL INTO TRIPPLE-DIGIT SPEEDS’

almost nonchalant manner in which it went about keeping pace impressed me. A gentle twist of the throttle and a couple of gear changes later, I was well into triple-digit speeds and the big V-twin had settled into a comfortable pace with a fair bit still in stock. By the time I had made my way to the coastal highway, speed limits had dropped to a point where the motor was cruising at idle speeds, but then this isn't really a drive that you would want to get done with quickly. The vistas with the tall mountains, the jagged cliffs and the absolutely pristine blue water make you want to stop every few kilometres for a few photos. The ride itself gets interesting too as you approach twisty sections with fair amounts of gradient change as well. It almost seems like the speed limits were set for a touring H-D; follow them properly and the Road Glide makes it through without any drama, however, carry a bit more speed and it isn't long before you hear the footboards grate across the tarmac.

That's when you should pull over for a cup of coffee, set the radio station to some groovy tunes and plot out your next stop. But then again, you cannot always plan stops on the PCH, they just happen. How else would you explain a sea lion waving out with its flippers at you from a rocky beach that sits a few feet away from the road or resist the many cafes that claim you can spot a whale from their deck. And if you do manage to run out of radio in the middle of all this, you could just tune into the low-revving rumble of the twin and let it carry you right away. This has been a fairly impressive engine, the 103, but the clatter can be bothersome at times and the heavy clutch can really try your palms for patience. Exactly why Harley-Davidson thought it best to evolve it into a bigger, smoother 107, V-twin. And speaking about letting it carry you away, lets hear from Chris about how well it does from half way across the world – back home in India.



Proving grounds

The 2017 Road Glide gets a new, bigger engine but we've got a challenge to match – Indian roads

WORDS: **CHRIS CHAVES**
PHOTOGRAPHY: **DEVESH SHOBHA**



While Debu enjoyed his stint with the old Road Glide in a pleasantly poised scenario overseas, I managed to get my hands on the latest version of this Harley-Davidson tourer – with the new Milwaukee Eight 107 motor at the helm – and show her the ropes in and around Mumbai. Yes, of course, in comparison, the city environment here might not be best suited to a bike of this grandeur, and you obviously can't just go and park a Road Glide Special right about anywhere you feel like without having camera phone-

wielding vultures snapping and picking away at it. But just two days out with the new Road Glide, and I managed to see much sense in the motorcycle on our streets, and appreciate what it brought to the table.

At first, I wasn't too impressed with the looks of that massive head unit. It looked like the bike suffered from some unfortunate physical deformity to be honest. But that was until I saw the bike in person. If it didn't work for you before, its looks will grow on you, that's for sure. It's long and majestic-looking, this Road Glide, and navigating through the narrow bylanes of Bandra, ►

I felt like an emperor of sorts – making his way past awestruck subjects astride his royal steed. I had the throaty rumble of the Stage-II Screamin' Eagle pipes to thank for announcing my arrival. Because, if eyes didn't pop and jaws didn't drop at the mere sight of this big, shiny maroon Harley, the crisp melodic thump bouncing off the walls along my usual shortcuts did well to hail the attention of all near and far.

The engine is the big news here. Big news, because it's taken Harley-Davidson about 18 years to throw in a new, large-capacity twin-cylinder motor onto its tourers. So, yes, it's right about time. And just as you would expect, this one comes as a much-awaited

'THE MILWAUKEE-EIGHT IS A BIG STEP-UP FROM THE OLD MOTOR. THE TOURER PULLS AWAY MUCH CLEANER NOW'

change – and it's a refreshing one at that. The older 103 twin-cam would knock hard low down the powerband on shortshifting. And the resulting clunking and clanging of the motor was disturbingly loud. Like 'banging a mallet on a sheet of metal' loud. Not so with the new 1745cc motor though. It pulls away much cleaner, allowing me to leisurely thump my way across town while letting me hear all the ooohs and aahs from my peers. Ever see those ads where the cute kid holding an icecream dropped the cone in amazement, when the snazzy bike went by? Funnily enough, that actually happened, as my official pillion tester Shamika brought to my notice. Sadly, there were no cameras around to record that moment. But that's the kind effect this bike has on bystanders.

The Road Glide's head unit is mounted on the

chassis and not on the fork (like on the Street Glide Special) so manoeuvring past a crowded Hill Road – which, on any day of the week, is buzzing with shoppers – wasn't close to being as painful as I had imagined. The light albeit chunky clutch lever aided in this matter no doubt. An hour of low-speed riding on a large capacity motorcycle like this left me revelling in the fact that my inner thighs weren't toasted. Kudos to the guys who worked on the engine's heat dissemination. The route I usually take to get out of town is short and filled with activity thanks to the bakeries, stationery shops and a couple of stores selling quick bites and groceries. Some eats tucked away in the hard panniers, we proceeded over the now lumpy pathway thanks to loose paver blocks and a total of seven speed breakers spaced out awkwardly through length of the tapered street. Here, the belly would scrape if I wasn't careful enough, and the shocks of going over some sharp bumps were all prominently felt. Seated behind me, Shamika mentioned that the ride had grown uncomfortable down this stretch and I was asked to steer clear of sharp undulations. Things got a whole lot more relaxed the moment we hit the much broader and smoother Bandra Reclamation stretch. With the needle on the analogue tacho hovering near 5,000rpm, it doesn't feel as stressed out and unholy as it did when you gave the old motor the beans. The bike feels nice and healthy in the torque delivery department, and the Road Glide does well to hide its bulk once past crawling speeds.

The way this motorcycle came into its own once we hit the open highway felt really special. The Road Glide's purpose is to devour long-haul kilometres while keeping you comfy, and that's just what it does best. This Harley feels vivacious and agile, given its size and dimensions. Happy to report that it absolutely nailed triple-digit speeds down the NH4, with the revised suspension setup feeling nice and plush. There are stretches of the highway that were under repair at the time, but on the Road Glide, I didn't have to pay much heed to the otherwise bothersome cluster of long lines etched into the roads by some heavy duty machinery. The Milwaukee Eight 107 felt very compliant when I



9/10

2017 ROAD GLIDE SPECIAL

Price: ₹32.81 lakh (ex-showroom, Delhi)

Engine: 1745cc, Milwaukee-Eight 107,

Max torque: 150Nm@3250rpm

Wheel base: 1625mm

Fuel tank: 22.7 litres

Kerb weight: 388kg

Tyres: 130/60B19 61H (f), 180/65B16 81H (r)

Pros: Engine, performance, features, storage space, highway touring capabilities

Cons: Low-speed ride, price

Verdict: A thrilling deluxe tourer that isn't tiresome to ride. However, is best suited to riding off into the sunset down a wide open highway rather than chomping away at chores in the city.



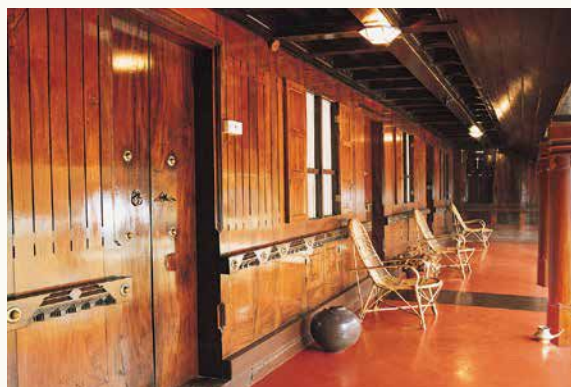
Milwaukee Eight heart transplant gives the Harley a new lease on life

wanted to get on with it quickly down the straights. And it's this level of refinement and composure that makes the Harley-Davidson feel enjoyable. The touring range was in dire need of this evolution. But there's a fair bit of vibes resonating through the bars and pegs too, so if you're a Harley traditionalist waiting to raise your and pitchfork and flaming torch in revolt, you can kindly put those things away right about now. It feels like a proper meaty Harley-Davidson motorcycle. Just a lot smoother now.

Pricing for the Road Glide Special kicks off at an eye-watering ₹32.81 lakh (ex-showroom, Delhi) which is hefty sum, no two ways about it. And for that price, you'd expect the motorcycle to be something out of the ordinary and overly special. And that's what the Harley-Davidson Road Glide is. Sure, it's as big as an eight-seater dinner table, but it's the thought that has gone into this motorcycle's design, engine and ergonomics that make it a unique character and feel oh so special. **72**

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All-star line-up



Over the last 12 months, a slew of cars and bikes have come in and thrilled us. Now it's time to shine the spotlight on the ones that made us the happiest



JACK OF ALL TRADES

Pretty much everything you could ask for in this segment, the Brezza offers up

WORDS: SAMARPAN BHOWMIK PHOTOGRAPHY: RAJEEV GAIKWAD

The biggest auto manufacturer in India, Maruti, recently started moving away from being primarily the common man's bread-and-butter carmaker with its Nexa showrooms and models such as the Baleno and the S-Cross exclusively available at these premium outlets. But that doesn't mean its focus on the segments it has traditionally specialised in has been diluted. Case in point being its new compact SUV, the Vitara Brezza.

It's quite unique looking for a Maruti and not in the same way the S-Cross is unconventional (thankfully). The car's road presence is undeniable and the manufacturer even offers tonnes of customisation options for chrome and sticker-loving Indians.

On the inside, there's plenty of space and the design is neat and functional; it's not exactly exciting but looks pretty modern. The high seating position lets occupants lord over the sedans and hatchbacks on the road and there are enough infotainment goodies to keep them entertained during long stints behind the wheel.

Powering the Brezza is the 1.3-litre diesel used in numerous other models from Maruti, and here, it makes 89bhp which is sent to the front two wheels via a five-speed manual gearbox. There's enough grunt for all situations, in choc-a-bloc narrow urban streets or wide open highway stretches and the gearbox slots in with nice feel, adding to the driving experience. The SUV's 198mm distance from the ground keeps the belly from scraping over the worst



MARUTI VITARA BREZZA

ENGINE: 1248cc, 4cyl, diesel, 5M, FWD 24.3kpl (claimed)

POWER: 89bhp

TORQUE: 200Nm

TOP SPEED: 180kph (estimated)

PRICE: ₹7.19-9.66 lakh (ex-showroom, Delhi)

of our roads and the suspension, although with a hint of underlying stiffness, absorbs irregularities really well. The most commendable thing about the Brezza is its ride and handling balance. There's the kind of body roll expected from an SUV of its dimensions and stance when you throw it around corners but it's never too much to deter you from pushing the car hard. The stability at high speeds is great and the car maintains composure pretty well over the worst patches on our roads.

Priced from ₹7.35 lakh-₹10.14 lakh, the Brezza isn't really outstanding in any particular field. But it presents an unbeatable combination of all the abilities you'd be looking for in a car of its class. And that's precisely the reason why it thoroughly deserves the All-rounder of the Year award. **7.5**

LESS IS MORE

We've always believed in 'no replacement for displacement'. Porsche proves us wrong and how

WORDS: SRIRAM NARAYANAN

That downsized engines cause a tornado down tarmac is old news these days. While the olden days needed you to have a 6.0-litre 12-cylinder engine to make some 300bhp, you can make that from a 2.0-litre turbocharged engine these days. But none of these modern beacons of cut-price, cut-displacement engines feel like the horsepower they say they make. An old Fiat Palio or Ford Fiesta 1.6 with 100bhp used to feel like a 140. Modern 120bhp petrols feel more like 70.

Even high-performance six- and eight-cyl petrols feel like poorer cousins of their naturally-aspirated forefathers. Until we came across this tiny tot inside the engine bay of this Porsche Macan. A few figures – 2 litres, four cylinders, 248bhp, ₹77 lakh. To cut a long story short, this is the

cheapest and the best-est Porsche. Quite a few people in this office lost money betting that this car made 350bhp. Frankly, it's not entirely fair that it wins Engine of the Year. Because playing as big a role in enabling this little punter punch above its weight is Porsche's exquisite PDK transmission. We reckon this transmission is so good, if it's mated to a vacuum cleaner, you'd never tire of housekeeping chores.

Being in this business for as long as we have been, there are some things we stand pretty resolutely by – there is no replacement for displacement, turbos are good for fast but not for feel, turbocharging robs engines of their fantastic soundtrack, downsizing only works on paper. Well, this engine in this Porsche makes us eat our words. And we are only happy to be proven wrong. Come here, Porsche. You've made a beauty. And it's your smallest ever. **TG**



PORSCHE

MACAN

ENGINE: 1984cc,
4-cyl, turbopetrol

POWER: 248bhp

TORQUE: 370Nm

TRANSMISSION: 7A, AWD,

TG PERFORMANCE

0-100kph: 6.7secs,

80-0kph: 23.8m (2.4 secs)

30-50kph: 1.9secs,

50-70kph: 2.2secs



LUXURY LOGGERHEADS



It's time for an epic battle between Britain and Germany with luxury SUVs as their weapons to bag TG's Luxury SUV of the Year award

WORDS: AGASTI KAULGI PHOTOGRAPHY: RAJEEV GAIKWAD

It's not very often that we have such battles for the TopGear Awards. In regular situations, the jury drives, tests and evaluates the participating cars and a cumulative call decides the winner. But in situations like this, where both the competitors are as fierce as the other, only a shakedown could decide the winner.

First of the two competitors is a British SUV, and before you come up with some names, no, it isn't from the house of Land Rover, but from its sister brand, Jaguar. It's the first time that Jag has built an SUV and it's got it right in the first attempt. It's not just a sedan on stilettos, but a SUV like how an SUV should be. It's got the styling working for it, and it's got the right amount of road presence to go with.

To face the British SUV is Merc's latest offering in the SUV space, the GLC. It's based on the C-class, but don't sweat, it's got adequate amount of clearance and looks and drives like a proper SUV. It's got the perfect dimensions to break away from the crossover tag, and just like the British SUV, a smart all-wheel-drive system to aid things when the

tarmac runs out or when loads of traction is required.

To begin with, both these SUVs don't come with a low-range transfer case, but having tested their soft-road abilities, we can say that both of them can manage some amount of off-roading without much fuss. What gives the GLC an edge is an off-road mode that sets up the car in a certain manner to handle the roughs.

The F-Pace, though, has another way to win your heart: by the way it handles on the highway and twisty roads. It has great grip and Jaguar's pedigree of making great-handling cars is evident once you go for a spirited run in it. The steering has the right amount of weight and is responsive, and the body control, too, is impeccable. Despite having much bigger dimensions than that of the GLC, it manages to stay flat through the curves and inspires confidence while managing high speeds and bends at the same time.

The GLC, too, has quite a few things working for it. Among them is its ability to balance good handling and sublime ride. Although the GLC isn't as sharp a handler as the F-Pace, it's still one of the nicer- ➤





JAGUAR F-PACE 3.0D

ENGINE: 2993cc,
V6, turbo diesel
POWER: 296bhp
TORQUE: 700Nm
TRANSMISSION: 8A, AWD
0-100KPH: 7.2 seconds
30-50KPH: 1.4 seconds
50-70KPH: 1.8 seconds
80-0KPH: 24.6
metre; 2.1 seconds
FUEL EFFICIENCY: 9.1kpl
PRICE: ₹1.02 crore
(ex-showroom, Delhi)

handling SUVs around. In a bid to make the GLC an all-rounder, the engineers at Stuttgart haven't tuned the suspension as stiff as the lads at Coventry. Which makes the GLC more forgiving than the F-Pace when the tarmac goes bad. Although the GLC doesn't seem as sharp as the F-Pace, it rides better, given its ability to soak up bumps.

To be a deserving winner of the Luxury SUV of the Year at TopGear, what's must is a good cabin. The cabin of the F-Pace is almost the same as the XF or the XE. It's got all-black interiors that are both durable and sporty. But with the design of the dash and overall layout of the cabin being almost identical to the sedans that demand much lower prices, the F-Pace doesn't bring anything new to the table.

On the other hand, the GLC's cabin isn't a straight lift from any of the other Mercedes cars. It's got a certain uniqueness and is equipped with the latest version of the COMAND infotainment system. Despite being a tad smaller than the F-Pace from the outside, the GLC's got ample room in its cabin, be it at the front or at the back.

Powering the diesel GLC is a 2.2-litre four-pot engine





that churns out 167bhp and 400Nm of torque. It's mated to a new nine-speed automatic transmission. It's a tried and tested piece of kit, which will not surprise you with the sort of punch it packs, but never will there be a situation where you run out of juice. The Jag, on the other hand, has a bigger 3.0-litre engine powering it. It's rated at 296bhp and 700Nm of torque. Yeah, that's a big jump from the GLC's power rating. But when you line up both these SUVs at a dragstrip, the F-Pace is only a little more than a second quicker than the GLC.

When you ask about the pricing, the GLC retails at ₹51.50 lakh whereas the F-Pace asks for ₹1.02 crore (both prices ex-showroom Delhi) for the top-spec SUV. Yeah, it's twice as expensive as the GLC. The F-Pace is a tight handler and a much bigger SUV, but the GLC is a more rounded package with the ride and handling, cabin styling working in its favour. The GLC offers ample amounts of luxury at the right price, and is a worthy winner of this battle and a deserving candidate for the Luxury SUV of the Year at the 9th BBC TopGear Awards. **77**

MERCEDES GLC 220D

ENGINE: 2143cc, 4cyl,
turbo diesel
POWER: 168bhp
TORQUE: 400Nm
TRANSMISSION: 9A, AWD
0-100KPH: 8.5 seconds
30-50KPH: 1.6 seconds
50-70KPH: 2.0 seconds
80-OKPH: 27.4
metre; 2.4 seconds
FUEL EFFICIENCY: 13kpl
PRICE: ₹51.50 lakh
(ex-showroom, Delhi)



RIP-ROARING FUN

The Ford Mustang has gained legendary status among auto enthusiasts. It's because there's never a dull moment behind the wheel

WORDS: DEVESH SHOBHA PHOTOGRAPHY: SOMDUTTA NHAWKAR





W

hen was the last time you sat in a car that allowed you lock its front wheels and burn rubber for a whole 15 seconds? I don't remember this feature in any of the cars I've driven in India, until Ford launched the Mustang here. It's a car that needs no introduction. It's got glorious history; it's got attitude and character that's quite unparalleled. With the way it looks – the long bonnet, the low stance, flared rear haunches – it's a car that manages to turn heads everywhere it goes.

It's not just the looks, the Mustang is a car with the best bhp-per-lakh and cylinders-per-lakh figures in India and performance is something the Mustang doesn't fall short of. The 5.0-litre V8 may be detuned for India, but with 395bhp and 515Nm on tap, the Mustang has all the ingredients of being a perfect ticket to the world of sportscars. With 0-100kph dispatched in 5 seconds, it's got performance on its side and as you pin that right pedal to the floor, the growl from the naturally-aspirated V8 is sure to elevate the driving experience further.

Most modern-day sportscars have all been sophisticated machines with tonnes of engineering and electronic aids. The Mustang is slightly different. We aren't suggesting it isn't modern. It is, but it's quite raw compared to peers and that's where its charm lies. If you take the Mustang for granted, its acceleration can easily catch you off guard, but respect it for what it is and you will be rewarded with the kind of experience that's hard to match.

It's got stunning looks, has hair-raising performance to go with it and the thunderous growl from the mighty V8 only adds to the overall drama. Talking of drama, try switching off the electronic aids and prod the accelerator pedal for a true heart-in-mouth experience. And if you've lived to tell the story, sign it off with a Line Lock burnout like a true-blue entertainer. **TG**

FORD MUSTANG
ENGINE: 4951cc, V8, petrol,
 395bhp, 515Nm, RWD
GEARBOX: 6A
0-100KPH: 5.0s*
TOP SPEED: 250kph
FUEL EFFICIENCY: 7.4kpl*
KERB WEIGHT: 1693kg
PRICE: ₹66.30 lakh
 (ex-showroom, Delhi)



'THIS FORD IS SLIGHTLY DIFFERENT. IT'S QUITE RAW COMPARED TO ITS PEERS AND THAT'S WHERE THE MUSTANG'S CHARM LIES'





PINT-SIZED ROCKET

It may not look very different from the standard Polo but the GTI is a whole new kind of beast

WORDS: DEBABRATA SARKAR PHOTOGRAPHY: HIMANSHU PANDYA

If you were expecting something loud and flashy, well, you will be a bit disappointed. This Polo is almost absolutely identical to, err, the Polo, except that this one has a fat stroke of red running across its face with a big GTI badge and only two doors. It's only when you take a closer look that you notice the other differences from the standard car – the deep contours in the seats to hold you tight, bigger wheels with fatter tyres wrapped around them and, of course, that superb engine – the 1.8-litre TSI.

What I love about this car is how easy it is to mistake it for a regular Polo. That is until you listen closely and hear the muted hum from the engine and notice how much lower it sits. Needless to say, the near-190 horsepower gives it some serious poke, enough to scratch up a ton in roughly seven seconds. But it's the way it manages to hold a line of your choice around a corner that is most impressive. It's one of those cars which delivers a great big smile on your face with little fuss.

It's been an absolute blast to drive around and I can't



wait to get my hands on it once more for a proper crack at it. The fact that you don't need to execute crab-like manoeuvres across speed breakers, use it everyday without having your insides re-arranged and still blow past pretty much every car out there is what makes it doubly special. Take a bow, Polo, you're worthy of that GTI badge. **TG**

VOLKSWAGEN POLO GTI

ENGINE: 1798cc, turbo petrol, 189bhp, 250Nm, 7A, FWD

PERFORMANCE:

0-100kph: 6.7 seconds

TOP SPEED: 236kph

KERB WEIGHT: 1273kg

PRICE: ₹26.09 lakh (ex-showroom, Delhi)



SWEDE DEAL

No, bargains don't usually start past half a crore of rupees. That's until you've had a taste of the new S90

WORDS: DEBABRATA SARKAR PHOTOGRAPHY: SOMDUTTA NHAWKAR



VOLVO S90

ENGINE: 1969cc, 4cyl, turbo diesel, 190bhp, 400Nm, 8A, FWD

FUEL TANK: 55 litres

0-100: 9 seconds*

TOP SPEED: 230kph

PRICE: ₹53.5 lakh

(ex-showroom, Delhi)



R

oughly a year back, we drove the XC90 and figured the Swedes had pulled one out of the bag. They had managed to re-invent everything about Volvo and went from being average on the appeal-o-meter to super desirable, like I-want-one-now. That, we thought, would be it, until Volvo called upon us to showcase the S90. Almost every single detail had been improved and the result was an exterior that managed to look stunning without being brash (there had to be some Swedish sombre about it), and an interior that can rival a first-class lounge, no problems at all.

The bit that really stuck out, however, was the price-point that the manufacturer managed to hit with the fully-loaded version of the S90. If you were one of the Germans or even a certain English manufacturer, you would've sat and scratched your head for days trying to figure out how this could be done or how they would have to settle for a smaller slice of profits. More importantly, they must be wondering how to give a fitting reply.

Well, for now, the standard S90 offers eye-watering levels of equipment and there seems to be no answer coming just yet. Evidence that you could land a deal even when you are shelling out over half-a-crore of rupees. **7/10**

'THIS IS GOING TO HAVE THE GERMANS AND THE BRITS SCRATCHING THEIR HEADS'



+ + + + +
+ + + + +

MAN OF THE YEAR C V RAMAN





MADE IN INDIA

In the Vitara Brezza, Maruti Suzuki may have found its latest runaway success, and in C V Raman – the man helming the Brezza project – it has discovered an unassuming, unlikely hero

WORDS: AMAAN AHMED PHOTOGRAPHY: ASHUTOSH VARMA

“H

e is our backbone”, says a Maruti staffer with a warm smile, when I tell him who we’re waiting for in the conference room at Maruti Suzuki’s plant in Gurgaon.

Bang on time, C V Raman enters the room. He moves in for a quick handshake, his eyes downcast, a hint of a smile on his face; his salt-and-pepper hair neatly parted and bushy moustache trimmed to perfection. One can immediately sense that he’s not used to doing this. He comes across as a simple, humble gentleman – he could be travelling on the Delhi Metro and go completely unnoticed. And that, I understand, is how he likes to keep things – on the down-low. He talks rather softly, his sentences only barely louder than a murmur, and you have to listen to him rather closely... but you should, because he’s a treasure trove of knowledge.

Raman *san*, as his colleagues refer to him, has been a part of the Maruti Suzuki family for longer than the core reader base of this magazine has been alive for.

“From 1982 to 1984, I worked with Escorts Group, working on Yamaha bikes. I’d started with vendor development as my first job. It was in 1984 that I joined Maruti’s vendor development department. We were getting imports from Japan as CKD kits, all of which had to be

localised. Actually, Make in India started way back (laughs). We were doing 30 cars a shift then... now it's over 5,000. That's the progression I've seen."

Having spent well over three decades with Maruti, it wouldn't be wrong to say that Raman helped Maruti lay and strengthen its foundation in a market that was just about coming of age.

"That was a stage when we were improving productivity because volumes were up, the 800 was rationed, all vehicles were on booking, and people used to wait for a year or two. So, increasing our own productivity and that of suppliers was the challenge. Improving quality was the second challenge. I was also responsible for supplier, quality and tech upgradation. We wanted to upgrade the vendors' quality and technology and also bring in more suppliers."

After spending 17 long years dealing with suppliers, in 2001, Raman was moved from vendor development to engineering. Was it his desire to move to the R&D side, is what I ask him.

"No, no. This was what the company thought. When I was transferred, I thought, 'What am I supposed to do?'" (laughs). At that point Maruti wanted to start developing its own products. As part of the process, between 1984 and 2001, a lot of people were sent to Japan



Raman explains the 'motion' in the Brezza's design in a very un-Raman way

for training, so I'd gone to Japan in 1986 for five months. I worked in body engineering, that was my first experience of Japan and the way they work."

He was an engineering graduate. It couldn't have been that tough for him to make the switch, surely?

"For 17 years, I was doing a techno-commercial job, and interacting with foreign suppliers and understanding, drawing and getting things made... it was a real challenge. Every time you're looking at a component, the technology is different. There are so many technologies and so many types of parts. The learning was immense, and that kept me motivated. I started enjoying that work because I was learning. For me that was very important. Am I doing something new? Am I learning something new? Am I doing something different? As long as I'm adding more value to myself and to the organisation, I'm happy."

And so began the transition of Raman's career: from finding people willing to supply Maruti with materials needed for building cars to building cars for Maruti himself.

"The first project for me was the Zen's fascia and rear change, rather minor. It was the first time we developed a lamp, a hood, a fender. The entire engineering work was done here. From concept to execution, the learning was intense. We were doing this for the first



CAREER GRAPH →

Escorts Group

Project Engineer (1982-1984)

Maruti Suzuki

Vendor development (1984-2001)

Chief General Manager Engineering (2001-2011)

Executive Director Engineering (2011-present)

time, so there were a lot of mistakes and learning, it was great.”

But the Zen was, as Raman puts it, a minor change. His first tryst with a real R&D project was the car India eventually came to love with seemingly unabating passion.

“In 2002, when Suzuki started developing the Swift, it was felt that Maruti engineers should also participate. The task was to integrate an engine available in India. We had the G13 (the 1.3-litre petrol), so we integrated that into the Swift. It was the Indian team’s job, and we had to do the design changes for the seat and had to tune the suspension. The first design prototype, shipped from Japan in 2004, had not been photographed, so we could only take it out at night for ride and handling tests.”

“Until that point, the design was already made and released in Japan, and then the drawings were sent to India, when we’d localise it. Today, development happens real-time. Concurrent engineering at that time was still just a word, but we experienced it through the Swift project. After that, we did the Wagon R, the Estilo and the Alto.

Then came the moment that’d propel Raman into the spotlight.

“In 2011, we felt there was the need for a compact SUV, and Suzuki already had plans of doing the S-Cross and Vitara in Europe. The Vitara is completely different, so we felt we needed something more India-specific. So, our management mooted this idea, but since Suzuki globally had a lot of things on its hands, they said, “Hey Maruti, you do it, if you want to.” We had a meeting, and I was told I’d be chief engineer for this project.”

Work on the Brezza began in 2012, and for three years to follow, it took up most of his time. He’s reluctant to clearly point out his inputs that were incorporated, but after being probed over and over, he relents and tells me about his contribution – possibly the most significant of them all.

“When we started on our concept, there were two directions we could’ve gone in: one was a sub-four-metre vehicle that’d look like a crossover, and another that’d look like a proper SUV. The crossover looked more futuristic, but I wanted a compact SUV. The team asked me, “What do you want? We’ll bat for that, we’ll make sure that’s what we build.”

Suzuki had promised whatever help it could offer: all of Suzuki’s testing facilities were available to MSIL, and they could borrow any platform and engine from Suzuki’s treasure chest. But that’s the thing: just the finest saffron, the best basmati rice and the tenderest meat does not a kickass biryani make. They needed a chef who knew what would tickle the taste buds of the masses, and they hit the nail on the head.

“Our brief was simple. We had to pick up a platform and powertrain from the global Suzuki portfolio. So, one of the first things was to choose the right platform and powertrain combination. We could choose between the SX4 platform or the new C platform (on which



the Euro-spec Vitara sits), so the first decision was which made more economic sense – one already localised, one which is being designed, but what will provide better performance? From that perspective, even though the cost was higher, I decided to go with the new platform.”

Raman’s attention to detail is fascinating. He points out how he asked for more slender headlamps, for the wheel arches to be flared just that little more, for better visibility out and for the appearance of the instruments. He even points out how the wing mirror adjust dial was not placed on the door as it’d get in the way of the grip. No wonder, then, that Maruti is having trouble keeping up with demand for the Brezza.

It becomes even more intriguing when you realise that Raman didn’t even intend to be in this business.

“My father was working with Indian Airlines. When I was in college, I’d thought I’ll be an aircraft maintenance engineer, but it didn’t happen because there was no recruitment. I got into two-wheelers, then into four-wheelers and never looked back.”

In the end, I ask him how much of his greying hair is the Brezza responsible for. His response in a way sums up his approach to life. “Grey has happened over time. It’s natural. My baba keeps asking me, “Why don’t you colour it?” and I have been resisting it for the past 10 years. I just tell him, “This is natural progression. Why do I have to hide it? I don’t mind having white hair, doesn’t matter to me.” It’ll happen, more of it will go white and after sometime all of it will go! (laughs) It’s something you can’t stop, is it? You’re progressing, and it’s part of your life. If you’re grey, you’re grey.”

Suzuki wanted to know if Maruti could build a car. The whole of India has collectively answered that question. Congratulations, Raman *san*. 

“THE TEAM TOLD
ME THEY’D BAT
FOR WHAT I
WANTED, AND
I TOLD THEM
I WANTED A
COMPACT SUV”

Four to two

Raman talks about motorcycles almost as if they are a guilty pleasure

“I used to ride a Yezdi way back, when I started working with Maruti. With Escorts, I used to test the Yamaha RD350. It was very, very fast. I remember zipping on it around India Gate doing almost around 150kph, and there was hardly any traffic back then. I’ve even ridden a Suzuki Hayabusa in Pattaya, which was fun, and I look forward to riding the Royal Enfield – I’ve wanted to ride it since the time the gear shifter was on the wrong side.”



FIELD EXPERT

The Wrangler Unlimited is unmatched when it comes to ability off the tarmac. The long wait for Jeep to arrive has definitely been worth it

WORDS: DEBABRATA SARKAR PHOTOGRAPHY: RAJEEV GAIKWAD





JEEP
WRANGLER
UNLIMITED
ENGINE: 2777cc,
 turbodiesel
MAX POWER: 197bhp at
 3600rpm
MAX TORQUE: 460Nm at
 1600-2600rpm
TRANSMISSION: 5-speed
 automatic
WEIGHT: 2585kg
FUEL TANK: 85 litres
PRICE: ₹71.59 lakh
 (ex-showroom, Delhi)

W

e have waited, what feels like a million years, for this one to land on our shores. This is possibly the most recognised shape of an automobile in the world, across continents. I mean take India for an example, the Jeep has only just come, but everyone knows what it is and recognises it immediately. Even out in the hinterland, people figured that this was an actual Jeep.

The Wrangler may have been around forever, but it looks as cool as it did in 1940, when it was formed on a drawing board. However, on the inside, they have managed to equip it with every possible creature comfort that we would expect today such as a Bluetooth-enabled entertainment system, proper air-conditioning and a set of reasonable speakers while keeping the cool bits in place. What cool bits? Well, it is a Wrangler, so you can unbolt the doors, you can unlatch the roof and still have your creature comforts. You could even flood the car and simply undo the drain plugs in the bodywork to drain the water away.

Yes, it is a bit awkward on the highway if you want to do away with kilometres rapidly, but it is absolutely phenomenal once you point it off the black stuff. The electronics may not make themselves apparent at any point, but the lack of slip at the wheels and the ease with which the Wrangler climbs over rocks and muddy slopes is mind blowing. It's like the time we drove to a quiet, hidden away picnic spot in the countryside around Kohima and found a taxi stranded in the middle of the stream, half submerged. We had to roll up our trousers legs and fold our sleeves. The Wrangler simply waded in, lassoed a tow-rope around the stricken SUV (all three tonnes of it) and pulled it out while standing on three wheels in the middle of the stream, like it was a plastic toy.

This incredible ability comes standard with the Wrangler, straight out of the showroom, even with the standard tyres. It is without doubt the best off-road vehicle that we have in the country today and that includes all off-road vehicles that have existed over the years. Add to that an almost unassuming character and the Wrangler is a real charmer, which turns you into an instant fan. If it were someone famous, it would probably have looked like George Clooney, with the ability of Arnold Schwarzenegger rolled into Brad Pitt's physique. And I have no shame in admitting that I am in love with it, although a female equivalent may have made more sense. **TG**



**'IF IT WERE A
 CELEBRITY, THE
 WRANGLER
 WOULD LOOK LIKE
 GEORGE CLOONEY
 AND PUNCH LIKE
 SCHWARZENEGGER'**

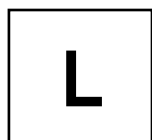




SUPERSONIC

The GT-R might have aged, but take it to a drag strip, and it'll make you wet yourself

WORDS: AGASTI KAULGI PHOTOGRAPHY: HIMANSHU PANDYA



Last year's been quite eventful with loads of supercars coming our way. And with each new generation of supercars, carmakers pull out every trick up their sleeve to get the machine to reel in the horizon quicker than it ever did. Apart from just power and torque figures, supercar makers have been tweaking software to ensure the right amount of power is sent to each wheel, ensuring that no amount of power is wasted in spinning the wheels away to glory.

That's where the GT-R comes in and teaches all other supercar makers a lesson or two. This year marks the 10th anniversary of the legendary Japanese supercar that has won hearts all over the world. But don't think that it'll be beaten black and blue by newer supercars when it comes to doing what the GT-R does best: set the drag strip ablaze.

As the man behind the GT-R, chief product specialist Hiroshi Tamura, says, the magic behind great acceleration is not just great power, it's the power delivery. Yes, we agree, there are other supercars that put out more power than the GT-R's 566bhp. But does that mean they can drop it in a sprint to 100kph? No.

From among the over 100 cars that went through the super-tedious, scientific performance testing at TopGear, the GT-R turned out to be the quickest to hit 100kph. And don't think it had weak rivals. With a timing of 3.2 seconds, the GT-R beat its closest competitor, the Audi R8 V10 Plus, by a third of a second. All credit goes to the 3.8-litre V6, an ultra-quick six-speed dual-clutch transmission, a



brilliantly smart AWD system and last but not the least, a super computer on board that maps a thousand things to provide the right launch off the line almost all the time.

Also what deserves applause is the GT-R's design. No, not only for dropping jaws when one looks at it, but also for channelling air in a way that it streamlines just the way it should, and the drag coefficient goes down. And the GT-R's drag coefficient is rated at 0.26 – less than that of a bullet.

As we at TopGear announce the Nissan GT-R our Quickest Car of the Year, it's time the designers and engineers working on project GT-R take a bow. Sprinting to 100kph from standstill in 3.2 seconds in Indian conditions and with Indian fuel quality isn't easy. **TG**

NISSAN GT-R

Engine: 3799cc, twin-turbo, V6

Power: 565bhp at 6800rpm

Torque: 637Nm at 3600-5800rpm

Transmission: 6A, AWD

0-100kph: 3.2 seconds

(with 93 octane petrol)

30-50kph: 1.5 seconds

Top speed: 315kph

Price: ₹1.99 crore

(ex-showroom, Delhi)

CZECH MAGNATE

Thought you'd see a German or
a British limo on this page?
Surprise surprise...

WORDS: AGASTI KAULGI PHOTOGRAPHY: PARAG PARELKAR

**SKODA SUPERB**

ENGINE: 1968cc, 4cyl,

turbo diesel

POWER: 174bhp

TORQUE: 350Nm

TRANSMISSION: 6A, FWD

KERB WEIGHT: 1565kg

PRICE: ₹32.10 lakh

(ex-showroom, Delhi)



If we were to go with convention, you'd have seen the new BMW 7-series, a new Bentley or a Rolls-Royce on this page. But at TopGear, we *don't* follow convention. We believe in applauding machines that break away from the herd and offer more than anyone expects them to. And the new Skoda Superb is a classic example of that.

The Superb, in its previous generation, had set the benchmarks for luxury and comfort really, really high. It offered more to the buyer than what cars from a segment above did. And in a country like ours, where we like someone else to do the driving while we lounge in the back seat, the Superb was second to none. It offered more legroom than a Mercedes E-Class or a BMW 5-series at the back, and you'd be surprised to see the kind of creature comforts the Superb offered.

But that was the previous generation. With the new Superb, Skoda has upped the benchmark and how. With the third generation of the current flagship, the engineers have changed everything – right from the powertrains and chassis to the way it looks inside and out. This Superb is built on the MQB platform that blends ride and handling abilities just right, and the wide variety of engines make sure the Superb appeals to a diverse set of buyers.

Just like the previous Superb, the highlight of the new car remains back seat comfort. The seats are well bolstered and the leg- and shoulder-room it offers is unmatched by rivals. It offers three-zone climate control that ensures all the passengers can choose their desired temperature in the cabin. And if you talk about safety, it has eight airbags, including curtain airbags.

The Superb offers more things than any other car in its category would, at a fraction of a cost of other limousines. If you have the Superb, it makes much more expensive sedans pointless, given the amount of comfort and luxury this Czech sedan offers. For the sort of back seat comfort and space that the Superb offers, it has made us rethink the idea of a limousine and it rightfully bags our Limousine of the Year award. **TG**

WHAT RULES?

On paper, the Aprilia SR 150 may be a scooter, but not in its head it isn't

WORDS: AMAAN AHMED PHOTOGRAPHY: RAJEEV GAIKWAD

Let me be perfectly honest: for all intents and purposes, the Aprilia SR 150 is far from a practical scooter. Its small dimensions mean the underseat storage is tiny and fairly shallow. It has a cramped footboard, so placing a bagful of veggies there will almost always be a problem. The pillion grab handles – which add to the SR's style quotient – are not very good at being grab handles, and the ride quality will make you regret having a vertebral column. You still need to get off the scooter when you need to have it refuelled, and the footpegs for the pillion – which fold flush into the bodywork when not needed – are a bit of a pain to flip out.

But none of these things matter. You see, the SR is not about pillion grab handles and footpegs. It doesn't do practicality. Think the ride's too stiff? Too bad. You're going to be pummelled some more.

When Aprilia revealed the SR at the start of 2016, it said it was creating a new segment of scooter: the sport-scooterbike. At the time, all of us hacks thought, "there goes the PR team, trying to cash in on the SR's looks". Yes, it was to have a different frame and a retuned engine, but it still was the engine from the Vespa 150. How different could it be? Staggeringly so, as we found out. The Aprilia goes like no scooter we've ever tested. Speeds at which most everyday scooters throw in the towel, the Aprilia is

APRILIA SR 150

ENGINE:

Air cooled, 1-cyl, 154.8cc

MAX POWER:

10.2bhp at 6750rpm

FUEL TANK CAPACITY:

6.5 litres

PRICE:

₹67,396

(ex-showroom, Delhi)



just getting warmed up. It has enough juice to power past the 100kph mark – even with a pillion on board. It feels poised and balanced closing in on a ton on the highway. It steers well, stops well, and because it has so much low-end torque, it's a joy to ride in the city too. If you had an Activa and an SR in your parking lot and you had to choose one for the grocery run, you'd take the SR and wear the bag of groceries around your neck.

It's that kind of desirability that wins you awards. Take it away, Aprilia. **TG**



POCKET DYNAMITE

Don't let a sub-800cc engine fool you.
This one will put many a litre-classer to shame

WORDS: DEVESH SHOBHA PHOTOGRAPHY: RAJEEV GAIKWAD

Smartphones have become powerful tools these days. With the advancements made in the last couple of years, they have singlehandedly managed to replace laptops and digital cameras to a great extent. Let's face it, with the latest-gen flagship phones, capturing great quality pictures and videos have become child's play. Plus, when was the last time you used a laptop to reply to office emails or play Asphalt 8?

The way smartphones have replaced cameras and laptops in our everyday lives, sub-800cc supersport motorcycles are managing to do that to litre-class machines in the motorcycling world. The MV Agusta F3 800 being a classic case in point. Starting with the way it looks to the way it goes to the way it sounds at full glory, the F3 has the means to blow your mind away. And the performance from its 148bhp, in-line 798cc triple motor forces you to question the need of having a litre-class motorcycle in your garage, at least in our part of the world.

Zero to 100kph in just 3.7 seconds and a claimed top whack of 269kph – these are figures that belong to the litre-



MV AGUSTA F3 800

ENGINE: 798cc, three-cylinder in-line
POWER: 148bhp
TORQUE: 88Nm
TRANSMISSION: 6M
0-100KPH: 3.7 seconds
TOP SPEED: 269kph (claimed)
PRICE: ₹16.78 lakh (ex-showroom, Mumbai)



class world, yet the F3 manages to do that gracefully and with utmost ease. It does that without an extensive barrage of electronic aids, too. Further helping the F3's case is the combination of its compact dimensions and a potent chassis that lets you enjoy an open stretch of highway or a set of twisties equally with the kind of poise and ease that bigger, more powerful motorcycles simply cannot manage.

You may argue the F3 is a bit too extreme when it comes to riding position, its ride comfort or the lack of it, or the way it puts all that power down – but that's exactly what the F3 is meant to be. It's a focused tool, most enjoyable when ridden hard and once you're on it, it won't disappoint you with the level of performance it has to offer. If there was something the F3 did miss out on, it was a Stig. But not anymore. **TG**

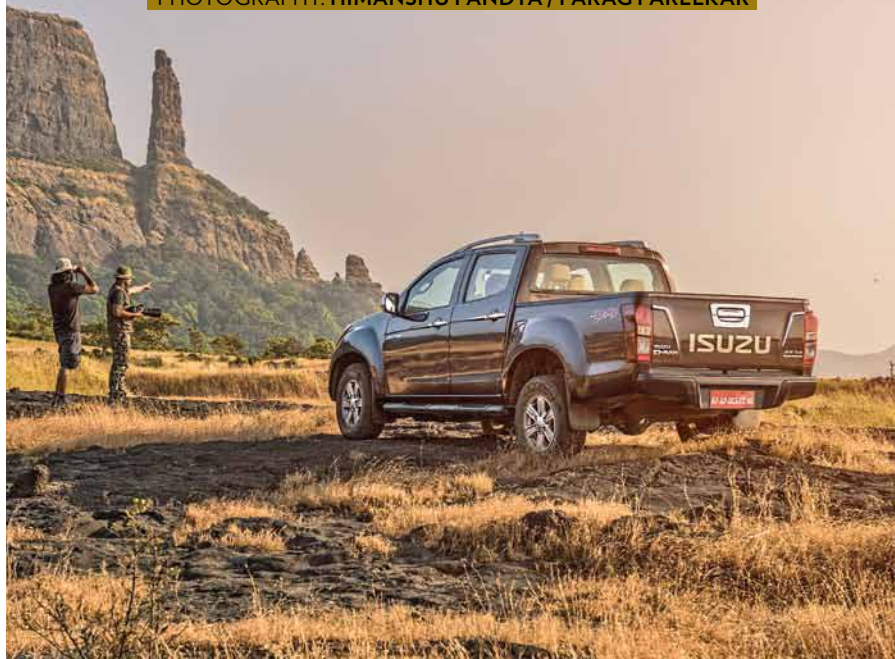


LIKE NO OTHER

Thanks to Isuzu, trucks and cool can now be uttered in one breath

WORDS: AGASTI KAULGI

PHOTOGRAPHY: HIMANSHU PANDYA / PARAG PARELKAR



ISUZU D-MAX V-CROSS

ENGINE: 2499cc,

4cyl, diesel

POWER: 134bhp

TORQUE: 320Nm

TRANSMISSION: 5M, 4WD

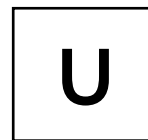
0-100KPH: 14.5 seconds

TOP SPEED: 160kph

KERB WEIGHT: 1905kg

PRICE: ₹13.30 lakh

(ex-showroom, Delhi)



ntill now, we always thought of pick-ups as a utilitarian mode of transport, a cheap vehicle used to ferry about light goods. It was the vehicle of choice for milkmen, agro product traders and the like.

Not anymore, though.

Isuzu has made us Indians look at pick-ups in a new light and added a large dose of flamboyance to the segment with its D-Max V-Cross. With as much chrome as you'd find on modern SUVs and styling that's a thousand years ahead of other pick-ups, the V-Cross appeals to urbanites and adventure enthusiasts alike.

The V-Cross is unlike any other pick-up when it comes to driving dynamics. It's capable of handling ruts, rocks and slush and has all the off-road hardware in place, and if you speak about highway manners, it can handle high speeds and twisty sections of the road with more poise than any other pick-up in India. Plus, if you make this your everyday vehicle, you will surely be making a bold statement.

Be it transporting your motorbike to the racetrack, camping in the wilderness or transporting your ATV to the off-road track, the V-Cross does all of it in style. It's for the kind of people who wish to have a great lifestyle and do things differently. And not just that, the cabin is laid out in such a way that it looks properly contemporary and has all the toys that you find in a modern-day SUV: sat-nav, Bluetooth connectivity and steering-mounted controls, among others. And if that's not enough, it also offers plenty of room for four in the cabin and an experience that is unparalleled in this class.

The V-Cross has truly reinvented the segment and will be the guiding light for a lot of carmakers to get their cool cars to India. The V-Cross is the only vehicle in the list of winners for the 9th TopGear Awards that has forced the jury to come up with a new category altogether. And may we add, it's totally worth the effort. **73**



DIAMOND IN THE ROUGH

Comfortable to ride over the rough stuff and an amazing entertainer on the tarmac, the Versys 650 is a true champ

WORDS: CHRISTOPHER CHAVES PHOTOGRAPHY: ABHISHEK SHRINGARE

Picking the winner in this category was anything but an easy task this year. After going through the list of all the touring bikes that had launched in the year gone by, we had picked out the three most likely candidates to take home a Stig in this category – the Royal Enfield Himalayan, the Kawasaki Versys 650 and the Ducati Multistrada 1200 S. All three are priced differently, and come armed with their own unique set of skills and riding technologies, which will enthrall a wide range of motorcycle enthusiasts.

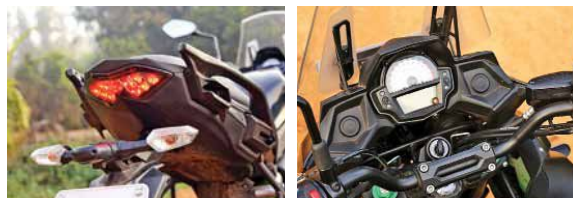
The Himalayan is, in essence, a raw, bare-bones motorcycle that's built for a specific purpose – to go where no roads exist. And it's on these torrid 'road' conditions that it shows its true mettle. If you even happen to fall off it, probably all you'll have to do to fix it, is bang it with a rock. Unfortunately, where roads do exist, the RE can be a bit of a bore thanks to its lacklustre engine. The Multistrada 1200 S, on the other hand, is light-years ahead in terms of riding aids. Smarter than the computer you have back home and with a cracker of a 1,198cc motor

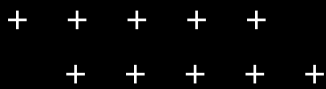


KAWASAKI VERSYS 650

ENGINE: Liquid-cooled, inline 2cyl, 649cc
POWER: 67.45bhp
TORQUE: 64Nm
TRANSMISSION: 6M
FUEL TANK: 21L
FUELEFFICIENCY: 17.5kpl
KERB WEIGHT: 216kg
PRICE: ₹6.59 lakh (ex-showroom, Delhi)

nestled in its tubular steel trellis frame, the Multi will leave some well-established sport-focused motors biting its dust. Off the road however, this Italian star appeared to lose some of its sheen. Now, after having putting the Versys 650 through the same routine, there wasn't one test which either of the previous pair passed and the Kawasaki failed at. In fact, the Kawasaki surpassed both with its levels of ride comfort, even over the rutted trail sections. Out on paved sections, we really enjoyed riding the huge wave of torque this Kwacker had to offer. It never once felt out of place, even with a tarnished rear tyre. The Versys did everything the Himalayan and the Multi S did, if not better. And with that, we conclude the Kawasaki Versys 650 our Touring Bike of the Year. **17**





GOOD, GOING ON GR8

It's attractive, it's loud, it's quick and ticks all the right boxes in the supercar world

WORDS: DEVESH SHOBHA PHOTOGRAPHY: RAJEEV GAIKWAD





T

hey said it looks a lot like the previous-generation car, and that there's nothing to get excited about as it uses the same 5.2-litre engine from the older car with mere updated figures. Yes, that won't be entirely incorrect, it does look similar to the earlier car and makes do with an updated version of the same engine, but with an additional 60 horses and 20 Newtons, Audi has bestowed the R8 with a new lightweight tub, a high-tech cabin and lots of carbon-fibre to make the new car extra special.

And special it is. After a couple of days thrashing the supercar around B-roads, it's crystal clear that the bright orange specimen featured here has set the bar higher as far as entry-level supercars are concerned. And with this generation, the R8 is even more of an everyday supercar than before. Not to say Audi has watered it down, like a typical supercar, it is still an effort to get out of the R8, and the roar from that naturally-aspirated V10 is the loudest we've heard this year. It's just that the steering feel has gotten a bit softer and somehow, Audi has found a way to improve its overall ride comfort without hampering its dynamic quotient.

Rest of the juicy bits have gotten better. With that boost in power, the R8 is now 0.3 seconds faster to 100kph at 3.5 seconds and around a race track, you can still be as aggressive as before. Plus, that seven-speed dual-clutch gearbox is getting smarter with every passing generation and we simply love it. In terms of handling, it's as sharp as a go-kart and makes you look good driving fast.

Since Audi hasn't tinkered much with its design, the new R8 continues to sport that low-slung wide-track body style and looks much sharper now. The cabin too has been hugely improved with a lot of new tech finding its way into the R8, making it a great cockpit to be in.

The R8, since its inception, has rewritten supercar rules. The new R8 brings a completely new perspective to the game. And with the way it drives, it can give real nightmares to some established stalwarts of the supercar world. And for that, it bags our Supercar of the Year award. **TG**

'IT'S STILL A BIT OF AN EFFORT TO GET OUT OF THE R8, AND THE ROAR FROM THAT V10 IS THE LOUDEST WE'VE HEARD IN 2016'

AUDI R8 V10 PLUS

ENGINE: 5204cc, V10 petrol

POWER: 602bhp

TORQUE: 560Nm

TRANSMISSION: 7A, AWD

0-100KPH: 3.2 seconds

30-50KPH: 1.4 seconds

50-70KPH: 1.1 seconds

80-0KPH: 22.9m,

2.52 seconds

WEIGHT: 1630kg

TOP SPEED: 330kph

PRICE: ₹2.55 crore
(ex-showroom, Delhi)





NATURAL HERO

It's premium, has all the gizmos a tech-head would want. But its secret weapon is its environment-friendly hybrid system

WORDS: DEVESH SHOBHA PHOTOGRAPHY: ADIL KHAN



HONDA ACCORD HYBRID

PETROL ENGINE: 1993cc, 143bhp, 175Nm, E-CVT, FWD

ELECTRIC DRIVE MOTOR: 182bhp, 315Nm

HYBRID SYSTEM: 2-motor hybrid system, 212bhp

HYBRID BATTERY:

1.3kWh, lithium-ion

KERB WEIGHT: 1620kg

FUEL TANK: 60 litres

FUEL EFFICIENCY: 23.1kpl (claimed)

PRICE: ₹40.36 lakh (ex-showroom, Delhi)

The year 2016 saw two green cars being launched; cars that are poles apart in terms of shape, size and technology. One is the more premium Honda Accord with its advanced hybrid tech, while the other is a pure electric and an evolution of its predecessor, the one-of-its-kind Mahindra e2O Plus. It doesn't take a genius to guess it's the Accord Hybrid that's impressed us more, but does it deserve the Stig? Yes it does and here's why.

This ninth-generation Accord has got things going for it right from the way it looks. It's sporty and aggressive by segment standards and after a very long time, we've come across a Honda cabin that's hard to fault. It feels premium, worthy of a flagship tag, has loads of space at the back and is extremely comfortable to be in. Add to that the green technology that it comes packed with and it's quite a striking proposition.

Yes, being a hybrid and a full import, it's priced at a premium. ₹37 lakh, ex-showroom Delhi, for a premium sedan isn't exactly cheap, and we know it. But that doesn't deny the fact that it's a fine car to drive and to be driven in.



Despite the complex battery-electric motor-propulsion motor process, the Accord Hybrid is fairly simple and quite enjoyable to drive. It gives you a feeling of being in a conventional sedan, the only difference being this one is high on tech and efficiency.

It isn't too bad in terms of dynamics either, which is a huge improvement over previous Accords. And Honda's made sure its latest flagship has the maximum number of segment-firsts as far as creature comforts go. In the end, all these attributes come together to make the Accord Hybrid an impressive premium sedan, with equally impressive green credentials, good enough to get our thumbs up. **7/10**

BRITISH CHIC

Some designs are nothing short of art frozen in motion.
The Thruxton R is all that and then some

WORDS: DEBABRATA SARKAR PHOTOGRAPHY: MANUFACTURER

Let's face it. This photograph could've just had a caption and you would've had your jaw on the floor going through each little detail that makes up this motorcycle. The last time I had borrowed the Thruxton for a ride, it arrived with a big, round headlamp and to be honest, I was a little disappointed. But then, I rode it for miles and it amazed me in every way. It delivers rapid performance for something that makes less than 100 horsepower and it takes to corners like they've been having an affair behind the old Thruxton's back. And then you learn to live with the torque band and it keeps you entertained at every possible opportunity. There is a slight hitch though – that single seat sits between the neatly

TRIUMPH THRUXTON R

ENGINE: 1200cc, twin
cylinder, petrol

MAX POWER: 96bhp

MAX TORQUE: 112Nm

SUSPENSION: 43mm USD
(front); twin shocks (rear)

BRAKES: 310mm twin disc
(front); 220mm disc (rear)

WEIGHT: 203kg

PRICE: ₹11 lakh

(ex-showroom, Delhi)

sculpted tank and the hump over the tail section. It looks great with its stitched red edges, but to spend hours on it can be a proper trial of your resilience, well, resilience of a certain section of your body anyway.

Barring that and the awkward moments trying to kick the side stand down, the Thruxton R is a masterpiece. And now, with the headlamp fairing bolted on, it justifies itself as a showpiece in a museum. I've been told that it looks even more stunning in red, but for now, I can't take my eyes off this matte grey example parked in front of me. Every curve, every surface has been finished to perfection. Let us then take a moment, or several, to take this piece of art in till it moves the soul. And never forget, it can do so while clocking 100kph in less than four seconds. **TG**





ALL IN THE FAMILY

Have a big family? Here's the perfect vehicle of choice

WORDS: AGASTI KAULGI PHOTOGRAPHY: RAJEEV GAIKWAD

The idea of a family car may differ from person to person. Some might think that a sedan is perfect, while others may argue that a compact SUV is perfect for that family getaway as it has the right amount

room in the cabin and the boot is big enough for all luggage.

Our idea of a family car is slightly different. For us, there must be plenty of seats and room, and comfort and safety too. Too much to ask for? Maybe. But the Innova, in its new avatar called Crysta, actually delivers on all those fronts.

The previous-gen car was the most sold seven-seater in India for almost a decade. And in the current generation, it has only upped its game. Unlike most other seven-seaters in our market, the Crysta offers plenty of legroom. And this is not only in the first and second row; even the third row is fairly comfortable, that too, on long drives.

To appeal to buyers who like to drive themselves, the Crysta comes with the option of an auto transmission. The auto 'box helps it break away from the just-another-people-mover image. For those who want three pedals, the Innova brings in a new 2.4-litre that churns out 147bhp



TOYOTA INNOVA CRYSTA

ENGINE: 2,393cc (manual)/
2,755cc (auto) 4-cylinder
turbodiesel

POWER: 148bhp
(manual)/172bhp (auto)

TORQUE: 343Nm (manual)/
360Nm (auto)

TRANSMISSION: 5-speed
manual/6-speed
automatic, RWD

WEIGHT: 1815kg
(manual)/1870kg (auto)

PRICE: ₹14.22-21.19 lakh
(ex-showroom, Delhi)

and 343Nm. But if that much power is not enough for you, there's also a 2.8-litre diesel engine that's mated to the auto 'box, which develops 171bhp and 360Nm.

The Crysta has capable underpinnings that make it a decent handler, be it on a highway or a twisty mountain road. It doesn't behave like a bulky people mover, and body roll is kept in check, keeping your family comfy on the move. And if you ask safety, the Crysta has traction control, ABS with EBD and seven airbags in the top-spec.

The Innova has always been the one-size-fits-all kind of a vehicle, and in the new gen, it brings plenty of plushness and luxury to the party. The Innova Crysta bags our Family Car of the Year award for the comfort, luxury, space and utility that it offers. **77**





MULTI TALENTED

The Tucson is an SUV that's got many aces up its sleeve. It may not be all that brawny, but it packs a punch with flexibility

WORDS: AGASTI KAULGI PHOTOGRAPHY: PARAG PARELKAR

S

UVs have come a long way from its inception, and the idea of an SUV has evolved to a great extent. From purpose-built military vehicles conceptualised during the World Wars to what we see on our roads today, there's been a huge transition. SUV makers have made many different kinds of them from the ones which loves rocks and slush to performance SUVs that are racetrack-friendly machines to these, the urban SUV that offer its buyer the best of both worlds: attitude of an SUV and the convenience of a city car. The Hyundai Tucson is the kind of SUV that'll be happy doing daily commutes as well as offer loads of space, high ground clearance and a luxurious cabin when you go for that weekend getaway with your family.

The Tucson not only gives other Korean and Japanese SUVs a run for their money, but has premium German ones in its sight too. And that's apparent with the way things are put together. The cabin is beautifully designed with the right colour tone, good quality materials and is loaded with plenty of toys. It's even got some segment firsts like the



HYUNDAI TUCSON

ENGINE: 1995cc, 4cyl,

turbo diesel

POWER: 183bhp

TORQUE: 402Nm

TRANSMISSION: 6A, FWD

LXWXH:

4475x1850x1655mm

GROUND CLEARANCE:

172mm

PRICE: ₹19-25 lakh

(ex-showroom, Delhi)

e-brake and an auto hold feature.

The Tucson, at almost 4.5 metres, isn't a task to manoeuvre around city streets and the high, commanding driving position ensures you have a good view of the traffic around you. Equipped with driving modes, the Tucson offers great ease in city traffic with its light steering. And when you speak about parking, the reversing camera with dynamics lines ensures you can fit it snug with ease even in tight spaces.

The Hyundai Tucson is built with the idea that the buyer need not compromise on anything. With city dwellers' increasing love for SUVs, the Tucson offers the right things that make life easy in the city and out on the highway, and thus wins our Urban SUV of the Year award. **77**





NO SMALL FEAT

It's no cakewalk to scoop up an award in this hotly contested segment. But Tata's Tiago makes it look easy

WORDS: CHRISTOPHER CHAVES PHOTOGRAPHY: RAJEEV GAIKWAD

Y

es, TG's Compact Car of the Year 2016 award goes to the Tata Tiago! What? Why aren't you clapping? Not convinced? Then let me lay this one out straight for you.

This is a category that's judged similar to those beauty pageants. Yes, the Tiago is easy on the eye. At least, this top trim level is, the one with all the features, including alloy wheels on it. Quite like any of those beauty queens. But then, only looks don't cut it. There are going to be questions thrown at the car, and if we don't find the answers to our satisfaction, it's unlikely to win the Stig.

So, what are these all-important questions? First obvious one in this case – is it compact yet spacious? The answer is yes – for five full-grown, average-size Indian adults. There's also a good amount of storage space all around, including in the boot. Second. Is it good looking on the outside but just darn ugly on the inside? You're hardly ever going to impress the queen of England on an afternoon drive through the countryside in the Tiago, but for Tata's asking price of ₹5.15 lakh, the quality is definitely commendable. The cabin is plush with good-quality



TATA TIAGO
ENGINE: 3cyl 1199cc,
petrol/
3cyl, 1047cc, turbo-diesel
POWER: 84bhp/
69bhp
TORQUE: 114Nm/
140Nm
GEARBOX: 5M, FWD
WEIGHT: 1012-1080kg
PRICE: ₹3.20-5.71 lakh
(ex-showroom, Delhi)

materials used all over. There's a good list of features in there as well. Now, the third is, what special attribute does it bring to its segment? It's comfortable and fun to drive, but the cherry on top is the fact that the Tiago's 1199cc three-pot motor is one of the most frugal petrol engines out there. On a run from Mumbai to Pune, we put the claimed 84bhp and 114Nm to the test and were quite liberal with accelerator pedal stomping. After all that, it returned 14km to a litre. And finally, If I were looking to buy a car in the compact car segment, would I go ahead and buy a Tiago? The answer is a resounding yes. That's all there is to it. Take a bow Tiago, enjoy your Stig. **TG**

BEASTLY BEAUT

The Italian marque's first proper cruiser surpassed all our expectations, and didn't just stop there

WORDS: CHRISTOPHER CHAVES PHOTOGRAPHY: ASHUTOSH VERMA



T

he once highly sought after combination of brains and beauty isn't really hard to come by in this day and age. But in 2016, the XDiavel S has taken things to an all-new level. That's because the brain in question

here, involves a sophisticated Inertia Measurement Unit that constantly monitors the motorcycle's lean angle and fore/aft pitch, interfacing with the electronically adjustable suspension, cornering ABS, traction control, three riding modes, cruise control, and a whole lot more, making the bike adapt to the surface. And we don't think the beauty bit needs an explanation. We're pretty sure that if there were a beauty pageant and the dazzling XDiavel S entered, the other contestants would fearfully call in sick. It's like a high-end rolling art exhibit – a classy, fashionable one at that.

Italy was never a country known best for its cruisers, but Ducati chose 2016 to chuck that notion out the window. With the twin-cylinder Testastretta DVT 1262 that spits out a mind-bending 156bhp at the helm, the rider is assured of one thing he can boast of which other cruiser owners can't – blistering performance. This Ducati's rate of propulsion is phenomenal in a straight line and it's a pretty nimble handler if shown a series of long bends. It's a motorcycle built for the street, but wouldn't feel out of place on a drag strip. The XDiavel S isn't your average cruiser; it's a cruiser, roadster and dragster all rolled into one. It's a motorcycle that blurs the lines between cruiser and performance bikes, and ticks boxes which will effectively put a good number of performance-oriented machinery, including some superbikes, to shame. And for that, we deem the XDiavel S our Roadster Bike of the Year. **17**

'THE X DIAVEL S IS A CRUISER, ROADSTER AND DRAGSTER, ALL ROLLED INTO ONE'



DUCATI X DIAVEL S
ENGINE: 1262cc, Testastretta DVT L-Twin, Liquid cooled; 6M;
POWER: 154bhp
TORQUE: 128.9Nm
0-100KPH: 4.18s
30-50KPH IN 3RD: 1.48s
50-70KPH IN 5TH: 2.12s
100KPH IN 6TH: 3.600rpm
PRICE: ₹18.47 lakh (ex-showroom, Delhi)



ONE FOR THE SOUL

Out of a dozen motorcycles that made it
to the finale, here's the one that
managed to move our biking souls

WORDS: DEVESH SHOBHA PHOTOGRAPHY: RAJEEV GAIKWAD

H

ave you ever been to a cake shop and found yourself bewildered with the assortment of chocolate pastries right in front of you, making it extremely difficult to pick just one? Yes, we've all been in that dilemma at least once.

And at the advent of this New Year, we found ourselves in a similar situation when the time arrived to pick our favourite motorcycle of the year.

There's no doubt that 2016 was an exciting year with a bunch of brand new nameplates being added to Indian showrooms, making it for an exciting pool of two-wheelers. For instance, there's been a 150cc scooter wanting to rewrite the rules of scooters in India, and a notable home-grown manufacturer launching its much-awaited adventure-tourer, followed by a bouquet of premium motorcycles leaving us spoilt for choice. And if getting down to the top 10 wasn't difficult enough, filling the top 3 spots was a task in its own.

However, at the end, the trio of Kawasaki Versys 650, the Triumph Bonneville Thruxton R and the MV Agusta F3 800 managed to overshadow the rest and earned their spots to challenge for the top laurels. Let's begin with the Kwacker, a motorcycle that managed to surprise us to a great extent. Despite having a 650cc unit, the Versys does a fantastic job of being a sport tourer – thanks to its torquey engine, spot-on ergonomics and top levels of comfort. In fact, the Versys does almost everything a bigger capacity tourer can do for nearly half the price, making it for a fine buy. However, at the end it had to settle for P3 for lack of character and excitement – something the next two have in abundance.

**'THE F3 HAS
BEEN THE
MOST EXCITING
BIKE OF 2016,
LEAVING A
LASTING MARK
ON OUR BIKING
SOULS'**

Here's a trick question. In a drag race between the Thruxton R and the F3, which one, according to you, would be the quickest to 100kph? Pass? At 3.1secs, that'd be the Thruxton R. Surprised? You're not alone. A modern-day classic with that kind of performance is hard to come to terms with, and that's the Thruxton's biggest asset. It's not just the best-looking motorcycle of 2016, but that 1200cc motor at the heart of it compels you to change your perception of modern classics. And hats off to Triumph for keeping it simple as far as mechanics and electronics go, further complementing the Thruxton's cafe racer theme.

As far as the Triumph is concerned, there's clearly no shortage of excitement, but where it misses out to the MV is in terms of its pure theatrics. The MV Agusta F3 is a piece of art; a motorcycle that's extremely likeable for what it is. It's an 800cc supersport that looks the part, it's right there with the big boys when you talk performance, and around a set of twisties, the F3 is delightful to be at the helm of. And if it still doesn't float your boat, wait till that excellent in-line three motor crosses the 8000rpm mark and allow the tailpipes to croon one of the finest Italian melodies we've heard last year. It's addictive, without a doubt.

The F3 is a motorcycle that's sure to paste a smile on your face right from the moment you first lay your eyes on it till the time you get off that compact saddle. It's a bike that never falls short of drama. And for us at TopGear, it has been the most exciting motorcycle from the year gone by; one of the only few to have left a lasting mark on our biking souls. MV Agusta F3 800, you beaut, we've been thrilled. Take a bow. **TG**





DISTINGUISHED COMPANY

One of these edged out some very competitive rivals to bag *TG*'s Car of the Year award. Here's how the epic battle went down

WORDS: SRIRAM NARAYANAN PHOTOGRAPHY: RAJEEV GAIKWAD

The problem with a democracy is you have to consider the opinions of everybody. And not everybody tends to be not an idiot. If you didn't get that, don't bother. You aren't exactly not one. It's the kind of system that makes Donald Trump most powerful man in the world. So, this was supposed to be one of those things where we were to compare the Superb with the Audi R8, the Merc GLC, and the Ford Mustang. Which like all liberal, democratised, committee-led decisions can be rather pointless. Like Henry Ford had allegedly said, if he asked customers what they wanted, they'd have just said, 'A faster horse'.

Now, the problem with having the Audi R8 as THE Car of the Year is the same as a guy who has studied in a boys' school all his life suddenly comes across a girl. Or a life-long virgin discovering the benefits of not being one for the first time ever. Or like a chauffeur who's driven ordinary cars all his life drives a Ferrari California T and calls it the greatest car ever. The R8 is great, but doesn't take the game much too forward. For supercars or the R8 itself. The Merc GLC is a smart, but generic German compact crossover. It's good. But TopGear Car of the Year good? Nah.

Which brings us to the Ford Mustang. It almost won. But you know the thing with almost victories? They aren't victories. The reason being, the Skoda Superb was a



+ + + + +
+ + + + +

CAR OF THE YEAR

'THE SUPERB
MAKES LUXURY
FUN AND FUN,
LUXURIOUS.
THE SUBTLETY
WITH WHICH
IT GOES ABOUT
ITS BUSINESS IS
THE BEST PART'





unanimous winner. Not in a way Donald Trump was a unanimous President. The Russians had nothing to do with it.

And the reasons a quiet, subdued, subtle four-door sedan, and not a loud, brash, entertaining riot is TopGear's car of the year are plenty. The Skoda Superb is one of the rare cars that got a 9/10 in this entire year. The others being a couple of Porsches and Maseratis. The previous generation of the Superb was our Car of the Year 2009. And it's not that the new-generation Superb has stirred a revolution among luxury limos. It clearly hasn't. Which is precisely why it wins.

We are so engrossed in the latest and the greatest and the loudest and the fastest and even the tech-iest, we have almost forgotten the joys of silent accomplishments. The Superb is quiet, yet incredibly fun. The fun factor doesn't come out of its engine note or its pace. The fun factor comes out of the effortlessness and the subtlety with which it goes about its business. You revel in its silence, you enjoy its finesse, you celebrate its delicacy. The Superb is a fun car without having to wake your neighbours every time you turn on the ignition. The Superb is a rapid car without it having to set lap records and 0-100kph records. The Superb is a comfortable car without having to resort to NASA-grade suspension and radar settings. The Superb is a luxurious car without having to de-skin specially-bred crows for its leather or having a personalised servant within the confines of its cabin.

The Superb makes luxury fun and fun, luxurious. This Skoda takes the complications out of performance and luxury and simply makes it a very personal, cozy and satisfying experience without having to put it out on display to the world. It's a handwritten-letter in the era of WhatsApp messages. It's checking on friends through a telephone call rather than through their Facebook wall. It's a precise opinion in place of a cacophony of arguments and hashtags. It's a carefully researched, nicely worded, creatively designed magazine article in place of a blob of search-engine-optimised text you came across in a Google search. It's your one true friend in that maze of what has become your social network.

The Superb is for all of those who have quietly gone about achieving and accomplishing without having a PR machinery announcing it to the world. There is nothing more we'd ask for from our Car of the Year. **TG**

pitstop

EDITED BY DEVESH SHOBHA

All you
need to know
about the world
of motorsport
and
then some

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2017



2016

Soft reboot

ROSBERG QUILTS F1. NEW REGULATIONS TO DRASTICALLY CHANGE CARS IN 2017. AND DRIVERS SWAP TEAMS IN THE HOPE OF NEW CARS CHANGING THE PECKING ORDER

Sonny Rex

2016

2017



C

hange is the only constant in Formula 1 and after 2014's radical hybrid engines, the sport in 2017 is about to witness some of the most significant changes in terms of cars and regulations. The hybrid era, so far, has seen Mercedes dominate the sport, but that may not be the case going forward as the new rules would present every team with an equal opportunity at improving their show this season.

However, Mercedes may still have an edge over the rest considering its hybrid powertrain has been untouchable in the past and F1 pundits have predicted the Brackley-based team would continue to enjoy its dominance so long as the sport continues

to use the same formula. That does sound a bit dreary, but with the new regs in, there's at least a ray of hope for the others to catch up. Plus, unlike the earlier season where fans were treated to the hybrid era's best on-track fights between Lewis Hamilton and Nico Rosberg, with the German quitting F1, Hamilton could dominate F1 just like in the Ferrari-Schumacher era.

Rosberg deciding to not defend his title also means there's a top seat vacant on the grid. Mercedes team principal, Toto Wolff has confirmed the team is closely evaluating all possible candidates and isn't going to rush into filling the spot. With Williams appealing Felipe Massa to come out of retirement for at least ►

2017



2016



1.	AUSTRALIA (Albert Park)	24–26 Mar
2.	CHINA (Shanghai)	07–09 Apr
3.	BAHRAIN (Sakhir)	14–16 Apr
4.	RUSSIA (Sochi Autodrom)	28–30 Apr
5.	SPAIN (Catalunya)	12–14 May
6.	MONACO (Monte-Carlo)	25–28 May
7.	CANADA (Gilles Villeneuve)	09–11 Jun
8.	AZERBAIJAN (Baku City)	23–25 Jun
9.	AUSTRIA (Red Bull Ring)	07–09 Jul
10.	GREAT BRITAIN (Silverstone)	14–16 Jul
11.	HUNGARY (Hungaroring)	28–30 Jul
12.	BELGIUM (Spa)	25–27 Aug
13.	ITALY (Monza)	01–03 Sep
14.	SINGAPORE (Marina Bay)	15–17 Sep
15.	MALAYSIA (Sepang)	29 Sep–01 Oct
16.	JAPAN (Suzuka)	06–08 Oct
17.	UNITED STATES (Americas)	20–22 Oct
18.	MEXICO (Autodromo)	27–29 Oct
19.	BRAZIL (Interlagos)	10–12 Nov
20.	ABU DHABI (Yas Marina)	24–26 Nov

2017 F1 Calendar

another year, we expect Valtteri Bottas, who is closely associated with Wolff, to most likely fill the spot alongside Hamilton, if not the inexperienced Pascal Wehrlein. While going to press, there were a few vacant seats left, with all teams yet to unveil their better-looking, faster cars for 2017.

As for now, we've got you everything you need to know about the new regulations, race calendar and team structure for 2017. Here it is:

New season, new rules

The slew of regulation changes for the 2017 season is probably the most significant one since 2014 when hybrid turbocharged power units were introduced. The changes for this season focus mostly on the bodywork and tyres, both of which will now be wider to make the cars grippier, faster and more physically demanding to drive. How much faster with all that extra downforce and grip, you ask? Expect lap times to come down by three to six seconds, depending on the race tracks.

Wider tyres

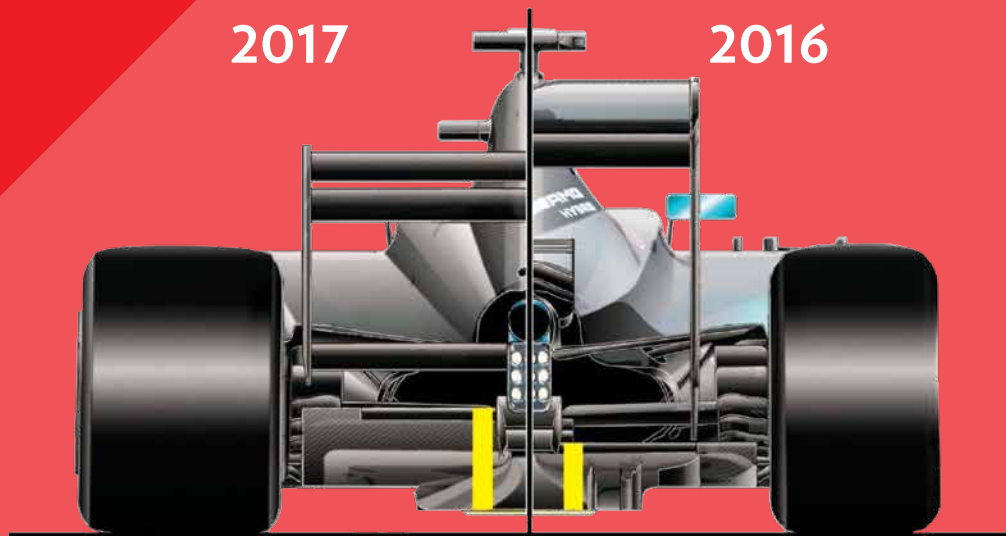
The new tyres are about 25 percent wider compared to those in 2016. The change is most

drastic with the rear tyres, where the width is up from 325mm to 405mm, while the front tyres are wider by 60mm, from 245mm in 2016 to 305mm. The wheel rim size stays the same at 13 inches. The wider tyres increase the contact patch, giving the car more grip and thus, it can corner faster.



2017

2016



2017 F1 Teams

Mercedes AMG Petronas	
Lewis Hamilton	TBC
Red Bull Racing	
Daniel Ricciardo	Max Verstappen
Scuderia Ferrari	
Sebastian Vettel	Kimi Raikkonen
Sahara Force India	
Sergio Perez	Esteban Ocon
Williams Racing	
Valtteri Bottas	Lance Stroll
McLaren Honda	
Fernando Alonso	Stoffel Vandoorne
Scuderia Toro Rosso	
Daniil Kvyat	Carlos Sainz
Haas	
Romain Grosjean	Kevin Magnussen
Renault	
Nico Hulkenberg	Jolyon Palmer
Sauber	
Marcus Ericsson	TBC
Manor Racing	
TBC	TBC

Wider bodywork

You can't just put chunkier rubber on the 2016 car to increase downforce, improve grip and go faster. The bodywork of the new cars will also get wider, with the overall width of the car going up to 2000mm from 1800mm in 2016. The front wing span is significantly wider, up from 1650mm to 1800mm, while the rear wing is up from 750mm to 950mm and slightly lower too, with the maximum height reduced to 800mm from 950mm.

The rear diffuser is more powerful thanks to the new dimensions making it taller – up from 125mm to 175mm; wider – from 1000mm to 1050mm; and longer too.

The sidepods get an angled leading edge, which is merely an aesthetic adjustment. The bodywork itself gets wider with the max limit now at 1600mm, up from the previous 1400mm. All these changes will affect the weight of the car too which is why the maximum limit has been increased from 702kg to 722kg, excluding the tyres.

Heart of the matter

While there aren't any new engines this year, there have been a number of changes in regulations aimed at reducing the cost of the power units, guaranteeing supply for customer teams and to reduce the performance gap between engines. Ahem.

Those changes include reducing power unit price for customer teams by 1 million Euros compared to 2016, removing the previous 'token' system for in-season engine development and the homologation procedure now includes an 'obligation to supply' of



power units for customer teams which is activated in the event of a team facing an absence of supply.

Constraints on power unit part weights, dimensions and materials, and on boost pressure are being introduced over the course of the next two seasons.

Another rule change pertaining to power units aims at preventing drivers from stockpiling spare power units. If a driver introduces more than one of any power unit element that is subject to a grid penalty, during any single event, only the last fitted element may be used at further races without getting penalised further.

Other changes in this season's regulations includes new max fuel allocation level per driver which has been increased from 100kg to 105kg, anticipating the higher fuel consumption of the heavier, faster cars. In case of a wet Sunday, drivers will line up on the grid instead of starting the race behind the safety vehicle. Also, each driver is allowed to use a special livery at any one event during the season, of his choice, such as a home race. Another change allows teams to get one extra set of intermediate tyres for each driver in the likelihood of a wet final practice.

That about sums up the changes in regulations for this season. With young drivers like Max Verstappen and Valtteri Bottas hungry for wins, veteran champions Fernando Alonso and Sebastian Vettel hunting down their next title, and Lewis Hamilton now getting a free hand of sorts at Mercedes, the faster and grippier cars hold promise for an even more exciting season ahead. Moreover, they're expected to look a lot better than before. Better times for F1 fans, we reckon. **77**



Shifting up

What's new in the 2017 WRC cars?
Here's what

WORDS: CHRISTOPHER CHAVES

Lighter, wider and more spectacular than last year's models, the 2017 WRC's top-level cars have been built to technical regulations that have made way for greater aerodynamic freedom, more engine power and the re-introduction of active centre differentials. After extensive testing in 2016, new cars from Citroën, Hyundai, M-Sport and Toyota will make their competitive debut at Rallye Monte-Carlo.

The new breed of WRC cars are 10kg lighter and 55mm wider than their predecessors. They are a lot sharper in the looks department thanks to the new aerodynamic kits. At the front, a splitter protrudes 60mm further, while the rear diffuser stretches back an extra 30mm. Wheel arches are wider to accommodate the extra track, and an enormous rear wing sits 50mm above the roofline to provide downforce and extra grip at the rear. Around the car, additional grilles and ducts manage airflow to keep brakes and engine running cool.

Inside, the cars boast more safety features than ever. The thickness of energy-absorbing foam surrounding drivers is up from 200mm to 240mm, while repositioned seats, wrap-around head protectors, strengthened door panels and improvements to roll cage design all play their part in protecting the occupants.

Up front, the 1.6-litre four-cylinder turbo engine remains, but widening the turbo restrictor from 33mm to 36mm means power is up from around 310bhp to 380bhp. Limiting turbo boost to 2.5-bar keeps maximum torque in line with the previous figure of around 430Nm. The gearbox is a six-speed sequential unit, upgraded to cope with the extra power and operated by a hydraulic paddle shift. There are passive differentials (front and rear), but for the first time since 2010, the transmission now features an active centre differential to allow the driver to tune the car's handling to different conditions.

So, basically, what you have here are faster and better-looking cars. More fun, yes? Can't wait till it begins.

Going by the 2017 book

1 NEW DRIVER DEFINITIONS

The FIA has changed some of the priority class definitions that apply to championship drivers in the 2017 season. Here's what that actually means:

P1: Drivers of World Rally Cars either entered by a manufacturer (i.e 2017-spec) or entered in the WRC Trophy (for earlier-spec cars)

P2: Drivers entered by a competitor eligible to score points in the WRC 2 Championship

P3: Drivers entered by a competitor eligible to score points in the WRC 3 and/or Junior WRC Championships



2 THE RUNNING ORDER

Arguably the most debated topic last season and the most important change concerns the order in which drivers will tackle stages in 2017. Last year, leading drivers started in championship order for days one and two before switching to a reverse event classification on Day Three. This year, we'll see drivers start in championship order for Day One only. On days two and three, P1 drivers will start

in the reverse order of rally classification at the end of the previous day. This group will be followed by any P1 drivers re-starting under Rally 2 regulations, and then the rest of the field in straight classification order.





Ogier joins Ott Tanak at M-Sport...

Sébastien Ogier in a Ford Fiesta? Unthinkable a few months ago but it's going to happen in a few weeks. The Frenchman ended weeks of speculation by signing for the British team after his VW squad's unexpected announcement that it was leaving the WRC. Ogier and co-driver Julien Ingrassia will be partnered by Ott Tänak, who rejoins M-Sport for a third stint. Martin Järveoja will replace Raigo Molder as the Estonian's co-driver. The four-time champion tested the Fiesta in Wales last month, two days after trying Toyota's Yaris World Rally Car in Spain. However, an agreement with M-Sport boss Malcolm Wilson was not finalised until mid-December. Tänak has played a major role in developing the new Fiesta.



The FIA-sanctioned changes that will be introduced in WRC 2017 season that you need to know

Yes, and in case you were wondering how things will kick-off in Mote Carlo this year, the Day One start order of the season-opening Rallye Monte Carlo will be based on the 2016 championship classification.

3 MORE POWER STAGE POINTS

If you're unclear on what a power stage actually is, it's basically a stage which offers bonus championship points to the fastest drivers through Sunday lunchtime's rally-closing live TV stage. Until now, the three fastest drivers have been awarded points on a 3-2-1 basis. This year, there's more to play for. The stage winner will be rewarded with five points, with the five fastest drivers taking points on a 5-4-3-2-1 basis.



4 THREE MANUFACTURER NOMINATIONS

Competing manufacturers previously nominated two drivers per rally to score points for the team and themselves in the constructors and drivers championship, respectively. In 2017, they will instead nominate three, with the top two finishers scoring manufacturer points. Also, manufacturers are no longer required to nominate one lead driver at the start of the season.



India could host WRC by 2019

APRC president Vicky Chandhok has confirmed there are discussions being held with WRC MD Oliver Ciesla about the possibility of a round in India by 2019. Chandhok confirmed to TG that the Indian group in charge of the matter have been looking at the BIC (including the surrounding landscape in Greater Noida) as a potential venue – seeing as the track already abides by international safety regulation standards and is equipped with the right facilities (think media centre). The group has also looked at coffee estates at Chikmagalur, in the foothills of the Himalayas and around the Jim Corbett National park. The APRC chief says he's keen on keeping it an all-dirt event, but this would require 120-150km of closed roads.

A ground team from India is slated to visit the Rally Sweden this year to observe the event in preparation for the proposed rally. This team is likely to visit three more WRC rounds in 2017 for further assessment.

Citroen's 2017 WRC challenger explained

The C3 WRC wears an aggressive aero package. Under the characteristic two-tier front lights, the front bumper sports a splitter and winglets. Air intakes supply cool air to the radiator, the turbo intercooler and the brakes while hot air is drawn out by scoops on the bonnet and at the bottom of the front wings.

The vents on the rear doors are used to cool the brakes. The rear end is dominated by a huge wing. The bumper here has been designed to chuck out gravel and snow on loose surfaces.

Under the bonnet, the four-cyl 1.6-litre engine produces 380bhp. The four-wheel drive transmission sees the return of an active centre differential, while suspension gets longer travel and geometry, which will differ in the car's asphalt and gravel versions.



Aravind KP

A DREAM-COME-TRUE MOMENT ON JANUARY 2. BUT IT CAME CRASHING DOWN ON JANUARY 4. SOME DREAMS ARE TIMELESS



T

he year 2017 has already brought with it many new learnings for me in the form of the Dakar Rally. You must be familiar with my preparations for the Dakar 2017

which I have been chronicling in this column over the past few months. I got an opportunity to live a part of my Dakar dream when I raced three stages of the iconic rally as a part of the Sherco-TV5 Rally Factory team, two full stages and the beginning of the third stage.

I had my first taste of the world's toughest rally in Stage 1 itself, as I crashed shy of the finish line when a slow rider cut across my path at a corner and hit my left hand on a rock. The soft bone of the second finger and the wrist was broken, aggravating the past hand injury I had sustained at the Raid de Himalaya two years back. The doctors detected two broken bones below the fingers of my left hand and aggravation of past injuries causing immense pain and discomfort. But I was determined not to let this injury deter me from finishing the rally. Stage 2 was brutal as I raced astride the 140kg machine with my broken hand. I was fortunate to live the dream of the team spirit on the second day when I got to help my team-mate Adrian Metge by towing his machine for over 100km. While our rankings suffered, I was content with the fact that both of us had made it through Stage 2 and the upcoming Stage 3 seemed to be full of possibilities.

Stage 3 was tougher than I anticipated, with lots of loose sand to navigate and unfortunately, I couldn't finish. My body began showing signs of exhaustion just 40km into the race and my grip on the handlebar began to slacken. Gripping the handlebar and using the clutch was an issue with my injured hand. At that point, I crashed into a rock and injured my shoulder. It was painful to accept that my journey at Dakar 2017 had ended.



"Tough times don't last, tough people do", is a quote that I have begun to appreciate only recently. As the medical team was examining me, the thought of not finishing the rally was painful but I was grateful to be alive. It took time to accept that I will have to wait another year to finish this rally but I am determined to work harder for myself and everyone who has been following me all through this year as I prepared for Dakar 2017. I should be back on my racing bike in a month.

There are so many people who are integral to my Dakar dream – TV5 Racing, Sherco, David Casteu (my team manager), R Prakasam (my mechanic), and, of course, my fans and supporters. I have resolved to work harder for

each one of them and bounce back. The future is rife with hard work and training but for now, I will continue to cheer for my team till the end of the rally. I hope to receive them with pride in Buenos Aires when they finish.

Thank you all, for your consistent support. Dakar 2018, here I come!

"The doctors detected two broken bones and a broken wrist, but I continued. Next day, I crashed into a rock and injured my shoulder, bringing an end to my Dakar outing"



Ginetta to enter LMP-1 in 2018



British constructor has said it'll be producing an LMP1 chassis for the 2018 World Endurance Championship

WORDS: **CHRISTOPHER CHAVES**

W

ith the 2018 non-hybrid LMP1 rules set, Ginetta feels it offers an open forum for design compared to the more controlled LMP2 category.

The Ginetta LMP1 design has therefore started from scratch, allowing the manufacturer to partner with world-class designers and supply partners to create an

extremely competitive machine.

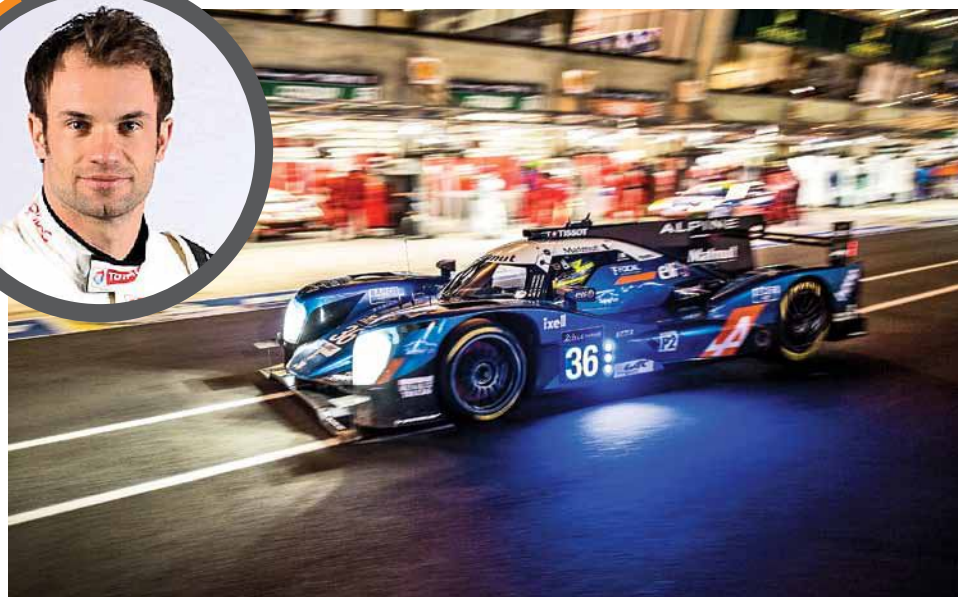
Building on its current in-house expertise, Ginetta has contracted legendary designer Adrian Reynard to lead the aero development, along with a newly recruited head of aerodynamics who brings LMP1 experience and will be named in due course. Paolo Catone, who previously designed the Le Mans-winning Peugeot 908 HDi FAP, will also be heavily

involved in the Ginetta LMP1 design.

Ginetta will not be running a factory team but will be looking to build ten chassis to support three, two-car teams run by customers. Significant interest has already been expressed from both new and existing customers, including G57 customers PRT Racing and ARC Bratislava for their 2018 WEC campaigns.

Lapierre sticks with Signatech Alpine

Nicolas Lapierre will return for a sixth FIA World Endurance Championship season and will defend his LMP2 title with the Signatech Alpine team. The Frenchman, who along with Gustavo Menezes and Stéphane Richelmi won the championship crown 2016, has been retained but his team-mates have yet to be confirmed. With Californian Menezes being upgraded to gold status for 2017, the same trio will not be able to race together again. LMP2 rules require that each car must have at least one silver or bronze-ranked driver.



PHOTOGRAPHY: MANUFACTURER AND REDBULL CONTENTPOOL

First up

Maruti scales new heights with its TSD rally championship – all the way up to the scenic mountains of northern India

WORDS CHRISTOPHER CHAVES

The fifth leg of Maruti Suzuki National Super League TSD Rally Championship 2016 – the Rally of Arunachal – concluded in the quiet little tehsil of Dambuk with Jagmeet Gill and Chandan Sen emerging champions. Covering a distance of over 700km from Itanagar to Dambuk, the rally saw over 40 participants competing for the coveted title.

Commenting on the occasion, Vinay Pant, assistant vice president, marketing, Maruti Suzuki India Ltd, said, “The adrenaline-charged TSD rally championship has witnessed some extremely enthusiastic rallyists, exuding zest and passion. This is the first time that northeast India was chosen for any Maruti Suzuki motorsports activity and we are overwhelmed with the response. We are extremely glad that the rally coincided with the

Orange Festival of Adventure and Music adding to the excitement of the participants.”

An elated Jagmeet Gill said, “It was one of the quaintest destinations I have been to. We are glad to have conquered the undulating terrain and witnessed the music festival on the sidelines as well. We are looking forward to the final leg in Gujarat and maintaining the winning streak.”

The Maruti Suzuki National Super League TSD Rally Championship is another feather in the cap for Maruti Suzuki motorsports in India. With cross-country rallies like Raid de Himalaya, Desert Storm and Dakshin Dare, Maruti Suzuki aims at taking motorsports to the next level with MS-NStrdRC. It's a small format TSD rally championship (held over three days) designed to encourage young motorsports enthusiasts.

Final results with total penalties

Pos.	Driver/Co-Driver	Penalties
1	Jagmeet Gill / Chandan Sen	00:07:18
2	Ali Ajjar/ Mustafa Mohamed	00:08:41
3	Sachin Singh / M Prakash	00:12:48



ARAVIND KP BOWS OUT, CS SANTOSH FIGHTS ON

DAKAR RALLY 2017

Aravind KP's start to the Dakar Rally this year was anything but dreamy. The TVS-Sherco rider crashed his RTR 450 at the end of Stage One, and as a result, suffered multiple fractures in his left wrist. The service crew was able to mend the damage to his RTR with the debutant keen on continuing. Unfortunately, in Stage Three, KP suffered another crash and this time, hurt his shoulder, bringing an end to his Dakar campaign this year.

At the time of penning this, his teammate, Juan Pedrero Garcia continues his impressive run of form and is placed 22nd overall, while the third TVS-Sherco rider put in a strong performance in this stage and jumped a couple of spots in the overall rankings to 41st.

India's CS Santosh had a good outing in Stage Seven, as he jumped from 70th to 67th in overall classification. CS completed the marathon Stage 38th fastest.

Garage

EDITED BY AGASTI KAULGI

TopGear's long-termers. Tested & verified

114
Fiat Linea 125 S



115 TATA TIAGO
The little Tata's Eco mode sure is useful



115 HYUNDAI ELANTRA
Automatic gearbox is a double-edged knife



116 MARUTI BREZZA
The sturdy little SUV gets a makeover



117 HONDA NAVI
Continues to attract attention on the streets



FIAT LINEA 125S

125? Yes!

Price ₹12.67 lakh (on-road, Mumbai) Model Emotion T-Jet 1.4 Driver Devesh Shobha Why it's here To see if more horses multiply the T-Jet's fun quotient ⚙️ 4cyl, 1368cc turbo-petrol, 123bhp, 208Nm, 5M 🛢️ Total mileage: 6,500km, Test kpl: NA

HELLO

Raising a kid isn't easy. The whole process, though a lovely experience, is time consuming and requires complete dedication. It's like a full-time job that goes beyond the usual 9 to 5 work shift. And we just realised last month that it has been more than three years since we'd had a family outing. So, we packed our bags, grabbed some toys and pushed off for Mahabaleshwar, a popular hill station around 275km from Mumbai.

Having a toddler to take care of doesn't allow us to embark upon long-distance journeys like before, but a 900km trip in a matter of four days sounded like a good enough adventure to us. And the choice of vehicle for our road trip was the Fiat Linea T-Jet which has just joined the Garage. Usually, I avoid taking petrol vehicles on long-distance family trips as they aren't as economical

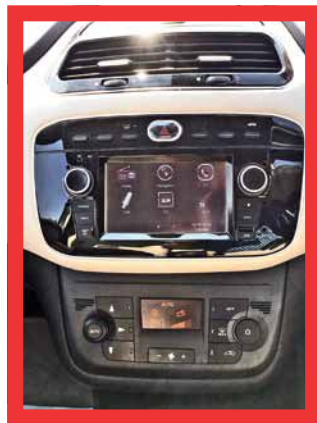


as diesels. And the most powerful sedan in its segment wasn't going to be any different – the Linea T-Jet clocked an overall average of 8.7kpl. Ouch.

But then, I won't completely blame the Linea for that figure. The T-Jet now comes with 123bhp and 208Nm (similar to the diesel car), and it feels good to have access to that sort of power out on the highway. Although I got timely reminders from the wife occupying the rear seat along with our little angel via various modes of communication, I did push my luck on the long straights on the Mumbai-Pune Expressway. And the first thing I noticed was the torque steer. It's massive. If you aren't grabbing the steering wheel firmly, the T-Jet can change lanes on its own. But drive carefully and it's fun.

Another reason for the T-Jet to run just 8.7km to a litre of petrol was a lethal combination of steep inclines and heavy traffic on the way to Mahabaleshwar. It was peak season back in December and it felt like the beautiful hill station was almost packed to capacity. However, I was impressed by the 125's driveability around the ghats and in slow-moving traffic as well. The turbo lag isn't evident when driven with a light foot and the Linea was fine doing 60kph in fifth gear at 1,350rpm – a pleasant surprise.

As usual, there wasn't much to complain about as far ride comfort went and the wife did give it a thumbs up. But the car has taken a bit of a beating at the hands of fellow motoring journalists and the suspension did feel a bit noisy and thud-dy. There's also a slight wobble from the wheels once driven above 60kph – maybe the wheels need a balancing act. And while going up the ghats, a warning light for the brake lamps came on. Time to replace the left brake lamp bulb.



GARAGE LOGBOOK FIAT LINEA 125S

Fiat claims the Linea is the longest vehicle in its class, but that doesn't show inside the cabin

Ride quality is good for the most part. Sharp edges do make themselves felt

Parking sensors aren't enough. A rear-view camera is sorely missed

MILEAGE AND KPL THIS MONTH

001500 9.0



TATA TIAGO

Find of the month

Price ₹5.15 lakh (ex-showroom, Mumbai) **Model** Revotron, XZ **Driver** Chris Chaves

Why it's here To see if it qualifies as Tata's best petrol hatch to date

⚙️ 3cyl, 1199cc, petrol, 84bhp, 114Nm, 5M 🛢️ Total mileage: 4,111km, Test kpl: 11 🚗 1,012kg

REPORT 4

I've previously mentioned about the Tiago's motor stuttering at low revs.

It can be quite bothersome for those who fancy a good short-shift, but, I've found the remedy to that hiccup - Eco mode. Yes, in this mode, the tiny Tata's right pedal might not be as responsive as it is in City mode, but everything irons out just so well once that tiny green light illuminates. The engine feels more settled and composed at low revs, shifts are smoother and so is the engine braking. Everything feels much more stress-free. Once you get used to the car's functioning in Eco mode, you'll find that it isn't a slouch, either. Performance is perky for a three-pot petrol hatchback. In Eco, through a rigorous city cycle, and out on a long run down the highway past Pune, it proved to be quite frugal, too, returning a highly respectable 14kpl.

I'm in the process of shifting homes, and had to transport a few items across town. The first

batch of items included a number of small items, a vegetable stand, a reasonably large laundry basket and a finicky woman (who happens to be my mother) who (according to me) suffers from OCD. It's the first time she has been seated in a Tata hatchback since the Indica, and it was easy to see that she took a liking to the Tiago. From there, everything went like clockwork with the Tiago. Now the real test will come along in the next couple of weeks, when I have to move my large TV along with some other heavy equipment.



GARAGE LOGBOOK

Eco mode makes it a delightfully frugal sipper...

...but it's no slpoke when it comes to power

Spacious enough to accommodate moderate amounts of luggage

MILEAGE AND KPL THIS MONTH

0 0 0 9 3 0 1 14.0



⚙️ 1999cc, petrol, 150bhp, 192Nm, 6A 🛢️ Total mileage: 4800km, Test kpl: 11.5

REPORT 4

Last month, the Elantra had only 400 clicks on its

odo. Mostly because I'd been avoiding the Elantra on long drives because of the high fuel costs. Don't get me wrong, in normal driving, the Elantra isn't exactly a guzzler, but when on spirited runs, the economy can go down from 11.5kpl to 6.5km to a litre. The reason for this excessive guzzling is the auto 'box. While others have started using dual-clutch 'boxes even in hatches and entry-level sedans, Hyundai still believes in torque converters. Not only are they high on consumption; the time they take to shift is not something to be proud of. On the brighter side, the auto is helping me deal with Mumbai traffic with a little more ease, and when I take the Elantra on the highway, I ensure I keep a light right foot. If I don't, I might just blow up half my salary on fuel.

MILEAGE AND KPL THIS MONTH

0 0 0 4 0 0 1 8.5





MARUTI BREZZA



Looks could kill

Price ₹10.14 lakh (ex-showroom, Mumbai) Model ZDi + Driver Samarpan Bhowmik Why it's here To see if it's the best city SUV

1248cc, 4cyl turbo diesel, 88bhp, 200Nm, 5M Total mileage: 8,730km, Test kpl: 14.5

REPORT 8

You may have noticed that the Brezza was missing from last issue's garage reports. That's because Maruti had taken the car back for some time. The Brezza had a busy month, having won the Indian Car of the Year award while out in the world. And I did miss having it around. So, when it returned to me after a month and a half, I welcomed it with open arms.

However, this was not quite the same car I'd been driving. I mean, it was, but Maruti had added some cosmetic "oomph" to it. At least, what the guys at Maruti presume is oomph. There were new chrome strips along the sides, an extender to the front bumper, graphic stickers on the roof and yet some more chrome on the wing mirrors. And there's no getting away from the "stylizations" on the inside either. The door pads have stickers too, as do the panels running along the dashboard and there's a reddish orange surround to the central infotainment panel, along with some snazzy

GARAGE LOGBOOK

Optional extras allow for a fair bit of customisation. Chrome lovers, Maruti hears you

Some door panel fitments not proper, tend to vibrate with bass-heavy tracks playing on those amazing speakers

Extended central armrest up front really helpful when shifting gears constantly

MILEAGE AND KPL THIS MONTH

0 0 0 2 9 0 1 14.0

floor mats. If it isn't clear, let me stress that I was put off by all the glamping up. Don't get me wrong, I'm all for accessorising; but when it comes to styling, I personally prefer subtlety. Luckily for Maruti, most Indian buyers don't have similarly dull tastes and many would gladly pay to have these optional extras added to their Brezza.

I didn't get to drive the car too much this month, given that it has only been back for about 10 days, but I did make it a point to take it along even on the smallest errands. Which is when I discovered the "good" additions. Maruti had replaced the speakers which now sound even better and the central armrest up front has been extended, making it a lot more comfortable to undertake those 1st-2nd-1st gear shifts while crawling in Mumbai traffic. Two options I'd certainly tick off.

Enough about looks though, I'll focus on substance hereon. But for that, you'll have to hang on until next month, once I've had some more time behind the wheel.

RENAULT DUSTER EASY-R

Dub-step

Price ₹13.3 lakh (ex-showroom, Mumbai) Model 110PS RXZ AMT Driver Devesh Shobha Why it's here To see if the AMT manages to boost Duster's excellent driveability

REPORT 6

Last month, I reported a few issues I was facing with our Duster and had booked an appointment at one of Renault's service centres. Things to be looked at were the flat-spotted tyres, the non-functional speed sensing auto lock, weak AC cooling, problematic child lock and the thuddy suspension.

The Duster returned from the service centre after 10 days. For some reason, the service guys

didn't think it necessary to change the tyres, so it still makes that 'dub-dub' noise because of the flat spot and I can feel vibrations through the steering. The speed-sensing auto lock still doesn't work and neither does the child lock function. What is working fine, however, is the AC and the suspension, which is better than before.

I'm handing over the Duster's keys to Girish this month, and I must admit, I'm going to miss it.

MILEAGE AND KPL THIS MONTH

0 0 0 2 0 0 1 15.0



4cyl, 1461cc turbo-diesel, 109bhp, 248Nm, 6-speed AMT, FWD Total mileage: 6,000km, Test kpl: 15



HONDA NAVI

Fly, little bird

Price ₹48,262 (on-road, Mumbai) **Rider** Amaan Ahmed **Why it's here** To define what this two-wheeled concoction is

🔧 1cyl, 109cc, 7.8bhp, 8.6Nm, automatic 🛢️ Total mileage: 2,402km, Test kpl: 45 🏠 101kg

REPORT 8

"Is it imported?"
"Is it battery-powered?"
"Can my 12-year-old ride it?"

These are just three of the seemingly unending stream of questions that come my way almost every time I ride out on the Navi. It's close to being a year old now, but it's still a novelty item. Honda isn't exactly selling these by the bucketload. You don't see one on every other street, which means more and more people are attracted to it when they spot one. They want to know how much it costs, how fuel-efficient it is, sit on it and basically do everything but ride off. It's still grabbing eyeballs, and still evoking queries.

I've had the Navi for a little over two months now, and I can't get enough of the thing. This past month, I've ridden it to practically everywhere. Be it grocery runs or long-ish rides, the Navi has been by my side all through. Its sprightliness is addictive

– it changes direction with alacrity and the 110cc single has enough juice to reduce city traffic to a speck in the mirrors.

Many think the Navi is little more than a rebodied Activa, and they couldn't be more wrong. This change of personality has unravelled a whole new side of this little motor. Who knew the Activa's trusty old mill – which could be termed sufficiently powerful at best – had so much to offer? There's a sweet dose of torque at the bottom-end, and you can putter around at 40kph and still have enough go to overtake slower-moving vehicles.

The Navi has had its first service, and is now running smooth as ever. Honda has also added the lockable storage box (sold as an official accessory). It's fairly deep, but it could do with better fit and finish. Another thing the box does is make the Navi look complete – it fills in the gaping hole, and so, fewer people stop to ask if it runs on electric power.



🔧 198cc, 1 cyl, 21bhp, 18Nm, 5M 🛢️ Total mileage: 1900km, Test kpl: NA 🏠 148kg

REPORT 7

It's been a crazy month of travel and motorcycles.

The jury rounds for TG BOTY were great fun with a superb selection of motorcycles. This also meant a lot of back-breaking riding – something my, err, back did not take very well. After the dust had settled and I was back home, the Apache, which also happens to be the reigning Indian Motorcycle of the Year, played the sober host and ferried me back and forth to the hospital for my physiotherapy routine.

Just as I got better and decided on a celebratory ride out on the 200, it was stricken by a case of exceedingly bad fuel. It choked the fuel line and once the tank was opened up, we found it had been gutted with filth. For now, I'm missing its beating exhaust as the chaps at TVS service fix it. We will need to defer the IMOTY celebrations by a month, but that's all right.



GARAGE LOGBOOK

Missing fuel gauge is a downer
Storage box opens only on the left side
Paint quality not the best
Is at its happiest between 40-50kph

MILEAGE AND KPL THIS MONTH

0 0 0 2 0 2 0 1 45.0

MILEAGE AND KPL THIS MONTH

0 0 0 1 0 0 0 1 NA

Blaupunkt Cape Town 940

EASY-TO-USE AND ATTRACTIVE CONNECTIVITY
OPTION FOR YOUR CAR



Blaupunkt's Cape Town 940 is a feature-loaded infotainment system to cater to all your entertainment and connectivity needs on the go. The 940 runs Android 4.1.1 (Jelly Bean) and offers the advantage of mirroring your phone on the 6.8-inch TFT touchscreen. We got our system with some apps like Twitter, Facebook and Shazam pre-loaded along with MapMyIndia's navigation app. The interface is nice, with large, easy-to-read icons and the system also plays videos (for use ONLY when you're parked). Functioning is quite decent, thanks to the 1GHz dual-core processor, and you can keep your music onboard with 8GB of internal storage on offer.

As for Bluetooth connectivity, playing music and making calls from my android phone was a cinch, though I'd have to unlock the phone when making calls via the system. Overall, it's a nifty car entertainment accessory that's quite satisfactory in functionality and features. The only real grouse we have against the Cape Town 940 is the price. While this system would make sense in a mid-range car, if you have it fitted onto a budget car, like we did on a Renault Kwid, the near-half-a-lakh price tag would sting. Remember, on a budget car, you'd also have to invest in a set of decent speakers to maximise the on-board entertainment experience. Price: ₹50,000



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ROYAL ORCHID
BEACH RESORT & SPA
GOA

Royal Orchid Hotels is one of India's leading hospitality chains with 37 hotels in 24 cities across the country with a strong commitment to world-class hospitality. The Royal Orchid Beach resort and Spa, Goa, is a five-star luxury resort offering an exotic vacation with a private beach and private plunge pool rooms.



Zoomcar
Self-Drive For The Self-Driven

Zoomcar has a fleet of over 2,500 cars and services 14 locations across India. The 100 per cent self-drive service can be availed through a mobile phone application or the company's official website

* Mahindra XUV image used for representational purpose only.

THE PRIZE

- A 2 nights/ 3 days stay in a luxury suite for two persons inclusive of breakfast, lunch & dinner
- A Complimentary Spa therapy for the couple on any one day
- Complimentary outdoor / indoor activities*
- A SUV /XUV (depending upon availability) for 3 days for self-drive in Goa from Zoomcar

COMPETITION ENTRY FORM

For a chance to win this fantastic opportunity, simply fill in your details and post this form to: BBC TopGear Magazine India (February 2017), Worldwide Media Pvt Ltd, The Times of India Building, 4th Floor, Dr D.N. Road, Mumbai - 400001. Competition closes on **31st of March, 2017**. Terms and conditions apply.

Title	First name	Surname
Address		
City		
Pincode		
Phone number	DOB	/ /
Email*		

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Terms and Conditions for the lucky draw:

- 1.The contest is organised by The Royal Orchid Hotels Pvt. Ltd., Zoomcar and Worldwide Media Pvt. Ltd. (WWM) and is binding on all participants in this contest and all applications for participants.
- 2.Only one entry permitted per person, entries made in bulk or by third parties are prohibited. The Royal Orchid Hotels Pvt. Ltd., Zoomcar and Worldwide Media Pvt. Ltd. reserves the right to cancel any duplicate entries at its own discretion.
- 3.Entries received after the closing dates shall not be entertained.
- 4.The winner will be selected through a lucky draw by the first week of March 2017. The winner will be notified via email provided in the contest form.
- 5.The results declared by us will be final and no further queries, complaints or questions will be entertained.
- 6.There is no cash alternative and the prize is non-transferable. This offer cannot be clubbed with any ongoing promotions.
- 7.The winner of the contest shall arrange for the travel from his/her hometown upto Goa on own cost.
- 8.WWM/The Royal Orchid Hotels Pvt. Ltd./ Zoomcar is not responsible for difference or variance or deficiency in the service (including the hotel stay) and will not have any obligation to respond to any of the complaints.
- 9.WWM/The Royal Orchid Hotels Pvt. Ltd./ Zoomcar reserve the right to change/ modify the terms and conditions of this offer or to withdraw this offer at any point in time if circumstances arise beyond our control.
- 10.The contest is open until midnight on February 28, 2017
11. This package includes a stay for a couple for 2 nights at The Royal Orchid Beach Resort & Spa, Goa inclusive of meals, taxes, and one Spa therapy on any one day, and complimentary indoor / outdoor activities which includes: *1.Air wheel cycling, access to water park, miniature golf, swimming pool, fitness centre, beach Volleyball, Sony Playstation Arcade, billiards, karaoke, indoor games, box cricket, badminton, foosball, giant chessboard and kids club zone
12. The suite offered by The Royal Orchid Beach Resort & Spa, Goa must be confirmed minimum 7 days before arrival otherwise the same would be deemed as booked and closed. The offer is subject to availability of rooms on the required dates. Alternate dates are always welcome.
13. Travel must be completed before **April 31, 2017**

14. Zoomcar will offer SUV/XUV with fuel for self-drive for 3 days in Goa depending upon availability.

15. Car is being offered for a maximum free kilometers upto 360kms. Any additional kms travelled will be charged extra at the prevailing rates at ₹15/km.

16. A refundable security deposit of ₹5,000 via Debit/Credit card to be paid at the time of booking the car in Goa start point. Security deposit will be refunded within 6 hours of the vehicle drop off provided there is no damage to the vehicle. It will be refunded in the citrus wallet or back to the source of payment.

17. Zoomcar standard terms and conditions applies: •Driver should be at least 18 years of age and possess a valid driving licence. **Documents required:** •Original Driving Licence needs to be presented for the verification during pick up of the car •The identification documents need to be in the name of the person who is booking the car and he should be present with the original documents at the time of car pick up.

Restrictions: •All toll charges/Government taxes would be borne by the winner. •Pets and liquor not allowed in the car. •Violation of Zoomcar T&Cs will attract prescribed penalty.

18. Booking subject to availability. 7 Days advance intimation required.

19.WWM/The Royal Orchid Hotels Beach Resort & Spa Goa /Zoomcar will not be liable for claims, damages or liability of any kind, including personal injuries, death or property damages or any direct consequential, incident or other damages which the winner or anyone may suffer as a result of participation in this contest or the acceptance, use or misuse of the prize.

20.WWM/The Royal Orchid Hotels Pvt. Ltd. / Zoomcar is not responsible if the contest cannot be redeemed due to war, terrorism, bad weather, civil disruption, system failure or an act of God.

21. Employees of WWM/The Royal Orchid Hotels Pvt. Ltd. /Zoomcar and their relatives and business associates are not eligible to take part in this contest.

22.The contest is open only to Indian residents aged 18+. The guest of the winner would also have to be an Indian resident aged 18+.

23. Other terms and conditions as applicable.

24. This offer is not valid on festive days and is subject to availability of rooms on required dates.

25. The cancellation policy would be a redemption in case the booking is cancelled 7 days prior to arrival. Post which the booking shall stand confirmed and shall be closed.

TOPGEAR

DATA

HOW IT WORKS

HONDA

TopGear on Honda:

Enjoys a brand value only premium German cars can beat. City continues to dominate its segment.

CITY

Looks like a facelift but its all-new underneath. Brings in more space, features and upmarket feel.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VX	12.92	4cyl 1497cc	117	145	NA	NA	NA	7/10
VX CVT	14.24	4cyl 1497cc	117	145	NA	NA	NA	6/10
VX i-DTEC	14.64	4cyl 1498cc	99	200	NA	13.44	16.95	6/10

L: 4440mm W: 1695mm H: 1495mm Boot: 510 litres, Fuel Tank: 40 litre, Ground Clearance: 165mm

1 TG SPEAKS

Our verdict on the brand

2 SOME WORDS...

...about the car

3 YELLOW BAR

Denotes the TG Favourites

4 FUEL ECONOMY

Less is, um, more

5 COST

All on-road, Mumbai prices

6 DIMENSIONS

Will it fit in the bay?

7 TANK VOLUME

How much for a full tank?

8 CLEARANCE

In India, you need it

NEW THIS MONTH

Mini Clubman p129

	PRICE	Engine	Bhp	Nm	kph	0-100	kpl	RATING
Cooper S	39.61*	4cyl 1998cc	189	280	NA	NA	NA	NA



Bajaj Dominar p132

	PRICE	Engine	Bhp	Nm	kph	0-100	kpl	RATING
400 ABS	1.5*	1cyl 373.3cc	34	35	NA	NA	NA	8/10



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ABOUT BUYING NEW
CARS AND BIKES

ASTON MARTIN



TopGear on Aston Martin:

Arguably the UK's most desirable marque, thanks to genuinely good supercars.

DB11



The long awaited successor the DB9, the DB 11 has a lot to live up to, and it does. Like all other Astons, this is a stunner too

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
DB 11	427*	12cyl 5204cc	600	700	NA	NA	NA	NA

L: 4739mm, W: 2060mm H: 1279mm Boot: NA litres, Fuel Tank: 78 litre, Ground Clearance: NA

RAPIDE



A ball-aching beauty of a saloon and a proper poke in the eye for Porsche's Panamera Turbo.

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Rapide S	220*	12cyl 5935cc	552	630	NA	NA	NA	8/10

L: 5020mm, W: 2140mm H: 1360mm Boot: 317 litres, Fuel Tank: 90 litre, Ground Clearance: NA

VANQUISH



A grand tourer in the truest sense of the term. The Vanquish offers an experience no other GT will ever offer.

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Coupe	NA	12cyl 5935cc	568	630	NA	NA	NA	-

L: 4728mm W: 1912mm H: 1294mm Boot: 144 litres, Fuel Tank: 78 litre, Ground Clearance: NA

AUDI



TopGear on Audi:

Classy and understated alternative to the driver-oriented BMW and the staid Mercedes. Oozing Teutonic quality.

A3



Audi's brought the three-box version of the A3 to compete with the A-Class and the 1-Series.

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
35TDI Technology	42.30	4cyl 1968cc	140	320	NA	NA	NA	7/10
40TFSI Cabriolet	65.12	4cyl 1798cc	177	250	NA	8.61	11.2	7/10

L: 4456mm, W: 1796mm, H: 1416mm Boot: 425 litres, Fuel Tank: 50 litre, Ground Clearance: NA

A4



Audi's best-seller undergoes a full generation change. Becomes a nagging worry for other Germans in the game.

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
30TFSI Technology	52.4	4cyl 1395cc	147	250	NA	NA	NA	7/10

L: 4726mm, W: 1842mm H: 1427mm Boot: NA, Fuel Tank: 54 litre, Ground Clearance: NA

A6

Good-looking, accomplished executive saloon – now with that beardy front grille after the redesign.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
35TDI S-Line	69	4cyl 1968cc	188	400	NA	8.62	12.45	7/10
RS6 Avant	189	8cyl 3993cc	552	700	NA	3.7	5.5	9/10

L: 4933mm, W: 1874mm H: 1455mm Boot: 530 litres Fuel Tank: 65 litre Ground Clearance: 118mm

A8 L

You can't ask for a more perfect car than this. Not for ordinary mortals.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
60 TFSI Quattro	197	8cyl 3993cc	429	600	250	NA	NA	7/10
3.0 TDI	163	6cyl 2967cc	246	580	250	6.5	7.4	7/10
4.2 TDI Quattro	190	8cyl 4134cc	379	650	250	5.16	8	8/10

L: 5265mm, W: 1949mm H: 1471mm Boot: 520 litres, Fuel Tank: 82 litre, Ground Clearance: 124mm

Q3

Audi says this rivals the Range Rover Evoque! Not sure about that, but it's definitely capable.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
35TDI q Premium Plus	49.54	4cyl 1968cc	177	380	212	7.94	11	7/10
S Edition	39.83	4cyl 1968cc	138	320	NA	7.94	11.04	7/10

L: 4388mm, W: 1831mm H: 1608mm Boot: 460 litres, Fuel Tank: 64 litre, Ground Clearance: NA

Q5

It may not have the panache of the Q7 that Bollywood loves, but the Q5 does mean business.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
30 TDI Technology	71.16	4cyl 1968cc	174	380	NA	NA	NA	7/10
45 TDI Technology	67.45	6cyl 2967cc	241	580	225	6.5	12.2	7/10

L: 4629mm, W: 1898mm H: 1655mm Boot: 540 litres, Fuel Tank: 75 litre, Ground Clearance: 205mm

Q7

A capable and competitively priced seven-seat SUV that'll put the frighteners on Mercedes and BMW.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Technology	103	6cyl 2967cc	245	600	NA	6.8	10.7	8/10

L: 5052mm, W: 1968mm H: 1740mm Boot: 295 litre Fuel Tank: 75 litre Ground Clearance: na

R8

Think the Lamborghini Huracan is too over-the-top? Audi's got a sober-er version of VAG's V10 supercar



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
V10 Plus	344	10cyl 5204cc	602	560	NA	3.77	4.1	-

L: 4426mm, W: 1940mm H: 1240mm Boot: 112 litre, Fuel Tank: 73 litre, Ground Clearance: NA

S5

A middle-of-the-road concoction for the sensible (wealthy) man who likes to have some fun once a while.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
S5	89.69	6cyl 2995cc	330	440	250	5.1	6.7	8/10

L: 4718mm, W: 1854mm H: 1382mm Boot: 480 litres Fuel Tank: 61 litre Ground Clearance: NA

TT

Still the cheapest two-seat sports car around. Now more thorough than ever before.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
TT 45 TFSI	86.76	4cyl 1984cc	226	370	250	6	NA	8/10

L: 4177mm, W: 1832mm H: 1353mm Boot: 305 litres Fuel Tank: 55 litres Ground Clearance: NA

BENTLEY

TopGear on Bentley: Has got a new lease of life with an injection of Volkswagen cash, but still as British as the monarchy.



BENTAYGA

Brace yourselves, earthlings: the world's biggest, grandest, most expensive SUV has arrived.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
W12	385*	12cyl 5950cc	600	900	301	na	na	-

L: 5140mm, W: 1998mm H: 1742mm Boot: 484 litres, Fuel Tank: 85 litre, Ground Clearance: NA

CONTINENTAL

Sumptuous, superb over distances, with more appeal to younger millionaires.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
GT	356*	12cyl 5998cc	582	720	318	4.8	6.2	8/10
GT Speed	400*	12cyl 5998cc	626	820	330	4.5	6	8/10
Flying Spur V8	310*	8cyl 3993cc	500	660	NA	NA	NA	8/10
Flying Spur W12	340*	12cyl 5998cc	626	820	320	5.2	5.8	8/10
GT V8	329*	8cyl 3993cc	500	660	303	4.8	na	8/10
GTC	388*	12cyl 5998cc	567	700	314	5.1	5.8	8/10

L: 4800-5299mm, W: 2225mm H: 1401-1488mm Boot: 358 litres, Fuel Tank: 90 litre, Ground Clearance: NA

MULSANNE

If the Bentayga doesn't float your boat, here's something that will rock it: the most bad-ass limo Bentley makes



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Mulsanne	567*	8cyl 6752cc	505	1020	296	5.3	5.9	7/10

L: 5575mm, W: 1926mm H: 1521mm Boot: 443 litres, Fuel Tank: 96 litre, Ground Clearance: NA

BMW

TopGear on BMW:

A model of German efficiency, the firm still prides itself on making supremely engineered cars aimed at the driver.



1 SERIES

The country's only RWD hatchback. Fun to drive, but is it as good as the A-Class?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
118d Sport Line	39.94	4cyl 1995cc	147	320	215	8.91	13.3	7/10

L: 4324mm W: 1765mm H: 1421mm Boot: na Fuel Tank: 52 litres, Ground Clearance: NA

3 SERIES

The 3 has always been the best sport saloon since it was born. The new 3 is still so.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
320d Luxury line	54.62	4cyl 1995cc	188	400	235	7.33	14.2	8/10
320d GT	55.37	4cyl 1995cc	188	400	NA	7.3	13.8	8/10
M3	121*	6cyl 2979cc	425	550	na	4.92	NA	9/10

L: 4824mm W: 1811mm H: 1429mm Boot: na Fuel Tank: 60 litres, Ground Clearance: NA

5 SERIES

A return to form for the '5', with more palatable styling, a better ride and BMW's stock-in-trade quality.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
520d Luxury	68.79	4cyl 1995cc	188	400	226	8.3	NA	7/10
525d Luxury Plus	68.17	4cyl 1995cc	214	450	226	8.3	NA	7/10
530d M Sport	78.81	6cyl 2993cc	254	560	250	6.13	11.4	8/10
M5	NA	8cyl 4395cc	552	680	NA	4.98	5	9/10

L: 4907mm, W: 1860mm H: 1462mm Boot: 520 litres, Fuel Tank: 70 litre, Ground Clearance: 158mm

6 SERIES GRAN COUPE

The best all-round tourer in India. Now fresher thanks to a mid-life facelift Build: Import



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
640d Design Pure Exp	NA	6cyl 2993cc	308	630	250	5.52	8.1	8/10
M6	NA	8cyl 4395cc	552	680	NA	NA	NA	9/10

L: 4890mm, W: 1890mm H: 1392mm Boot: Na, Fuel Tank: 70 litre, Ground Clearance: 123mm

7 SERIES

Much improved super saloon is now a match for the class-whipping Mercedes-Benz S-Class.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
750Li M Sport	155*	8cyl 4395cc	442	650	250	NA	NA	-

L: NA, W: NA H: NA Boot: NA, Fuel Tank: NA Ground Clearance: NA

i8

A sci-fi fantasy brought to life. A hybrid sports car. The i8 is a combination of both, and it is spectacular



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
i8	229*	3cyl 1499cc	356	570	NA	5.21	15.2	8/10

L: 4239mm W: 1790mm H: 1291mm Boot: na, Fuel Tank: 90 litre, Ground Clearance: NA

M4

The M3 Coupe lives on, but with a new name: the M4. Now powered by a turbocharged six-pot motor.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
M4 Coupe	119*	6cyl 2979cc	425	550	NA	NA	NA	9/10

L: 4671mm W: 1870mm H: 1383mm Boot: na Fuel Tank: 57 litres, Ground Clearance: na

X1

Right size, right price, perfect for the urban yuppie. Now looks the part, and has more space than before



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
xDrive20d M Sport	52.48	4cyl 1995cc	187	400	NA	7.89	12.05	7/10

L: 4439mm W: 1821mm H: 1612mm Boot: 420 litres, Fuel Tank: 51 litre, Ground Clearance: NA

X3

A well-sorted car tailored for the world we live in, now with squared-off corona rings.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
20d xLine	68.66	4cyl 1995cc	188	400	NA	NA	NA	7/10
30d M Sport	77.56	6cyl 2993cc	255	560	NA	NA	NA	7/10
28i xLine	58.22*	4cyl 1997cc	241	350	NA	NA	NA	NA

L: 4657mm W: 1880mm H: 1678mm Boot: NA, Fuel Tank: 67 litre, Ground Clearance: 194mm

X5

Fatter new seven-seat X5 places it firmly in a size category above the X3 now – thankfully, it's bigger inside, too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
30d 7-str	96.36	6cyl 2993cc	254	560	210	8.3	10.8	7/10
X5M	155*	8cyl 4395cc	571	700	NA	4.5	6	8/10
35i	77.94*	6cyl 2979cc	302	400	NA	NA	NA	NA

L: 4886mm, W: 1938mm H: 1762mm Boot: 620 litres, Fuel Tank: 85 litre, Ground Clearance: 212mm

X6

It's an SUV! No, it's a coupe! No, it's both. BMW has stretched the boundaries for a 'niche' product.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
40d	151	6cyl 2993cc	308	630	NA	6.18	8.6	8/10
X6M	160*	8cyl 4395cc	571	700	NA	4.16	6	7/10

L: 4909mm, W: 1989mm H: 1702mm Boot: 620 litres, Fuel Tank: 85 litre, Ground Clearance: 212mm

Z4

BMW's answer to Merc's SLK and Porsche's Cayman. It's fast. It's topless and it drives well.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Z4 SDrive 35is	109*	6cyl 2979cc	301	400	250	6.07	5.5	6/10

L: 4239mm W: 1790mm H: 1291mm Boot: na, Fuel Tank: 90 litre, Ground Clearance: NA

CHEVROLET



TopGear on Chevrolet:

Made its mark with confident design and products like the Cruze and the Beat. Buyers are slowly showing that confidence too.

BEAT

Another smart new Chevy design. Tries hard to play city car and highway cruiser roles. Succeeds reasonably.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LT Opt	6.38	4cyl 1199cc	77	106	150	NA	NA	5/10
LT Opt Diesel	8.13	3cyl 936cc	56	142	150	NA	17	5/10

L: 3640mm W: 1595mm H: 1550mm Boot: na, Fuel Tank: 45 litre, Ground Clearance: 175mm

DATA IN NUMBERS: COSTLY LIL' CHEVYS

- Beat: (LT Opt Diesel): ₹8.13 lakh
- Sail U-VA: (LT ABS Diesel): ₹9.91 lakh
- Sail: (TCDi LT ABS): ₹10.39 lakh

CRUZE

This car can leave wet spot marks on the trousers of the Civic and the Corolla.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LTZ AT	21.89	4cyl 1998cc	164	360	200	9.8	11.5	7/10

L: 4597mm W: 1788mm H: 1477mm Boot: na Fuel Tank: na Ground Clearance: 165mm

ENJOY

The Enjoy is Chevrolet's answer to the Maruti Ertiga. Petrol pretty quick, diesel decently efficient. Reasonably priced too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LTZ Diesel 7STR	9.08	4cyl 1248cc	74	172	na	19.7	15	5/10

L: 4305mm, W: 1680mm, H: 1750mm, Boot: 195 litres, Fuel Tank: 50 litre, Ground Clearance: 170mm

SAIL U-VA

It's a no-nonsense car in a country with way better no-nonsense cars



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LT ABS Petrol	7.85	4cyl 1199cc	82	108	NA	13.85	13.2	5/10
LT ABS Diesel	9.34	4cyl 1248cc	74	190	NA	14.8	14.7	5/10

L: 3946mm W: 1960mm H: cm Boot: 248 litres, Fuel Tank: 42 litre, Ground Clearance: 174mm

SAIL

Pocket-friendly pricing, neat styling and good ride. Should put Chevrolet back in to the entry-segment game



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.2	7.15	4cyl 1199cc	82	108	NA	NA	NA	4/10
1.2 LT ABS	8.83	4cyl 1199cc	82	108	NA	NA	NA	4/10
1.3 TCDi LT ABS	10.54	4cyl 1248cc	74	190	NA	15.02	14.72	4/10

L: 4249mm W: 1690mm H: 1503mm Boot: 370 litres, Fuel Tank: 42 litre, Ground Clearance: 174mm

TRAILBLAZER

Bigger than a Fortuner, more powerful than a Fortuner. Why won't you look at it?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LTZ 2WD AT	31.37	4cyl 2776cc	197	500	NA	10.4	NA	7/10

L: 4878mm W: 2132mm H: 1851mm Boot: 205 litres Fuel Tank: na Ground Clearance: 253mm

TOPGEAR TOP FIVE

SUVs

1



FORD ECOSPORT

Price ₹13.37 lakh,
Specs 1498cc, 90bhp, 204Nm

The first sub-four metre SUV. While many have followed after it, the EcoSport is still the best implementation of a compact, high ground-clearance car for four and a half people, quite a bit of luggage and a whole lot of versatility. Good to drive, too.

2



HYUNDAI CRETA

Price ₹16.92 lakh,
Specs 1582cc, 126bhp, 260Nm

Redefines the idea of a compact SUV. It's longer than four metres. But is even more better for it. Has nearly every feature you want, none that you don't. And road dynamics match and better the European lot.

3



MAHINDRA XUV500

Price ₹15.84* lakh,
Specs 2179cc, 140bhp, 330Nm

Not the ideal SUV if you are stickler for road dynamics, technical abilities and subtle design. But if you want something with a loud design, a lot of features, good comfort and a lot of space for not much money, well, you are looking at your car.

4



SKODA YETI

Price ₹27.03 lakh,
Specs 1968cc, 138bhp, 320Nm

Perhaps the best automobile. It does great ride, great handling, excellent steering feel and comes with front-wheel and all-wheel-drive. Being a CKD, it is pricier than it needs to be. But if you get a good deal, it's the best automobile you could buy.

5



RENAULT DUSTER

Price ₹16.24 lakh
Specs 1461cc, 108bhp, 245Nm

First there was nothing. Then there was the Duster. Before the Duster, affordable SUVs always meant iffy handling, bumpy ride and vague steerings. The Duster changed it all. Looks cool, too.

DATSUN



TopGear on Datsun:

It's back from the dead: Nissan has revived Datsun, only this time, it's to sell inexpensive hatchbacks and micro-MPVs

GO

Essentially a Micra that doesn't look like one, and cheaper too. Win-win!



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
T	5.24	3cyl 1198cc	67	104	NA	15.2	12.2	4/10

L: 3785mm W: 1635mm H: 1485mm Boot: 265 litres Fuel Tank: 35 litre Ground Clearance: 170mm

GO+

A Go that thinks it's an MPV. It does have seats for seven, yes, and it is just as barebones as the hatchback



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
T	6.18	3cyl 1198cc	67	104	NA	NA	NA	5/10

L: 3995mm W: 1635mm H: 1490mm Boot: 347 litres Fuel Tank: 35 litre Ground Clearance: 170mm

DATA IN NUMBERS: THE PRICE OF SPACE

→ Datsun Go+: 69k between this 7-seater and the Go 4 and a few seater

REDI-GO

Spun off the Kwid platform, the third new-age Datsun is the most promising of the lot



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
S	4.24	3cyl 799cc	53	72	NA	NA	NA	7/10

L: 3429mm W: 1560mm H: 1541mm Boot: 222 litres Fuel Tank: 28 litre Ground Clearance: 185mm

FERRARI



TopGear on Ferrari:

Iconic Italian marque with a huge back-catalogue of fabulous cars and motorsport successes. The envy of the automotive world.

488 SPIDER

Saddened by the 458 Spider's passing? Don't be. Here's the 488 Spider to wipe your tears



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Spider	NA	8cyl 4499cc	660	760	NA	NA	NA	10/10

L: 4530mm W: 1940mm H: 1210mm Boot: 230 litres Fuel Tank: 86 litre, Ground Clearance: NA

488 GTB

The evolution of the 458. Turbocharged, but still one hell of a machine.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
488 GTB	388*	8cyl 3902cc	661	760	NA	NA	NA	9/10

L: 4568mm W: 1952mm H: 1213mm Boot: 230 litres Fuel Tank: 78 litre, Ground Clearance: NA

CALIFORNIA T

The California is a lovely (now twin-turbocharged) drop-top tourer.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
California T	340*	8cyl 3855cc	552.5	755	310	3.6	NA	8/10

L: 4569mm W: 1910mm H: 1320mm Boot: 240 litres Fuel Tank: 78 litre Ground Clearance: NA

F12 BERLINETTA

Spearheading the charge of the Ferrari coupes. Still keeping the V12 flag flying high



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
F12	NA	12cyl 6262cc	730	690	NA	NA	NA	10/10

L: 4618mm W: 1942mm H: 1273mm Boot: na Fuel Tank: 92 litre Ground Clearance: NA

BMW-FERRARI

FF

Spearheading the charge of the Ferrari coupes. Still keeping the V12 flag flying high



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
FF	NA	12cyl 6262cc	651	683	332	3.7	NA	10/10

L: 4900mm W: 1950mm H: 1370mm Boot: 450 litres
 Fuel Tank: 92 litre Ground Clearance: NA

FIAT



TopGear on Fiat:

Seems to make characterful and beautiful cars even in their sleep. The Punto and Linea are brilliant.

ABARTH 595

The 500 with the kind of sting only the Abarth division can provide. But, it has to fight the Mini...



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
595 Competizione	38.78	4cyl 1368cc	158	230	NA	10.03	11.55	6/10

L: 3657mm W: 1627mm H: 1485mm Boot: 280 litres Fuel
 Tank: 45 litre Ground Clearance: NA

LINEA

Big sedan loaded to the brim with features at a bargain price.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Dynamic	8.77	4cyl 1368cc	90	115	168	15.6	8	6/10
Dynamic D	11.9	4cyl 1248cc	91	209	NA	NA	NA	6/10
125 S	10.47*	4cyl 1368cc	123	209	190	10.28	13.1	8/10
Classic Plus Multijet Diesel	9.25	4cyl 1248cc	76	197	NA	NA	NA	6/10

L: 4560mm W: 1730mm H: 1487-1494mm Boot: 500 litre, Fuel Tank: 45 litre, Ground Clearance: 185mm

PUNTO EVO

Looks incredible, drives well, priced competitively. There's an Abarth version, too!



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Dynamic 1.2	6.96	4cyl 1172cc	67	96	175	NA	13	7/10
Emotion 1.3 D Sport	9.54	4cyl 1248cc	92	209	170	13.6	12.6	7/10
Avventura 1.3 D Emotion	10.52	4cyl 1248cc	89	209	NA	NA	NA	7/10
Abarth Punto	12.26*	4cyl 1368cc	145	212	NA	9.41	11.55	8/10
Avventura by Abarth	10.3*	4cyl 1368cc	140	210	NA	9.6	NA	8/10

L: 3987mm W: 1687mm H: 1495mm Boot: na Fuel Tank: 45 litre Ground Clearance 185-205mm

FORCE



TopGear on Force:

After selling UV to the rural market, Force has decided to join the ranks of Tata and Mahindra with home-grown SUVs.

ONE

Mechanically sound car, refined engine and good ride. Let down by interior quality and cabin design execution.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LX 4x4	NA	4cyl 2149cc	140	321	NA	NA	NA	4/10

L: 4860mm W: 1780mm H: 1885mm Boot: na Fuel Tank: na, Ground Clearance: NA

FORD



TopGear on Ford:

Makes some of the best driver's cars in India. Right now in a period of transition. Good thing is their best is yet to come.

FIGO ASPIRE

The most dynamically sound sub-four metre sedan in India. Priced well, too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Titanium + 1.2 P	8.38	4cyl 1199cc	87	112	NA	14.1	13.2	7/10
Titanium + 1.5 D	9.88	4cyl 1498cc	99	215	NA	14.62	NA	7/10

L: 3995mm W: 1695mm H: 1525mm Boot: 359litre Fuel
 Tank: 40-42 litre Ground Clearance: 174mm

TOPGEAR TOP FIVE

FAMILY SEDANS

1



MARUTI CIAZ

Price ₹10.63 lakh

Specs 1248cc, 89bhp, 200Nm

After the SX4, Maruti needed a worthy car to take its place. The Ciaz offers everything that buyer of a family sedan is looking for, plus sound dynamics. Goes without saying that Maruti's wide network through the country backs it up to make it a wise man's choice.

2



VW VENTO

Price ₹13.8 lakh,

Specs 1498cc, 103bhp, 250Nm

The Vento is the best handling family sedan. Be it expressways or mountains, the Vento handles better than any other rival. Its DSG auto gearbox offers buyers the sort of tech that's available only in a segment above.

3



HYUNDAI XCENT

Price ₹9.78 lakh,

Specs 1197cc, 71bhp, 180Nm

Call it a Grand i10 with a boot, or Hyundai's answer to the Maruti DZire, the Xcent has set a new benchmark in the sub 4-metre category. It offers the benefit of a compact car to ease the stress of city driving, yet offering the practicality of a sedan.

4



NISSAN SUNNY

Price ₹12.72 lakh,

Specs 1461cc, 85bhp, 200Nm

For a family sedan, it is important to be a comfortable even for the passengers. With the space at the rear, the Sunny is one of the finest family sedans. Add to that the ride quality, big boot and an efficient CVT, it is the perfect solution for a buyer looking for a decent drive and good cabin space.

5



FORD FIGO ASPIRE

Price ₹10.09 lakh,

Specs 1498cc, 99bhp, 215Nm

Based on an all-new platform, the Aspire is proof that you don't need to spend obscene amount of money to get yourself a nice driving family sedan. Available in both, petrol and diesel, the Aspire gives the buyer ample flexibility and better-than-average ride and handling characteristics.

ECOSPORT

This compact SUV will be a game changer for the company. Looks good and drives well too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.5 Titanium P AT	12.16	4cyl 1498cc	110	140	NA	13.75	12	7/10
1.5 Titanium + D	12.49	4cyl 1498cc	90	204	NA	12.6	13.65	7/10

L: 3995mm W: 1765mm H: 1708mm Boot: 346 litres Fuel
 Tank: 52 litre, Ground Clearance: 200mm

ENDEAVOUR

The Endy has returned. It now packs in a lot more muscle, and comes with plenty of goodies.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
4x2 Trend MT	32	4cyl 2198cc	158	385	NA	13.6	9.45	6/10
4x4 Titanium AT	38	5cyl 3198cc	198	470	NA	11.2	8.6	7/10

L: 4892mm W: 1860mm H: 1837mm Boot: na Fuel Tank: 80 litre Ground Clearance: 225mm

FIESTA

The new Fiesta is a changed animal with its new Aston Martin-esque front end, but still familiar.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.5 Titanium D	9.69*	4cyl 1498cc	89	204	NA	11.18	12.35	6/10

L: 4290mm W: 1720mm H: 1468mm Boot: 430litre Fuel
 Tank: 43 litre, Ground Clearance: 156mm

FIGO

With that Aston Martin-like face, the new Figo does look pretty handsome. It's well-equipped, too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.2 Titanium + P	7.75	4cyl 1198cc	87	112	NA	NA	NA	7/10
1.5 Titanium + D	8.99	4cyl 1498cc	99	215	NA	NA	NA	7/10

L: 3886mm W: 1695mm H: 1525mm Boot: 520 litres,
 Fuel Tank: 88 litre Ground Clearance: 174mm

MUSTANG

Brawny sports coupe that lives up to its muscle car lineage. Powerful, sexy and practical... almost.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
GT	86.62	8cyl 4951cc	395	515	NA	NA	NA	8/10

L: 4784mm W: 2080mm H: 1391mm Boot: 408 litre Fuel
 Tank: 61 litre, Ground Clearance: 137mm

HONDA



TopGear on Honda:

Enjoys a brand value only premium German cars can beat. City continues to dominate its segment.

ACCORD

Big Honda saloon is back; this time in hybrid flavour. Comfortable, spacious, decent to drive. A tad pricey



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Hybrid	53.16	4cyl 1993cc	212	315	NA	NA	NA	8/10

L: 4933mm W: 1849mm H: 1464mm Boot: NA Fuel Tank: 60 litre Ground Clearance: NA

AMAZE

Honda's answer to Maruti's DZire. First oil-burning Honda to hit Indian shores



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VX CVT	10.49	4cyl 1198cc	88	109	NA	NA	NA	7/10
VX i-DTEC	10.61	4cyl 1498cc	99	200	NA	12.21	16.8	6/10

L: 3990mm W: 1680mm H: 1505mm Boot: 400 litres
 Fuel Tank: 35 litre, Ground Clearance: 165mm

CITY

Looks like a facelift but its all-new underneath. Brings in more space, features and upmarket feel.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VX	13.7	4cyl 1497cc	117	145	NA	NA	NA	7/10
VX CVT	15	4cyl 1497cc	117	145	NA	NA	NA	6/10
VX i-DTEC	15.82	4cyl 1498cc	99	200	NA	13.44	16.95	6/10

L: 4440mm W: 1695mm H: 1495mm Boot: 510 litres, Fuel Tank: 40 litre, Ground Clearance: 165mm

BRIO

A complete young family hatch, comes with an aggressive price tag.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VX	7.49	4cyl 1198cc	87	109	NA	NA	16.5	7/10
VX AT	8.53	4cyl 1198cc	87	109	NA	14.59	16.5	7/10

L: 3610mm W: 1680mm H: 1500mm Boot: NA Fuel Tank: 35 litre, Ground Clearance: 165mm

BR-V

Not as impressive a package as its strongest rivals, but offers two extra seats



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
V CVT	15	4cyl 1497cc	117	145	NA	NA	NA	7/10
VX MT Diesel	16.42	4cyl 1498cc	99	200	NA	NA	NA	7/10

L: 4453mm W: 1735mm H: 1666mm Boot: NA Fuel Tank: NA, Ground Clearance: 210mm

CR-V

Suave, comfortable, handles well and has a great engine. It has a terrific image as well.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
2L AT	30	4cyl 1197cc	154	190	NA	11.45	9.15	6/10
2.4L AT AVN	32.84	4cyl 2354cc	187	226	NA	11.62	9.4	6/10

L: 4544mm W: 1820mm H: 1685mm Boot: na Fuel Tank: 58 litre, Ground Clearance: 170mm

JAZZ

Tons of space on offer. Very practical, very versatile, not as premium on the inside as the Elite i20.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
V Petrol CVT	10.29	4cyl 1199cc	90	110	NA	14.1	15.2	7/10
VX Diesel	11.43	4cyl 1498cc	98	200	NA	NA	NA	6/10

L: 3955mm W: 1694mm H: 1544mm Boot: 354 litre Fuel Tank: 40 litre Ground Clearance: 165mm

MOBILIO

Honda's first shot at the budget MPV segment, the Mobilio sports a touch more design flair than the rest.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
RS	15.77	4cyl 1498cc	99	200	NA	15.91	13.1	6/10

L: 4380mm W: 1680mm H: 1603mm Boot: Na Fuel Tank: 42 litre Ground Clearance: 189mm

HYUNDAI

TopGear on Hyundai: With the i10, i20 and the new Verna, their cars are actually scoring pretty high on the desirability quotient.



4S VERNA

Hyundai's champion mid-size warrior. Now with the power of four Ses



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.4 CRDi	11.38	4cyl 1396cc	89	220	NA	NA	NA	7/10
1.6 SX (O) CRDi AT	16.55	4cyl 1582cc	126	260	NA	11.79	13.3	5/10

L: 4375mm W: 1700mm H: 1475mm Boot: 465 litre, Fuel Tank: 43 litre, Ground Clearance: NA

CRETA

A real rival to the Renault Duster. Could've been priced lower, but is still a sweet deal.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
S+ 1.4 D	15.41	4cyl 1396cc	88	220	NA	NA	NA	8/10
SX+ 1.6 D Auto	18.47	4cyl 1582cc	126	260	NA	11.42	13	8/10

L: 4270mm W: 1780mm H: 1630mm Boot: na Fuel Tank: 45 litre Ground Clearance: 170mm

EON

The Eon is an interesting little number. It has what you want from an entry-level city car, even if not in the best possible way.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Sportz	5.22	3cyl 814cc	55	75	NA	NA	NA	4/10
1.0 Magna	5.39	3cyl 998cc	68	94	NA	14	16.15	6/10

L: 3515mm W: 1500mm H: 1510mm Boot: 215 litre, Fuel Tank: 32 litre, Ground Clearance: 170mm

ELANTRA

Hyundai has given the Elantra a complete overhaul. It's flamboyant, feature-rich and much better to drive, now.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
2.0 SX(O) P AT	22	4cyl 1396cc	150	192	NA	NA	NA	7/10
1.6 SX D AT	24.13	4cyl 1582cc	126	260	NA	NA	NA	7/10

L: 4570mm W: 1800mm H: 1465mm Boot: NA, Fuel Tank: 50 litre, Ground Clearance: NA

ELITE i20

The brand-new i20 is as good as most others in its class. A premium hatch in the truest sense of the term.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Asta 1.2 P	8.76	4cyl 1396cc	82	115	NA	11.91	NA	7/10
Asta 1.4 D	11.15	4cyl 1396cc	89	220	NA	NA	NA	7/10
Active 1.4 SX D	12.22	4cyl 1396cc	89	220	NA	14.1	16.3	8/10

L: 3985mm W: 1734mm H: 1505mm Boot: 295 litre Fuel Tank: 45 litre, Ground Clearance: 170mm

GRAND i10

Hyundai finds and fills a gap between the i10 and the i20, and this one fits the bill perfectly.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Asta (O)	7.42	4cyl 1197cc	82	114	NA	NA	NA	7/10
Asta D	8.73	3cyl 1120cc	71	180	NA	15.94	16.35	7/10

L: 3765mm W: 1660mm H: 1520mm Boot: 235 litre Fuel Tank: 43 litre, Ground Clearance: NA

DATA IN NUMBERS: POWER PUSH

- Hyundai Grand i10 1.2 P 82bhp
- Ford Figo 1.2 P 87bhp

i10

Another excellent compact hatch from Hyundai. Massively practical, very sophisticated for such a small car.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Sportz	5.92	4cyl 1086cc	66	99	NA	NA	NA	6/10

L: 3585mm W: 1595mm H: 1500mm Boot: 235 litres Fuel Tank: 35 litre, Ground Clearance: 165mm

SANTA FE

Hyundai takes the fight to Honda CR-V's door step. Also comes with diesel engine. Build: Assembled



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
4WD AT	40.58	4cyl 2199cc	194	436	NA	9.17	10.5	7/10

L: 4690mm W: 1880mm H: 1690mm Boot: 969 litres Fuel Tank: 64 litre, Ground Clearance: 185mm

TUSCON

Strengthens Hyundai's SUV portfolio by filling up the gap left open by the bigger Santa Fe and the smaller Creta.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
2WD AT	27	4cyl 1396cc	153	192	NA	NA	NA	NA
2WD AT Diesel	31.5	4cyl 1995cc	183	402	NA	NA	NA	7/10

L: 4475mm W: 1850mm H: 1655mm Boot: NA Fuel Tank: 62 litre Ground Clearance: 172mm

XCENT

Hyundai has a go at the under-four metre sedan segment with the weirdly-named Xcent.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.2 Kappa SX (O) AT	8.64	4cyl 1197cc	82	114	NA	NA	NA	6/10
1.1 CRDi SX (O)	9.97	3cyl 1197cc	71	180	NA	NA	NA	7/10

L: 3995mm W: 1660mm H: 1520mm Boot: 470 litre Fuel Tank: 43 litre, Ground Clearance: NA

ISUZU

TopGear on Isuzu: Known for their low-cost, reliable diesel engines. Full local manufacture begins in 2015.



MU-7

Think Fortuner, but not from Toyota. Lots of space and brute force. Build: Assembled



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Automatic	28.06	4cyl 2999cc	161	360	NA	12.54	10.55	6/10

L: 4955mm W: 1800mm H: 1805mm Boot: na Fuel Tank: 76 litre, Ground Clearance: 210mm

D-MAX V-CROSS

It's a pick-up unlike any other. Seats five, gets plenty of features. A lot of metal for the money



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
V-Cross 4x4	15.32	4cyl 2499cc	132	320	NA	NA	NA	-

L: 5295mm W: 1860mm H: 1840mm Boot: NA Fuel Tank: NA, Ground Clearance: 225mm

JAGUAR

TopGear on Jaguar: Turning out brilliant driver's cars. The XF is lovely, and the new engines are as good as anything out there.



F-PACE

Jaguar's first attempt at making an SUV, and what an attempt it is. It'll do pretty much everything you ask it to



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Pure	92.93	4cyl 1999cc	174	430	NA	NA	NA	-
R-Sport	160	6cyl 2993cc	292	700	NA	7.2	9.1	8/10

L: 4731mm W: 2070mm H: 1651mm Boot: NA Fuel Tank: NA, Ground Clearance: NA

F-TYPE

The F-Type continues the legacy of the E-Type, never mind the 50 year break between the two



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
S Convertible	179*	6cyl 2995cc	375	460	250	4.19	5.35	7/10
R Coupe	186*	8cyl 5000cc	542	680	na	4.2	4.45	8/10

L: 4470mm W: 1920mm H: 1308-1321mm Boot: 200 litres Fuel Tank: 72 litres, Ground Clearance: NA

XE

Finally, Jaguar has provided a credible alternative to the C-Class and 3-Series. Only available in petrol, for now



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Pure	48.83	4cyl 1999cc	197	320	NA	NA	NA	-
Portfolio	58.59	4cyl 1999cc	237	340	237	7.6	10.7	8/10

L: 4795cm W: 1967mm H: 1416mm Boot: 455 litre Fuel Tank: 63 litre, Ground Clearance: 110mm

XF

This model has brought Jag to the same level as its German counterparts. It drives as good as its looks.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
2.0L D Portfolio	81.89	4cyl 1999cc	177	430	NA	NA	NA	-
2.0L P Portfolio	81.56	4cyl 1999cc	237	340	NA	NA	NA	-

L: 5067mm W: NA H: 1457mm Boot: 505 litre Fuel Tank: 66 litre, Ground Clearance: NA

XJ

British engineering at its finest, good option for buyers looking for a big non-German luxury sedan.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
2.0L Petrol Portfolio	123	4cyl 1999cc	237	340	NA	9.85	10.55	8/10
3.0L Diesel Portfolio	133	6cyl 2993cc	271	600	230	6.6	NA	8/10

L: 5255mm W: 2105mm H: 1460mm Boot: 520 litre Fuel Tank: 82 litre, Ground Clearance: NA

DATA IN NUMBERS: WHICH LUXE LIMO?

- Jaguar XJ 3.0D ₹1.31 crore
- Mercedes S 350 CDI ₹1.38 crore

Jeep

TopGear on Jeep: Making some of the most iconic SUVs in the world. They're old, but they still have a charm all their own

WRANGLER

Where the rest of the SUVs give up, the Wrangler soldiers on. Hardy, ancient, and pretty damn tough.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Unlimited 4x4	94	4cyl 2800cc	194	460	NA	NA	NA	-

L: 4583mm W: 1877mm H: 1829mm Boot: 884 litres Fuel Tank: 85 litre, Ground Clearance: 238mm

GRAND CHEROKEE

The more rugged alternative to an Audi Q7 or a Volvo XC90. Also comes with a glorious HEMI V8.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
3.0L Summit D	135	6cyl 2987cc	239	570	NA	NA	NA	-
SRT	147	8cyl 6400cc	468	624	NA	NA	4	8/10

L: 4828mm W: 1943mm H: 1802mm Boot: 1025 litres Fuel Tank: 93.5 litre, Ground Clearance: 206mm

LAMBORGHINI

TopGear on Lamborghini: Audi-owned Lambo is firing on all cylinders, with its strongest model range yet and enough attitude to keep devotees happy.

AVENTADOR

Stays true to its illustrious supercar heritage. Brute force meets top-notch luxury.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LP700-4	485*	12cyl 6500cc	691	690	350	2.9	4.3	8/10
LP700-4 Roadster	NA	12cyl 6500cc	691	690	350	3.0	4.3	8/10

L: 4780mm W: 2030mm H: 1136mm Boot: na Fuel Tank: 90 litres, Ground Clearance: NA

HURACAN

The successor to the hugely-popular Gallardo, the new baby Lambo packs an incredible punch.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LP610-4	343*	10cyl 5204cc	602	560	NA	NA	NA	8/10
LP580-2	299*	10cyl 5204cc	570	540	NA	NA	NA	8/10

L: 4459mm W: 1924mm H: 1165mm Boot: na Fuel Tank: 90 litres, Ground Clearance: NA

LAND ROVER

TopGear on Land Rover: Builder of the best 4x4 by far? An old advertising slogan that's now coming true with the latest range of Landies.



DISCOVERY SPORT

The most glamorous Land Rover till date is also a proper mountain goat.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
HSE TD4	70.48	4cyl 2179cc	147	400	210	11.9	NA	7/10
HSE Luxury SD4	79.71	4cyl 2179cc	188	420	NA	10.2	12.45	7/10

L: 4599mm W: 2173mm H: 1724mm Boot: na Fuel Tank: 65 litres Ground Clearance: 212mm

EVOQUE

If looks could kill, the Range Rover Evoque would be a serial killer.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
HSE Dynamic	81.4	4cyl 2179cc	188	420	NA	9.79	10.5	7/10

L: 4355mm W: 1985mm H: 1605-1635mm Boot: na Fuel Tank: na Ground Clearance: NA

RANGE ROVER

Still the Rolls-Royce of the SUVs. Now, in a much lighter avatar, with a much heavier price tag.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
3.0 TDV6	290	6cyl 2993cc	244	600	215	7.9	12	8/10
44 SDV8 SVA LWB	482	8cyl 4367cc	335	740	215	7.21	8.4	8/10
5.0L V8 Supercharged	347	8cyl 4999cc	503	625	230	5.4	NA	8/10

L: 4999mm W: 2073mm H: 1835mm Boot: na Fuel Tank: 105 litres, Ground Clearance: NA

RANGE ROVER SPORT

Range's smaller, sportier brother – more practical and clever, but not quite as charming.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
3.0L SDV6 HSE	200	6cyl 2993cc	288	600	208	7.54	9.25	8/10
5.0L V8 Supercharged	231	8cyl 4999cc	503	680	222	7.4	NA	8/10
SVR	269	8cyl 4999cc	543	680	260	5.7	5	9/10

L: 4850mm W: 1930mm H: 1780mm Boot: na Fuel Tank: 105 litres, Ground Clearance: 227mm

MAHINDRA

TopGear on Mahindra: Crossed the fence from crude to refined. They do look intent on making it big on the world stage over the decade.



BOLERO

Dinosaur bones, but surprisingly competent. Cheap, rugged, but cramped. Now available as a sub-4m offering, too



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
SLE	9.53	4cyl 2523cc	63	195	132	27.6	11.5	6/10
Power+ SLE	8.31	3cyl 1493cc	70	195	NA	NA	NA	5/10

L: 3995-4107mm W: 1745mm H: 1880mm Boot: na Fuel Tank: 50 litres, Ground Clearance: 180mm

E20

If you're the kind who loves the Arctic icebergs and is concerned about global warming, this one is for you.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
T2	6.30	3-phase DC	25	53	80	NA	NA	5/10

L: 3280mm W: 1510mm H: 1560mm Boot: na Fuel Tank: na, Ground Clearance: 180mm

KUV100

Mahindra's attempt at stealing the Swift's spotlight. As big as a hatch, pretty spacious, but looks divide opinion.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
K8 5-seater Diesel	8.82	3cyl 1198cc	77	190	NA	NA	NA	7/10

L: 3675mm W: 1705mm H: 1635mm Boot: 243 litres, Fuel Tank: 35 litres, Ground Clearance: 170mm

NUVOSPORT

A little more than a Quanto in new clothes, the NuvoSport is Mahindra's third sub-4m offering



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
N8	11.4	3cyl 1493cc	100	240	NA	16.4	13.85	6/10

L: 3985mm W: 1850mm H: 1870mm Boot: 412 litres, Fuel Tank: 55 litres, Ground Clearance: 180mm

SCORPIO

Ever-improving SUV offers great value, excellent practicality for India and now-decent road manners. Top car.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
S10 4x4 Auto	18.74	4cyl 2179cc	120	280	NA	NA	NA	7/10

L: 4430mm W: 1817mm H: 1975mm Boot: na Fuel Tank: 60 litres Ground Clearance: 180mm

THAR

Old-school SUV with a go-anywhere attitude.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
CRDe	10.65	4cyl 2498cc	105	247	138	15.2	11.6	7/10

L: 3920mm W: 1726mm H: 1930mm Boot: na Fuel Tank: 60 litres Ground Clearance: 210mm

TUV300

Its looks may not be everyone's cup of tea (or coffee), but this car is one of Mahindra's finest efforts till date.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
T8	11.12	4cyl 1493cc	100	240	NA	18.6	11.6	6/10

L: 3995mm W: 1835mm H: 1839mm Boot: 384 litres Fuel Tank: 60 litres Ground Clearance: 184mm

VERITO

Spacious, solid and a super ride. To top that, it comes with mouth-watering price tags. Also available in full-electric form



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.5 D6	10.83	4cyl 1461cc	65	160	165	17.4	18.9	6/10
eVerito	12.32	72V AC motor	41	91	NA	NA	NA	-

L: 4247mm W: 1740mm H: 1540mm Boot: 510 litres Fuel Tank: 50 litres, Ground Clearance: 172mm

VERITO VIBE

A Verito minus the boot. But don't mistake it for a hatch, it's a super-compact sedan with 330litres of boot space.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
D6	9.01	4cyl 1461cc	64	160	NA	16.57	14	4/10

L: 3990mm W: 1740mm H: 1540mm Boot: 330 litres Fuel Tank: 50 litres, Ground Clearance: 172mm

XUV 500

Its heart is in the right place, but the dynamic chinks need ironing out.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
W10 AWD	23.6	4cyl 2179cc	140	330	NA	12.3	11.15	7/10

L: 4500mm W: 1850mm H: 1785mm Boot: na Fuel Tank: 55 litres, Ground Clearance: 186mm

XYLO

Innova-slayer with the sedan market in sight. Big, spacious and value-for-money



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
H9	14.68	4cyl 2179cc	122	280	155	15.2	NA	5/10

L: 4500mm W: 1850mm H: 1880mm Boot: na Fuel Tank: 55 litres, Ground Clearance: 186mm

MARUTI SUZUKI

TopGear on Maruti Suzuki:
A brand most Indians trust more than they do their spouses. And for good reason. Cars are good. Service and support, brilliant.

ALTO 800

Maruti's idea of cheap transportation. Gets the tried-and-tested engine and Alto's platform



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LXi	4.46	3cyl 796cc	47	69	NA	18	16	5/10

L: 3395mm W: 1475mm H: 1475mm Boot: 117 litre Fuel Tank: 35 litres, Ground Clearance: 160mm

ALTO KIO

New engine and transmission mean you can say 'Alto' and 'performance' in the same sentence.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VXi AGS	5.01	3cyl 998cc	67	90	NA	NA	NA	7/10

L: 3545mm W: 1515mm H: 1475mm Boot: na Fuel Tank: 35 litres, Ground Clearance: 160mm

BALENO

Capable, sizeable hatchback that feels good on the inside. Can hold its own against its rivals.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Zeta P	7.4	4cyl 1197cc	83	115	NA	13	14.5	7/10
Alpha D	9.67	4cyl 1248cc	74	190	NA	12.8	16.35	7/10

L: 3995mm W: 1745mm H: 1500mm Boot: 339 litres Fuel Tank: 37 litres Ground Clearance: 170mm

CIAZ

Maruti's answer to the Citys and the Vernas of the world. Available in petrol and diesel, manual and automatic guises.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
ZXi AT	11.89	4cyl 1373cc	91	130	NA	12	13.9	7/10
ZDi (O) SHVS	12.91	4cyl 1248cc	89	200	NA	NA	15.5	7/10

L: 4490mm W: 1730mm H: 1485mm Boot: 510 litre, Fuel Tank: 43 litres, Ground Clearance: 170mm

CELERIO

Another no-frills commuter from Maruti. But there's a pleasant surprise this time – an automated manual gearbox.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
ZXi (O)	6.1	3cyl 998cc	67	90	NA	NA	NA	6/10
ZDi (O)	7.18	2cyl 793cc	48	125	NA	23	20	5/10

L: 3600mm W: 1600mm H: 1560mm Boot: 235 litre, Fuel Tank: 35 litres, Ground Clearance: 165mm

Eeco

Don't let the marketing gimmick fool you. The Eeco is a stripped-down Versa at a rock-bottom price.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
7 STR	4.25	4cyl 1196cc	73	101	NA	NA	NA	3/10

L: 3675mm W: 1740mm H: 1800mm Boot: 147.5 litres Fuel Tank: 40 litres, Ground Clearance: 160mm

ERTIGA

Maruti jumps on the people-mover bandwagon with the Ertiga. Drives like a car, seats seven and it's compact.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
ZXi +	10.42	4cyl 1373cc	94	130	NA	NA	NA	7/10
ZDi +	11.44	4cyl 1248cc	88	200	165	12.7	13.5	7/10

L: 4265mm W: 1695mm H: 1685mm Boot: na Fuel Tank: 45 litres Ground Clearance: 185mm

TOPGEAR TOP FIVE

LUXURY CARS

1



ROLLS-ROYCE PHANTOM

Price ₹6 crore, Specs 12cyl, 6749cc, 453bhp, 720Nm

You must have heard of terms like the Rolls-Royce of audio speakers, the Rolls-Royce of luxury watches. Well, then meet the Rolls-Royce of cars. It has been and continues to be the epitome of everything that's luxurious and the best in the world. To put it simply, if it's not the best, you won't find it in a Phantom.

2



MERCEDES S-CLASS

Price ₹1.37 crore, Specs 6cyl, 2987cc, 255bhp, 620Nm

Apart from being luxurious and comfortable, the S-Class has always been the harbinger of innovative technology that eventually filters down to regular family cars in a couple of decades' time. So if you'd like the best in comfort, safety and innovation, stop looking. Your search ends here.

3



BENTLEY MULSANNE

Price ₹5.67 crore, Specs 8cyl, 6752cc, 505bhp, 1020Nm

Bentley's flagship saloon, the Mulsanne, is like an ancient castle with ultra-modern amenities and plumbing. It marries the best of tradition, comfort, luxury with a wallop of horsepower and torque. Perhaps the only machine in this lot that's as good to drive as it is to be driven in.

4



BMW 7 SERIES

Price ₹1.55 crore, Specs 8cyl, 4395cc, 442bhp, 650Nm

The 7 has been at the forefront of driver-focused luxury since its inception. What? Of course, massage seats, first-class luxury and superb levels of comfort are all part of standard equipment. You can have yours as a diesel, a V8 petrol or maybe even the V12, if you ask nicely.

5



RANGE ROVER

Price ₹1.81 crore, Specs 6cyl, 2993cc, 244bhp, 600Nm

For a name that's rather short, this thing is unmatched when it comes to its long list of abilities. This is the car that is as at ease in the jungle as it is in the high society. It has simplified luxury travel and off-roading in a way Apple simplified the smartphone.

RITZ

If there's ever a fill-it-shut-it-forget-it car, this is it.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
ZXi	5.4	4cyl 1198cc	85	113	na	13.8	NA	6/10
VDi	6.81	4cyl 1248cc	74	190	na	14.6	16	6/10

L: 3715mm W: 1680mm H: 1620mm Boot: 178 litre Fuel Tank: 43 litres, Ground Clearance: 170mm

S-CROSS

The big hatchback that is – and believe us when we say this – a credible rival to the Hyundai Creta



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
DDiS 200 Alpha	13.24	4cyl 1248cc	87	200	NA	13.5	15.8	7/10
DDiS 320 Alpha	16.95	4cyl 1598cc	116	320	na	11.4	15	7/10

L: 4300mm W: 1765mm H: 1590mm Boot: 353 litre Fuel Tank: 48 litres Ground Clearance: 170mm

DATA IN NUMBERS: CROSSOVER POWER

- S-Cross DDiS 320: 116bhp
- Creta 1.6 D: 126bhp
- Duster 1.5 dCi: 108bhp

SWIFT

The most popular Maruti ever. Looks fab, drives well, has two great engines and lots of equipment.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
ZXi	7.6	4cyl 1197cc	83	115	160	NA	NA	8/10
ZDi	9	4cyl 1248cc	74	190	160	NA	NA	7/10

L: 3850mm W: 1695mm H: 1530mm Boot: 204 litre Fuel Tank: 42 litres, Ground Clearance: 170mm

SWIFT DZIRE

Recently refreshed, looks better but reduces some of its boot space.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
ZXi	8.2	4cyl 1197cc	86	114	160	NA	NA	6/10
ZDi	9.6	4cyl 1248cc	74	190	160	13.7	NA	6/10

L: 3995mm W: 1695mm H: 1555mm Boot: 316 litre Fuel Tank: 42 litres, Ground Clearance: 170mm

VITARA BREZZA

The sub-four metre SUV India has been eagerly awaiting is finally here, and it manages to do everything quite well.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LDi	8.76	4cyl 1248cc	88	200	NA	NA	NA	8/10
ZDi+	11.9	4cyl 1248cc	88	200	NA	NA	NA	8/10

L: 3995mm W: 1790mm H: 1640mm Boot: 328 litres, Fuel Tank: 48 litres Ground Clearance: 198mm

WAGON R

More spacious than its predecessor and much nicer to look at. Definitely for the family man... or woman



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VXi (O) AGS	6.26	3cyl 998cc	67	90	NA	NA	NA	6/10

L: 3595mm W: 1475mm H: 1670mm Boot: na Fuel Tank: 35 litres, Ground Clearance: 165mm

MASERATI

TopGear on Maserati:

The Trident is back, with nearly its full range of cars. Best of all, they're all drop-dead gorgeous



GHIBLI

The compact Maser sedan. Only available with a diesel, but can steal your heart with its looks



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Diesel	114*	6cyl 2987cc	271	600	NA	6.84	NA	7/10

L: 4971mm W: 1945mm H: 1461mm Boot: 500 litre Fuel Tank: 70 litres Ground Clearance: NA

GRAN TURISMO

This is possibly one of the most spectacular-looking sports cars ever built. Even after all these years...



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Gran Turismo MC Stradale	240*	8cyl 4691cc	453	520	NA	NA	NA	-
Gran Cabrio MC Stradale	245*	8cyl 4691cc	453	520	NA	NA	NA	-

L: 4881mm W: 1915mm H: 1353mm Boot: 260 litre Fuel Tank: 86 litres Ground Clearance: NA

DATA IN NUMBERS: A PRICE FOR MORE HEADROOM

- GRAN TURISMO MC STRADALE: 2.4 CRORE
- GRAN CABRIO MC STRADALE: 2.45 CRORE

QUATTROPORTE

Mafia boss? Say hello to your big, shiny new ride.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
GTS	222*	8cyl 3799cc	523	710	NA	NA	NA	7/10
Diesel	152*	6cyl 2987cc	271	600	NA	NA	NA	7/10

L: 5262mm W: 1948mm H: 1481mm Boot: 530 litres Fuel Tank: 80 litre Ground Clearance: NA

MERCEDES-BENZ

TopGear on Mercedes-Benz:

The men from Stuttgart are on a roll. A truckload of products have arrived in the recent past, and many more are on their way

A-CLASS

Merc's newest offering is dressed to kill. Now the stepping stone to Benz ownership.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
A 180 Sport	36.29	4cyl 1595cc	121	200	NA	9.85	12.8	8/10
A 200d Sport	37.61	4cyl 2143cc	134	300	NA	8.7	14.3	7/10

L: 4292mm W: 2010mm H: 1433mm Boot: 488 litres Fuel Tank: 50 litres, Ground Clearance: NA

DATA IN NUMBERS: KNOCKING ON THE DOORS OF TORQUE

- Merc A 180 Sport: 5 doors 200Nm
- Merc AMG GT: 2 doors 650Nm

AMG GT

The pinnacle of the AMG range strikes a fine balance between performance and flamboyance.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
S	267	8cyl 3982cc	503	650	NA	3.9	14	8/10

L: 4546mm W: 1939mm H: 1288mm Boot: 285-350 litres Fuel Tank: 75 litres Ground Clearance: NA

B-CLASS

Merc's B-Class is ultimately a large luxury hatchback. Now a more practical alternative to the A-Class.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
B 200 CDI Sport	39.38	4cyl 2143cc	134	300	210	9.36	14	6/10
B 180 Sport	38.05	4cyl 1595cc	120	200	200	10.5	10.3	6/10

L: 4359mm W: 1786mm H: 1557mm Boot: 486 litres, Fuel Tank: 50 litres, Ground Clearance: 18cm

C-CLASS

Excellent new C-Class returns to traditional Merc values and quality. As soothing as a champagne jacuzzi.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
C 300 Cabriolet	NA	4cyl 1991cc	241	370	NA	NA	NA	7/10
C 200 Avantgarde	53.74	4cyl 1991cc	181	300	NA	NA	NA	8/10
C 220 CDI Avantgarde	51.7	4cyl 2143cc	168	400	NA	8.22	15	8/10
AMG C63 S Sedan	174	8cyl 3982cc	503	700	NA	NA	NA	9/10
AMG C43 Sedan	74.35*	6cyl 2996cc	362	520	250	4.7*	NA	8/10

L: 4686mm W: 1810mm H: 1442mm Boot: 480 litres, Fuel Tank: NA, Ground Clearance: NA

TOPGEAR TOP FIVE

SMALL CARS

1



RENAULT KWID

Price ₹3.6* lakh,
Specs 799cc, 59bhp, 71Nm

The Kwid has been quite a revolution. It has looked at the compact hatchback from a new perspective. It has shown Indians that we may not have to skimp on things just before we're on a budget. With the way it drives and with the way it's been styled, it's here to give its established rivals a good run for their money.

2



HYUNDAI GRAND I10

Price ₹8.06 lakh,
Specs 1120cc, 71bhp, 180Nm

The Grand i10 looks cute and is packed to its brim with features, but the biggest highlight of this tiny hatchback is its handling capabilities. Based on a new platform, it can put a smile on the driver's face through a mountain road. And despite being a good drive, it's extremely frugal, keeping costs in check.

3



MARUTI SWIFT

Price ₹7.54 lakh,
Specs 1248cc, 74bhp, 190Nm

The ultimate king of hatchbacks. Packs in everything a buyer would want brilliantly. Be it engines, handling characteristics, ride quality and overall peace of mind for aftersales, the Swift has been through its test of time, with many rivals coming and failing to dethrone the mighty king.

4



MARUTI ALTO K10

Price ₹4.26 lakh,
Specs 998cc, 67bhp, 90Nm

India's best-selling car that sells more than 20,000 units a month. The Alto literally puts the nation on wheels. Low running and owning costs, a bigger zesty K10 engine and a fine balance between efficiency and fun is what the Alto K10 blends brilliantly.

5



FORD FIGO

Price ₹7.75 lakh,
Specs 1498cc, 99bhp, 215Nm

The earlier Ford Figo was good, but lost in some areas. The new Figo is a car that forces every buyer in that segment to sit up and take notice. It is far more premium than what the segment offers, its tried-and-tested engines and the overall well-roundedness is something that works brilliantly.

CLA-CLASS

Looks smashing. AMG-fettled version powered by the most powerful four-pot in production. Also, looks smashing.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
200 Sport	41.84	4cyl 1991cc	181	300	NA	7.83	12.9	7/10
200 CDI Sport	43.81	4cyl 2143cc	134	300	NA	9.8	17.9	7/10
CLA45 AMG	93.76	4cyl 1991cc	355	450	NA	NA	NA	8/10

L: 4630mm W: 1770mm H: 1416mm Boot: 470 litres Fuel Tank: 56 litres Ground Clearance: NA

CLS

Superb alternative to a luxury sedan. Goes well, turns heads too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
CLS 250 CDI	101	4cyl 2143cc	201	500	250	NA	NA	8/10

L: 4940mm W: 1880mm H: 1416mm Boot: 520 litres Fuel Tank: 80 litres Ground Clearance: 120mm

E-CLASS

Fresh new styling with a touch of character, great engine and new features make it an irresistible offer



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
E 200	62.56	4cyl 1991cc	181	300	NA	9.2	9	7/10
E 250 CDI	66.4	4cyl 2143cc	202	500	NA	8.31	11.6	7/10
E63 AMG	244	8cyl 5461cc	550	720	NA	5.07	6	8/10
E 350 CDI	79.05	6cyl 2987cc	261	619	NA	6.98	12.65	8/10
E400 Cabriolet	105	6cyl 2996cc	328	480	NA	NA	NA	8/10

L: 4868mm W: 1850mm H: 1474mm Boot: 540 litres Fuel Tank: 80 litres, Ground Clearance: NA

GLC

With good space, a stylish interior and decent on-road dynamics, the GLC is a great all-round package



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
300	68.98	4cyl 1991cc	245	370	NA	NA	NA	7/10
220 d	68.71	4cyl 2143cc	170	400	NA	NA	NA	7/10

L: 4656mm W: 1890mm H: 1639mm Boot: 550 litres Fuel Tank: NA, Ground Clearance: NA

GLS

All the creature comforts you need, and a boot that can easily swallow your camping equipment.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
350 d	102	6cyl 2987cc	255	620	222	8.2	9.25	7/10
GL 63 AMG	231	8cyl 5461cc	550	760	250	NA	NA	6/10
400	109	6cyl 2996cc	328	480	NA	NA	NA	-

L: 5099mm W: 1920mm H: 1850mm Boot: 520 litres Fuel Tank: 100 litre, Ground Clearance: NA

GLA-CLASS

A bigger A-Class. Offers a good ride, enough features and also, it's fun to drive



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
200 Sport	43.07	4cyl 1991cc	181	300	NA	NA	NA	7/10
200 CDI Sport	45.09	4cyl 2143cc	134	300	NA	NA	NA	7/10
GLA 45 AMG	97	4cyl 1991cc	355	450	NA	NA	NA	8/10

L: 4417mm W: 1804mm H: 1494mm Boot: 421 litres, Fuel Tank: NA Ground Clearance: 183mm

GLE-CLASS

The M-Class with a new name is vastly better, offers great quality, and is good on-road.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
350 CDI	91.55	6cyl 2987cc	254	620	225	7.62	NA	7/10
250 CDI	78.07	4cyl 2143cc	204	500	NA	NA	NA	7/10

L: 4804mm W: 1926mm H: 1796mm Boot: 690 litres Fuel Tank: 70 litres Ground Clearance: NA

S-CLASS

Not just the best car in the world. It redefines what a car will be expected to do in the future.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
S 350 CDI	138	6cyl 2987cc	255	620	250	7.51	9.8	8/10
S 400 L	154	6cyl 2396cc	328	480	250	NA	NA	-
S 500 Coupe	NA	8cyl 4663cc	453	700	250	5.78	5.6	8/10
S 63 AMG Coupe	306	8cyl 5461cc	576	900	250	NA	NA	9/10
S 63 AMG Sedan	NA	8cyl 5461cc	576	900	250	4.2	NA	8/10
S 600 Maybach	324	12cyl 5980cc	523	830	250	NA	NA	9/10
S 500 Cabriolet	NA	8cyl 4663cc	449	700	250	NA	NA	9/10

L: 5246mm W: 1899mm H: 1494mm Boot: 530 litres Fuel Tank: 80 litres Ground Clearance: NA

SLC

Known as the SLK before, this little roadster isn't all-new, but makes do with a facelift and a new powerplant.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
43 AMG	102	6cyl 2396cc	362	520	NA	NA	NA	NA

L: 4142mm W: 1817mm H: 1304mm Boot: NA Fuel Tank: 60 litres, Ground Clearance: NA

G-WAGON

The G-Wagon is still going strong. The AMG V8 gives it hot-rod performance.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
G63 AMG	267	8cyl 5461cc	563	760	210	5.4	NA	9/10

L: 4763mm W: 1855mm H: 1938mm Boot: 480 litres Fuel Tank: 96 litres Ground Clearance: NA

MINI

TopGear on Mini: Mini has managed what other carmakers struggle to do - make a small, fun car, and charge a premium



MINI

The basics are wrong: transverse engine, FWD, but tell that to yourself when you are smiling end to end



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Cooper D 3-door	31.85*	3cyl 1496cc	114	270	NA	9.43	14.6	7/10
Cooper D 5-door	35.20*	3cyl 1496cc	114	270	NA	9.41	16.9	7/10
Cooper S	NA	4cyl 1998cc	189	280	NA	6.87	10.75	8/10
S Convertible	34.9*	4cyl 1998cc	189	300	NA	7.1	NA	7/10

L: 3982mm W: 1938mm H: 1425mm Boot: 278 litres Fuel Tank: 44 litres, Ground Clearance: NA

DATA IN NUMBERS: PREMIUM FOR SPACE

→ Cooper D 5-door: ₹3.3 lakh more than the 3-door

COUNTRYMAN

When four-door practicality meets the Mini badge, what you have is the Countryman



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Cooper D	35.68	4cyl 1598cc	112	270	NA	NA	NA	7/10

L: 4100mm W: 1780mm H: 1561mm Boot: 350 litres Fuel Tank: 47 litres, Ground Clearance: NA

MINI CLUBMAN

The biggest Mini yet, with...7 doors. Only available in the Cooper S variant for now.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Cooper S	39.51*	4cyl 1998cc	189	280	NA	NA	NA	NA

L: 4253mm W: 1800mm H: 1441mm Boot: 360 litres Fuel Tank: 48 litres Ground Clearance: na

MITSUBISHI

TopGear on Mitsubishi: Japanese industrial giant that now sells a single SUV in our market - the Pajero Sport.



MONTERO

The 'King of Terrains' has returned with a more chrome-heavy face. It's significantly more expensive, too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
GLS 4x4 AT	67.88*	4cyl 3200cc	186	441	NA	NA	NA	-

L: 4900mm W: 1875mm H: 1900mm Boot: NA Fuel Tank: 88 litres, Ground Clearance: 235mm

PAJERO SPORT

This is for those forever looking for shortcuts through the bushes. Fantastic off-road, adequate on it.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
4x4 MT	32.55	4cyl 2477cc	178	400	NA	NA	NA	6/10

L: 4695mm W: 1815mm H: 1840mm Boot: NA Fuel Tank: 70 litres, Ground Clearance: 215mm

NISSAN

TopGear on Nissan: A big Japanese car maker with a factory in England. Its portfolio becomes more respectable as each new model appears.



GT-R

The iconic sports car comes to India, one of the quickest in the world



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
GT-R	208*	6cyl 3799cc	565	637	315	3.2	NA	8/10

L: 4710mm W: 1895mm H: 1370mm Boot: NA Fuel Tank: NA Ground Clearance: NA

MICRA

Nissan's budget small car armed with features you won't see even in cars twice its price. Peppy and fun to drive too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
XV Active	6.4	3cyl 1198cc	74	104	NA	NA	13.3	5/10
Diesel XV - Premium	10.02	4cyl 1461cc	63	160	NA	11.5	NA	5/10

L: 3725mm W: 1665mm H: 1530mm Boot: 251 litres Fuel Tank: 41 litres, Ground Clearance: 150mm

SUNNY

Lots of passenger space, safety features like driver airbag and ABS, even on the base variant



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
XL CVT	12.17	4cyl 1498cc	100	134	NA	NA	NA	6/10
XV Diesel Safety	13.5	4cyl 1461cc	85	200	NA	NA	NA	6/10

L: 4455mm W: 1695mm H: 1515mm Boot: 490 litres Fuel Tank: 41 litres, Ground Clearance: NA

TERRANO

The Duster gets new clothes and lots of chrome. Looks a tad more premium than its French cousin



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.5D XL 110PS	16.78	4cyl 1461cc	108	248	216	11.96	13.5	8/10
1.6P XL	12.15	4cyl 1598cc	104	145	NA	NA	NA	7/10

L: 4331mm W: 1822mm H: 1671mm Boot: 475 litres Fuel Tank: 50 litres, Ground Clearance: 205mm

PORSCHE

TopGear on Porsche: A big name in sports car manufacture and motorsport and deservedly so. It produces cars of immense capability and quality.



911

Iconic. Instantly recognisable, fantastic to drive, near-perfect.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Carrera	140*	6cyl 2981cc	364	450	NA	NA	NA	-
Turbo S Cabriolet	277*	6cyl 3800cc	572	700	NA	NA	NA	-

L: 4507mm W: 1880mm H: 1294mm Boot: 115-145 litres, Fuel Tank: 64 litres, Ground Clearance: NA

BOXSTER

Step 1 into Porsche-land is still a divine experience.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Boxster GTS	113*	6cyl 3436cc	335	380	NA	5.09	6.5	9/10

L: 4329mm W: 1800mm H: 1282mm Boot: 150 litres Fuel Tank: 64 litres, Ground Clearance: NA

CAYMAN

Baby 911 is a great sports car. Supernatural handling.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Cayman GTS	115*	6cyl 3436cc	335	380	NA	5.05	6.5	10/10

L: 4440mm W: 1800mm H: 1294mm Boot: 150 litres, Fuel Tank: 64 litres, Ground Clearance: NA

CAYENNE

Big bad mutha. Perfect if you want a Porsche, but are scared of our roads.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Cayenne Turbo	174*	8cyl 4806cc	512	750	NA	6.17	5	8/10

L: 4799mm W: 1939mm H: 1705mm Boot: na Fuel Tank: 100 litres, Ground Clearance: NA

MACAN

Want a sports car that's actually an SUV? This is as close as it gets.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Turbo	108*	6cyl 3604cc	394	550	NA	4.76	6.65	9/10
Macan	NA	4cyl 1984cc	248	370	NA	6.7	5.3	9/10

L: 4680mm W: 1920mm H: 1624mm Boot: 500 litres, Fuel Tank: 60 litres, Ground Clearance: NA

PANAMERA

A 911 for the family man, with two extra doors and a rear seat.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Panamera Turbo S	NA	8cyl 4806cc	562	750	NA	NA	NA	8/10

L: 4970mm W: 1930mm H: 1418mm Boot: 820 litres Fuel Tank: 60 litres, Ground Clearance: NA

PREMIER

TopGear on Premier: Gone are the glory days, market share that the company enjoyed. Now a company selling niche products.



RIO

If you are adamant on being different, this is your ride.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LX Multijet	7.93	4cyl 1248cc	72	183	NA	15.03	14	3/10

L: 3970mm W: 1570mm H: 1730mm Boot: 454 litres Fuel Tank: 46 litres, Ground Clearance: 200mm

RENAULT

TopGear on Renault: Renault's journey in India is going rather nicely, thanks in no small measure to the Duster.



DUSTER

Finally a cheap SUV that won't go belly-up around a corner.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
RXZ 110 AMT	16.5	4cyl 1461cc	108	245	NA	13.1	13.95	8/10

L: 4315mm W: 1822mm H: 1695mm Boot: 475 litres Fuel Tank: 50 litres Ground Clearance: 205mm

FLUENCE

Pretty safe bet of a car. Comfortable, refined and built to last.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
E4 Diesel	20.89	4cyl 1461cc	108	240	170	11.7	21	7/10

L: 4618mm W: 1813mm H: 1488mm Boot: 530 litres
Fuel Tank: Na, Ground Clearance: 170mm

KOLEOS

French take on the softroader, and a pretty good one at that.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
4x4 AT	35.57	4cyl 1995cc	171	320	NA	NA	NA	7/10

L: 4520mm W: 1855mm H: 1695mm Boot: NA Fuel
Tank: 65 litres, Ground Clearance: 206mm

KWID

Bigger than the Alto, features more equipment than the Alto, offers more power than the Alto. What's not to like?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.0 RXT (O)	5.10	3cyl 999cc	67	91	NA	NA	NA	7/10
0.8 RXT (O)	4.88	3cyl 799cc	53	72	NA	15.7	17.05	7/10
1.0 RXT(O) AMT	5.59	3cyl 999cc	67	91	NA	NA	NA	7/10

L: 3679mm W: 1579mm H: 1478mm Boot: 300 litres Fuel
Tank: 28 litres Ground Clearance: 180mm

DATA IN NUMBERS: THE GAP BETWEEN THE NUTS

- Renault Kwid: 242.2cm wheelbase
- Renault Scala: 260cm wheelbase
- Renault Lodgy: 281cm wheelbase

LODGY

Ticks all the right boxes. Highly practical MPV capable of rewriting the rules of the game.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
RXZ 110PS 7-str	14.68	4cyl 1461cc	109	245	NA	NA	NA	7/10

L: 4498mm W: 1751mm H: 1697mm Boot: 207-1.861
litres Fuel Tank: 50 litres Ground Clearance: 174mm

SCALA

The French version of the Sunny.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
RxZ CVT	12.60	4cyl 1498cc	100	134	NA	NA	NA	6/10

L: 4425mm W: 1695mm H: 1505mm Boot: 490 litres
Fuel Tank: 41 litres, Ground Clearance: 161mm

PULSE

The masculine version of the Nissan Micra.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
RXZ Petrol	6.78	3cyl 1198cc	75	104	NA	NA	NA	5/10

L: 3805mm W: 1665mm H: 1525mm Boot: 251 litres
Fuel Tank: 41 litres, Ground Clearance: na

ROLLS-ROYCE

TopGear on Rolls-Royce:
A century after Mr Royce built his first car, the world's most luxurious carmaker is still going strong.



DAWN

Another roofless Rolls joins the fray. Because the world needs more roofless RRs - and so do we



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Dawn	625*	12cyl 6592cc	563	820	250	NA	NA	-

L: 5285mm W: 1947mm H: 1502mm Boot: NA Fuel Tank:
NA, Ground Clearance: NA

PHANTOM

Take first-class travel, multiply by 10, square that, and you're getting close.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Phantom	600*	12cyl 6749cc	453	720	250	5.9	6.3	9/10
Phantom Coupe	NA	12cyl 6749cc	453	720	250	5.6	6.4	8/10
Droptop Coupe	NA	12cyl 6749cc	453	720	250	5.8	6.4	8/10

L: 5834mm W: 1990mm H: 1638mm Boot: 460 litres Fuel
Tank: 100 litres, Ground Clearance: NA

GHOST

The baby Rolls isn't much of a baby, really. Larger than most sedans and more luxurious than a private jet.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Ghost EWB	455*	12cyl 6592cc	562	780	250	4.9	NA	9/10

L: 5834mm W: 1990mm H: 1550mm Boot: 460 litres
Fuel Tank: 100 litres, Ground Clearance: NA

SKODA

TopGear on Skoda:
New products like the Octavia and Yeti make it rather exciting. But service and support still have issues.



OCTAVIA

Skoda gets its chart-busting Octavia back, but will it change Skoda's fortunes once again in India?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Ambition 1.4 TSI	21.73	4cyl 1395cc	138	250	210	9.62	13.5	8/10
Elegance 1.8 TSI AT	26	4cyl 1798 cc	177	250	210	8.1	11.85	8/10
Elegance 2.0 TDI CRAT	28.42	4cyl 1968cc	140	320	210	8.6	13.5	8/10

L: 4659mm W: 1814mm H: 1476mm Boot: 590 litres Fuel
Tank: 50 litres, Ground Clearance: 158mm

SUPERB

The real big car for reasonable money at the high end of the market.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.8 TSI L&K AT	35.62	4cyl 1798cc	177	250	NA	NA	10	-
2.0 TDI L&K AT	39	4cyl 1968cc	174	350	NA	NA	NA	-

L: 4861mm W: 1864mm H: 1483mm Boot: 625 litres Fuel
Tank: 66 litres, Ground Clearance: 149-164mm

RAPID

Does most things right, very few wrong. With all the nice touches of the Vento, you can't go wrong.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Elegance 1.6 MPI DSG	13.87	4cyl 1598cc	103	153	NA	NA	NA	7/10
Elegance 1.6 TDI DSG	15.64	4cyl 1498cc	108	250	NA	12.1	14.5	7/10

L: 4413mm W: 1699mm H: 1466mm Boot: 460 litre Fuel
Tank: 55 litres, Ground Clearance: 163mm

YETI

It's cleaner, greener, smaller and smarter than any SUV out there.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Elegance 4x4	29	4cyl 1968cc	138	320	NA	10.2	14.6	8/10

L: 4220mm W: 1793mm H: 1691mm Boot: 416 litres Fuel
Tank: 55 litres, Ground Clearance: 180mm

SSANGYONG

TopGear on SsangYong:
Bought by Mahindra a few years back, now sells the Rexton in India. The entire SUV range will follow.



REXTON

Packed with equipment at a mouth-watering price. A big soft-roader that won't eat into your wallet.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
RX7	30.48	5cyl 2696cc	184	402	NA	10.25	7.75	6/10

L: 4755mm W: 1900mm H: 1785mm Boot: na Fuel Tank:
78 litres Ground Clearance: 252mm

TATA

TopGear on Tata:
Still struggling with quality and dynamics, but it has the best cars if you want the maximum for the minimum.



ARIA

Big bully of an MPV. Nice engine and lots of gizmos to keep you interested.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Pride 4X4	19.88	4cyl 2179cc	138	320	NA	16.9	11.4	7/10

L: 4780mm W: 1895mm H: 1780mm Boot: na Fuel Tank:
60 litres, Ground Clearance: 185mm

BOLT

The two-box version of the Zest. Quite capable, but priced precariously close to established rivals



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
XT Petrol	7.83	4cyl 1193cc	88	140	NA	14.7	13.4	7/10
XT Diesel	9.24	4cyl 1248cc	74	190	NA	15.3	15.5	7/10

L: 3825mm W: 1695mm H: 1562mm Boot: 210 litres Fuel
Tank: 44 litres, Ground Clearance: 165mm

MOVUS

Utilitarian Sumo knocks hard on upmarket SUV doors. Really hard.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LX	10.07	4cyl 2179cc	119	250	140	18.4	NA	4/10

L: 4420mm W: 1790mm H: 1940mm Boot: 150 litres Fuel
Tank: 65 litres, Ground Clearance: 180mm

INDIGO eCS

Smallest sedan on the market is more like a hatch with a boot.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
eGLS P	6.04	4cyl 1193cc	64	100	NA	NA	NA	4/10
eGLS P	5.72	4cyl 1193cc	64	100	NA	16.5	16.3	4/10
VX D	7.67	4cyl 1399cc	69	140	NA	NA	NA	4/10

L: 3990mm W: 1930mm H: 1540mm Boot: 300 litres
Fuel Tank: 45 litres, Ground Clearance: 165mm

INDICA eV2

The Indica has more than delivered on the 'more car per car' promise. If only it were more refined.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LX D	6.5	4cyl 1396cc	70	140	140	16.44	15	4/10

L: 3690mm W: 1665mm H: 1485mm Boot: 220 litres,
Fuel tank: 37 litres, Ground Clearance: 165mm

NANO

Gets a much-needed shot in the arm with the introduction of an AMT. A much nicer package now



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
XTA	3.97	2cyl 624cc	37	51	105	30.4	NA	6/10

L: 3164mm W: 1500mm H: 1652mm Boot: 94-110 litre
Fuel Tank: 15 litres Ground Clearance: 180mm

DATA IN NUMBERS: CHEAPEST AMT

→ Nano XMA: ₹3.53 lakh

TIAGO

New alternative to the Grand i10 is well finished, looks chic and is priced competitively. Should do the trick, this.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
XZ Petrol	6	3cyl 1199cc	84	114	NA	NA	NA	7/10
XZ Diesel	7.14	3cyl 1047cc	69	140	NA	NA	NA	7/10

L: 3746mm W: 1647mm H: 1535mm Boot: 242 litres Fuel
Tank: 35 litres, Ground Clearance: 170mm

SAFARI STORME

Big, heavy, ponderous and somehow likeable. Colossal comfort, great off-road ability.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VX 4x4 V400	18.59*	4cyl 2179cc	154	400	NA	NA	NA	6/10
VX 4x4	17.45	4cyl 2179cc	138	320	NA	15.13	10	6/10

L: 4650mm W: 1930mm H: 1922mm Boot: 980 litres Fuel Tank: 55 litres, Ground Clearance: 205mm

ZEST

A compact sedan available with a turbo-petrol motor, and an automated manual box, but only with a diesel engine for now



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
XT 1.2 P	7.95	4cyl 1193cc	89	140	NA	NA	NA	7/10
XT 1.3 D	10.8	4cyl 1248cc	89	200	NA	NA	NA	7/10

L: 3995mm W: 1706mm H: 1570mm Boot: 390 litres Fuel Tank: 44litres Ground Clearance: 175mm

TOYOTA

TopGear on Toyota: Massive world-player but also churns out the reliably unexceptional in frightening numbers.



CAMRY

The handsome new Camry is fast and spacious, and has a great cabin.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Hybrid	41.29	4cyl 2494cc	202	213	NA	NA	NA	7/10

L: 4850mm W: 1825mm H: 1480mm Boot: 484 litres Fuel Tank: 70 litres, Ground Clearance: 160mm

COROLLA ALTIS

The new one is not all-new but still very good. Altis is a refined, comfortable businessman's sedan.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
V L	23	4cyl 1798cc	138	173	NA	10.2	12.2	7/10
DG	20.63	4cyl 1364cc	87	205	NA	NA	NA	7/10

L: 4620mm W: 1766mm H: 1475mm Boot: 475 litres Fuel Tank: 55 litres, Ground Clearance: 175mm

ETIOS

Made not to excite but just smack you with the practicality and comfort of a Toyota.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VX	9.68	4cyl 1496cc	89	132	180	11.2	12.9	4/10
VXD	11.22	4cyl 1364cc	67	170	170	15.5	16.9	4/10

L: 4265mm W: 1695mm H: 1510mm Boot: 595 litres Fuel Tank: 45 litres, Ground Clearance: 170mm

ETIOS LIVA

A practical, no-nonsense family car that we need, but not necessarily want.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VX	7.91	4cyl 1197cc	79	104	NA	14.33	14.4	5/10
Cross VD	10.12	4cyl 1364cc	67	170	NA	NA	NA	5/10

L: 3775mm W: 1695mm H: 1510cm Boot: 251 litres Fuel Tank: 45 litres, Ground Clearance: 170mm

FORTUNER

Brutal power and great value. Interiors are practical but not very well finished. Powerful engine though.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
4x4 Manual	37.98	4cyl 2982cc	168	343	170	11.2	12	6/10
4x2 Auto	36.86	4cyl 2982cc	168	360	NA	11.05	8.6	6/10
4x2 Manual	34.87	4cyl 2982cc	168	343	NA	NA	NA	6/10

L: 4705mm W: 1840mm H: 1850mm Boot: na Fuel Tank: 80 litres, Ground Clearance: 220mm

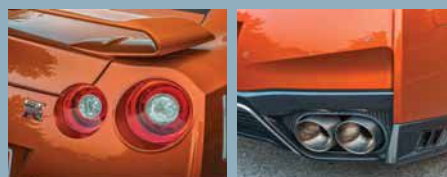
NEW ENTRY



NISSAN GT-R

The MY2017 Nissan GT-R finally gets launched in India adding to the range of iconic sportscars now available in the country. It is the ultimate result of a V6, with a claimed 0-100kph time of 2.8 seconds, placing it squarely in Italian supercar territory. It can dominate its rivals on a drag-strip and through corners too with its smart AWD system. The 3.8-litre twin turbo V6, mated to a 6-speed automatic, may be getting old, but it can still lock horns with the newest of the competition in the capable and fun two-door sportscars market.

	PRICE	ENGINE	Bhp	Nm	RATING
GT-R	208*	6cyl 3799cc	565	637	8/10



INNOVA CRYSTA

It used to be an expensive people-mover. Now, it has transformed into an expensive but luxurious people-mover



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
G Diesel 7-str	17.61	4cyl 2393cc	148	343	NA	NA	NA	7/10
ZX AT Diesel 7-str	26.31	4cyl 2755cc	172	360	NA	NA	NA	7/10
ZX AT Petrol	24.28	4cyl 2694cc	164	245	NA	NA	NA	-

L: 4735mm W: 1830mm H: 1795mm Boot: NA Fuel Tank: 55 litres, Ground Clearance: NA

LAND CRUISER PRADO

Big, thirsty and not ballerina-like on-road, but a great SUV despite that.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Prado	121	4cyl 2982cc	170	410	NA	NA	NA	7/10

L: 4780mm W: 1885mm H: 1880mm Boot: 620 litres Fuel Tank: 87 litres, Ground Clearance: 220mm

LAND CRUISER

Bigger, thirstier version of the Prado, with a V8. The best off-roader that money can buy.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
V8	175	8cyl 4461cc	261	650	NA	11.4	NA	7/10

L: 4950mm W: 1980mm H: 1910mm Boot: na Fuel Tank: 83 litres, Ground Clearance: 220mm

VOLKSWAGEN

TopGear on Volkswagen: The international giant has been getting good response in India, thanks to German engineering with an affordable pricetag.



AMEO

Aggressively priced CS is a solid drive and packed with features, but short on power and cabin space



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.2 MPI Comfortline	7.76	3cyl 1198cc	74	110	NA	NA	NA	7/10
1.5 TDI AT Highline	11.9	4cyl 1498cc	109	250	NA	NA	NA	7/10

L: 3995mm W: 1682mm H: 1483mm Boot: 330 litres Fuel Tank: 45 litres, Ground Clearance: 165mm

BEETLE

It's back! The cute little VeeDub has returned, but it now looks a lot more grown-up.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.4 TSI	28.73*	4cyl 1395cc	147	250	NA	9.4	11.25	7/10

L: 4278mm W: 1808mm H: 1486mm Bootna Fuel Tank: 55 litres, Ground Clearance: 136mm

DATA IN NUMBERS: 55 IS THE NUMBER

→ Beetle, Jetta, Vento: 55-litre fuel tank

JETTA

More than just a bigger Vento, even if some equipment is missing.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Highline AT	25.45	4cyl 1968cc	139	320	187	10.1	10	8/10

L: 4659mm W: 1778mm H: 1453mm Bootna Fuel Tank: 55 litres, Ground Clearance: 139mm

POLO

Smart, sophisticated, German. Sticks to all the norms and is affordable too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.2 Highline P	8.23	3cyl 1198cc	74	110	175	14.47	14.3	7/10
1.5 Highline D	10.14	4cyl 1498cc	88	230	160	13.6	14	7/10
1.2 GT TSI	10.64	4cyl 1197cc	103	175	172	10.85	12.7	9/10
1.5 GT TDI	10.94	4cyl 1498cc	103	250	180	10.27	13	8/10
1.8 GTI	25.6	4cyl 1798cc	188	250	236	6.7	NA	8/10

L: 3971mm W: 1682mm H: 1469mm Boot: 280 litres Fuel Tank: 45 litres, Ground Clearance: 168mm

VENTO

Fantastic value for a VW sedan; tarmac-smothering ride and still a great looker.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.6 Highline P	11.85	4cyl 1598cc	103	153	185	NA	NA	7/10
1.5 Highline D AT	15.15	4cyl 1498cc	108	250	NA	11.5	15	8/10

L: 4384mm W: 1699mm H: 1466mm Boot: 527 litres, Fuel Tank: 55 litres, Ground Clearance: 168mm

VOLVO

TopGear on Volvo: The company has been very subtle with its presence, just like its cars, but things are changing with the S60 and the XC60.



S60

The S60 comes as a breath of fresh air; it's a comfortable tourer and a worthy adversary to the German trio.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
D4 Momentum	53	5cyl 1984cc	163	400	220	9	11.2	7/10
D5 Inscription	55.93	5cyl 2400cc	211	440	230	8.1*	14.1*	7/10
T6	57.7	4cyl 1969cc	302	400	NA	NA	NA	7/10
Cross Country	57.75	4cyl 2400cc	188	420	NA	NA	NA	7/10

L: 4635mm W: 2097mm H: 1484mm Boot: 380 litres Fuel Tank: 67.5 litres, Ground Clearance: 136mm

S90

A stylish design with a cabin that makes you feel special. It's not sporty, but it's no slouch either.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Inscription	76	4cyl 1969cc	190	400	230	9	7.75	8/10

L: 4963mm W: 2019mm H: 1443mm Boot: NA Fuel Tank: 55 litres Ground Clearance: 152mm

DATA IN NUMBERS: POWER RIVALS

- Volvo S90 Inscription D4 190bhp
- Audi A6 35 TDI 188bhp
- Jaguar XF D Portfolio 177bhp

XC60

If you crash this car, you're either unfit to drive or you're running an insurance scam.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
D5 Inscription	75.22	5cyl 2400cc	211	440	200	7.8	11.1	7/10

L: 4644mm W: 1630mm H: 1713mm Boot: 495 litres Fuel Tank: 70 litres, Ground Clearance: 210mm

XC90

All-new avatar moves the game forward. Is now a real threat to its German compatriots



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Inscription	110	4cyl 1969cc	222	470	NA	8.1	NA	8/10
T8 Excellence	125*	4cyl 1969cc	401	640	NA	NA	NA	-

L: 4950mm W: 2008mm H: 1776mm Boot: 520 litres, Fuel Tank: 88 litre Ground Clearance: 210mm

DATA IN NUMBERS: LUXE SUV STEAL?

- XC90 T8 Excellence ₹1.25cr*
- Bentley Bentayga ₹3.85cr*
- Range Rover SVA ₹3.47cr

V40

A Swedish hatch that looks rather good and is backed by strong driving dynamics.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
T4 Cross Country	46.75	4cyl 1598cc	177	240	NA	NA	NA	7/10
R-Design	40.31	5cyl 1984cc	150	350	NA	9.2	13.5	8/10

L: 4370mm W: 1802mm H: 1458mm Boot: 335 litres Fuel Tank: 60 litres, Ground Clearance: NA

TOPGEAR BIKE BUYERS

EVERYTHING YOU NEED TO KNOW ABOUT BUYING NEW BIKES

APRILIA



TopGear on Aprilia: Owned by Piaggio, this famed Italian marque churns out some truly stunning-looking two-wheelers.

CAPONORD 1200

This is Aprilia's take on sport-tourers. Not the newest of the lot, but it should be a load of fun on a twisty road



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1200 ABS	21.15	2cyl 1197cc	121	115	NA	NA	NA	-

Seat Height: 840mm, Wheelbase: NA, Ground Clearance: NA, Weight: NA, Fuel Tank: 24litrs

DORSODURO

A road-going enduro bike, the Dorsoduro is designed to go long distances off-road. Count us in



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1200	NA	2cyl 1197cc	127	115	NA	NA	NA	-

Seat Height: 870mm, Wheelbase: 1528mm, Ground Clearance: NA, Weight: NA, Fuel Tank: 15litrs

MANA 850 GT

Built for long-distance rides, the jewel in the Mana's crown is its lack of a clutch lever – it has a CVT!



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
850 GT ABS	16.66	2cyl 839cc	74	73	NA	NA	NA	-

Seat Height: 800mm, Wheelbase: 1528mm, Ground Clearance: NA, Weight: NA, Fuel Tank: 18.5litrs

RSV4

With a few modifications, this is the same bike Aprilia takes to the World Superbike Championship. The want is strong



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
RF	28.81	4cyl 999cc	195	115	NA	NA	NA	8/10

Seat Height: NA, Wheelbase: NA, Ground Clearance: NA, Weight: 180kg, Fuel Tank: 18.5litrs

SR 150

Quite possibly the most fun scooter on sale in India right now. It's also priced unbelievably aggressively.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
150	0.80	1cyl 155cc	10.4	11.4	NA	NA	NA	8/10

Seat Height: NA, Wheelbase: NA, Ground Clearance: NA, Weight: NA, Fuel Tank: 6.5litrs

SRV 850

A scooter unlike any other you've seen: the SRV has an engine bigger than a Kwid's. This is serious business.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
850 ABS ATC	17.67	2cyl 839cc	76	76	NA	NA	NA	-

Seat Height: 780mm, Wheelbase: 1593mm, Ground Clearance: NA, Weight: 250kg, Fuel Tank: 18.5litrs

TUONO V4 1100

The naked version of the RSV4. Draws attention wherever it goes, and the Factory trim is a serious piece of kit



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Factory	24.50	4cyl 1077cc	170	121	NA	NA	NA	8/10

Seat Height: NA, Wheelbase: NA, Ground Clearance: NA, Weight: 184kg, Fuel Tank: 18.5litrs

BAJAJ

TopGear on Bajaj: The Pulsar saw them shoot to fame and they've kept the momentum going with frequent updates.

AVENGER

Swanky, affordable cruiser is now available in two guises, and with two engine options.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
150 Street	0.91	1cyl 150cc	14.5	12.5	NA	NA	NA	8/10
220 Street	1.03	1cyl 220cc	19.03	17.5	NA	NA	NA	7/10
220 Cruise	1.03	1cyl 220cc	19.03	17.5	NA	NA	NA	7/10

Seat Height: NAmm, Wheelbase: 1480-1490mm, Ground Clearance: mm, Weight: 148-155kg, Fuel Tank: 14litrs

DISCOVER

Bajaj's salvo in the exec segment. Quite a looker if you opt for alloys and disc-brake variant.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
100 M	0.82	1cyl 102cc	9.2	9.2	NA	NA	70	5/10
125	0.63	1cyl 124cc	13	10.8	NA	NA	NA	6/10
150 S	NA	1cyl 145cc	14.3	12.75	NA	NA	NA	6/10

Seat Height: 795mm, Wheelbase: 1305mm, Ground Clearance: 165mm, Weight: 130kg, Fuel Tank: 8litrs

DATA IN NUMBERS: WHICH BAJAJ 150?

- Discover 14.3bhp
- Pulsar 15.06bhp
- V15 12bhp

DOMINAR

Bajaj's most powerful offering yet, the Dominar is a power cruiser that does impress.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
400 ABS	1.5*	1cyl 373.3cc	34	35	NA	NA	NA	8/10

Seat Height: NA, Wheelbase: 1453mm, Ground Clearance: 157mm, Weight: 182kg, Fuel Tank: 13litrs

V

A bike for the patriot in you: quirky-looking commuter does just fine, but you may have to get used to the looks.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
V15	0.77	1cyl 149cc	12	13	NA	NA	NA	6/10
V12	0.57*	1cyl 124.5cc	10.5	11	NA	NA	NA	-

Seat Height: 780mm, Wheelbase: 1315mm, Ground Clearance: 165mm, Weight: 135.5kg, Fuel Tank: 13litrs

PULSAR

Arguably, India's most popular bike for those who crave power and flamboyance. Near-perfect bike, fast, fun and practical.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
150	0.87	1cyl 149.5cc	15.06	12.5	NA	NA	52.6	6/10
180	0.91	1cyl 178cc	17	14.22	NA	NA	45	6/10
220	1.08	1cyl 220cc	21	19.2	NA	NA	35	6/10
RS200 ABS	1.59	1cyl 199.5cc	24	18.6	NA	NA	NA	7/10
AS150	0.99	1cyl 149.5cc	17	13	NA	NA	NA	6/10
AS200	1.12	1cyl 199.5cc	23	18	NA	NA	NA	7/10

Seat Height: NAmm, Wheelbase: 1320mm, Ground Clearance: 165mm, Weight: 137-165kg, Fuel Tank: 15ltrs

BMW

TopGear on BMW: Today, Bavaria's famed two-wheeled company still makes their ever-lovin' boxer-engined monuments.



ENDURO

A real-life legend. Will go on forever, taking a couple of armageddons in its stride.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
R 1200 GS	29.23*	2cyl 1170cc	110	120	NA	NA	NA	-
R 1200 GS Adventure	29.98*	2cyl 1170cc	110	120	NA	NA	NA	-

Seat Height: 850/890mm, Wheelbase: 1510mm, Ground Clearance: NAmm, Weight: 234/259kg, Fuel Tank: 20/33ltrs

ROADSTER

Hooliganism, the BMW way - pick a boxer or a more conventional inline-four.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
R 1200 R	23.86*	2cyl 1170cc	123	125	NA	NA	NA	-
K 1300 R	28.10*	4cyl 1293cc	173	140	NA	NA	NA	-

Seat Height: 800/820mm, Wheelbase: 1495mm, Ground Clearance: NAmm, Weight: 231/243kg, Fuel Tank: 18/19ltrs

SPORT

Quite simply, the best litre-bike there is.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
S1000 RR	28.32*	4cyl 999cc	193	113	NA	NA	NA	-
K1300 S	28.10*	4cyl 1293cc	172	140	NA	NA	NA	-

Seat Height: 815mm, Wheelbase: 1440mm, Ground Clearance: NAmm, Weight: 178/254kg, Fuel Tank: 17.5/19 litre

TOUR

Long-range missiles. The only question is, two cylinders or six?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
K 1600 GT	35.78*	6cyl 1649cc	158	175	NA	NA	NA	-
K 1600 GTL	39.19*	6cyl 1649cc	158	175	NA	NA	NA	-

Seat Height: 750mm, Wheelbase: 1618mm, Ground Clearance: NAmm, Weight: 348kg, Fuel Tank: 26.5ltrs

DSK BENELLI

TopGear on DSK Benelli: Say hello to the other Italian bikemaker: Benelli is now in India, with its entire range of TNT motorcycles.



TNT 25

Single-cylinder Benelli is a versatile little number. A load of fun, too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Premium	2.24	1cyl 249cc	28.1	21.6	NA	NA	NA	7/10

Seat Height: NAmm, Wheelbase: 1400mm, Ground Clearance: 160mm, Weight: 159kg, Fuel Tank: 17ltrs

TNT 300

The most affordable twin-cylinder Italian in our land.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
300	3.53	2cyl 300cc	37.7	26.5	NA	NA	NA	7/10

Seat Height: NAmm, Wheelbase: 1410mm, Ground Clearance: 160mm, Weight: 196kg, Fuel Tank: 16ltrs

TNT 600i

The world of four-cylinder motorcycles is now more accessible thanks to the reasonably-priced 600i.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
i	6.63	4cyl 600cc	84	54.6	NA	NA	NA	6/10

Seat Height: NAmm, Wheelbase: 1480mm, Ground Clearance: 150mm, Weight: 231kg, Fuel Tank: 15ltrs

TNT 600GT

Think 600i with a half-fairing and hard saddlebags, but only better in every single way.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
GT S	6.95	4cyl 600cc	84	54.6	NA	NA	NA	6/10

Seat Height: NAmm, Wheelbase: 1470mm, Ground Clearance: 150mm, Weight: 243kg, Fuel Tank: 27ltrs

TNT 899

A characterful, large-hearted three-pot naked that's priced a little too high.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
899	11.04	3cyl 898cc	119	85	NA	NA	NA	7/10

Seat Height: NAmm, Wheelbase: 1443mm, Ground Clearance: 130mm, Weight: 231kg, Fuel Tank: 16ltrs

TNT R

The pinnacle of the TNT range. Massive, eye-catching (in gold), and just as explosive as the name suggests.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1130	13.67	3cyl 1131cc	135	114	NA	NA	NA	7/10

Seat Height: NAmm, Wheelbase: 1443mm, Ground Clearance: 130mm, Weight: 231kg, Fuel Tank: 16ltrs

DSK HYOSUNG

TopGear on DSK Hyosung: The Korean manufacturer tries to give the same thrills as its Japanese and American rivals at a more affordable price.



AQUILA

A V-twin cruiser that offers bling and power (with the Pro) and value for money (with the 250)



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Pro	6.20	2cyl 647cc	74	62.1	NA	NA	23	6/10
250	3.38	2cyl 249cc	26	21	NA	NA	NA	6/10

Seat Height: 705mm, Wheelbase: 1610mm, Ground Clearance: NAmm, Weight: 218kg, Fuel Tank: 16ltrs

GT

A poser's bike for all those who want a looker and could not care less about performance



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
250R	3.50	2cyl 249cc	28	22.6	NA	NA	NA	4/10
650R	5.68	2cyl 647cc	72.7	61	NA	NA	NA	5/10

Seat Height: 780mm, Wheelbase: 1475mm, Ground Clearance: NAmm, Weight: 171kg, Fuel Tank: 8ltrs

GT N

The more fun, naked version of the GT650R, the GT650N is a perfect ride for the city.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
650N	4.52	2cyl 647cc	72.7	61	NA	NA	NA	5/10

Seat Height: NAmm, Wheelbase: 1445mm, Ground Clearance: NAmm, Weight: 208kg, Fuel Tank: 14ltrs

ST7

It's hard to see why someone would pick the ST7 over a Harley, unless Hyosung offers a solid bargain.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
ST7	6.20	2cyl 678cc	61.6	57.3	NA	NA	NA	5/10

Seat Height: 762mm, Wheelbase: 1690mm, Ground Clearance: NAmm, Weight: 244kg, Fuel Tank: 18ltrs

DUCATI

TopGear on Ducati: Indian Ducatisti, rejoice! The Italians have returned in full force. No Multistrada for the moment, though.



MONSTER

The most iconic modern-day Ducati. The 821 has now joined the ranks.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
821	10.55	2cyl 821cc	110	89	NA	NA	NA	7/10

Seat Height: 810mm, Wheelbase: 1500mm, Ground Clearance: NAmm, Weight: 188kg, Fuel Tank: 17ltrs

HYPERMOTARD

A Ducati that's really pushing the limits. Loaded to the gills with kit.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Hypermotard	11.16*	2cyl 821cc	108.6	89	NA	NA	NA	-
Hyperstrada	NA	2cyl 821cc	108.6	89	NA	NA	NA	-

Seat Height: 830mm, Wheelbase: 1490mm, Ground Clearance: NAmm, Weight: 181kg, Fuel Tank: 16ltrs

DIABOL

Now refreshed, the Diabol is just as big and bad as it used to be.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Dark	15.24*	2cyl 1198cc	160	130	NA	NA	NA	-
Carbon	18.67*	2cyl 1198cc	160	130	NA	NA	NA	8/10
XDiabol S	19*	2cyl 1262cc	156	126	NA	NA	NA	8/10

Seat Height: 770mm, Wheelbase: 1580mm, Ground Clearance: NAmm, Weight: 234kg, Fuel Tank: 18ltrs

PANIGALE

Road-going version of Ducati's WSBK entry. Promises to be a blast to ride.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1299	35.50*	2cyl 1285cc	202	136	NA	NA	NA	-
959	14.37*	2cyl 955cc	157	109	NA	NA	NA	8/10

Seat Height: 830mm, Wheelbase: 1431-1442mm, Ground Clearance: NAmm, Weight: 176/190kg, Fuel Tank: 17ltrs

SCRAMBLER

There was a Scrambler back in the day, and this new one's just as simple (and as much fun) as the original.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Icon Yellow	7.27	2cyl 803cc	74	68	NA	NA	NA	8/10

Seat Height: 790mm, Wheelbase: 1445mm, Ground Clearance: NAmm, Weight: 186kg, Fuel Tank: 13.5ltrs

HARLEY-DAVIDSON

TopGear on Harley-Davidson: They define cruisers. Local assembly has allowed them to drop prices and made their bikes even more appealing.



CVO

A full-blown tourer fitted with every last bell and whistle from Milwaukee. Mind-numbingly expensive.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
CVO	66.63	2cyl 1801cc	NA	156	NA	NA	NA	-

Seat Height: 740mm, Wheelbase: 1625mm, Ground Clearance: 135mm, Weight: 416kg, Fuel Tank: 22.7ltrs

DYNA

This one's on a diet and has all unnecessary weight sawed off. Great if you aren't much of a fan of bulky tourers



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Street Bob	13.6	2cyl1585cc	NA	126	NA	NA	NA	-
Fat Bob	16.51	2cyl1585cc	NA	126	NA	NA	NA	6/10

Seat Height: 680-690mm, Wheelbase: 1625mm, Ground Clearance: 120mm, Weight: 291-306kg, Fuel Tank: 19ltrs

SOFTAIL

Must have one for all Arnie/Terminator fans. Lots of chrome and scope for customisation, not necessarily a comfortable ride.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Breakout	20.79	2cyl1690cc	NA	130	NA	NA	NA	7/10
Fatboy	20.54	2cyl1690cc	NA	133	NA	NA	NA	7/10
Heritage Classic	22.27	2cyl1690cc	NA	130	NA	NA	NA	7/10

Seat Height: 660-690mm, Wheelbase: 1710mm, Ground Clearance: 130mm, Weight: 333kg, Fuel Tank: 19ltrs

SPORTSTER

Still short, sharp-handling motorcycle, although bigger = more power. Always a good thing.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1200 Custom	11.72	2cyl1202cc	NA	96	NA	NA	NA	7/10
Iron 883	10	2cyl883cc	NA	69	NA	NA	NA	6/10
Forty Eight	12	2cyl1202cc	NA	95	NA	NA	NA	7/10
Roadster	12.32	2cyl1202cc	NA	95	NA	NA	NA	7/10

Seat Height: 710mm, Wheelbase: 1495-1515mm, Ground Clearance: 140mm, Weight: 247kg, Fuel Tank: 8-13ltrs

STREET

H-D's entry motorcycle that looks like a scaled down Night-Rod Special, rides like a mini hot-rod too



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Street 750	6.57	2cyl749cc	47	60	NA	NA	NA	7/10

Seat Height: 710mm, Wheelbase: 1535mm, Ground Clearance: 145mm, Weight: 223kg, Fuel Tank: 13ltrs

TOURING

It's quite literally what the name suggests. You can slap on a lot of touring gear to lug around your house with you.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Street Glide	43.54	2cyl1745cc	NA	150	NA	NA	NA	7/10
Road Glide	44.10	2cyl1745cc	NA	150	NA	NA	NA	7/10
Road King	37.32	2cyl1745cc	NA	150	NA	NA	NA	-

Seat Height: 695mm, Wheelbase: 1625mm, Ground Clearance: 135mm, Weight: 356kg, Fuel Tank: 23ltrs

V-ROD

HD fans have Porsche to thank for this one. One high-revving, smooth-pulling power cruiser, if that's your thing.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
NightRod Special	25.71	2cyl1247cc	NA	111	NA	NA	NA	8/10

Seat Height: 675mm, Wheelbase: 1700mm, Ground Clearance: 115mm, Weight: 302kg, Fuel Tank: 18.9ltrs

HERO

TopGear on Hero: The Honda name has been struck out. Now it's Hero vs Honda as the Japanese bike maker tries to grab market share from its old ally.

ACHIEVER 150

Hero's new commuter is high on quality and refinement. Pretty fuel efficient and priced competitively, too



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Disc	0.62*	1cyl149cc	13.4	12.8	NA	NA	NA	7/10

Seat Height: 800mm, Wheelbase: 1290mm, Ground Clearance: 160mm, Weight: 129kg, Fuel Tank: 12.5ltrs

TOPGEAR TOP FIVE

BUDGET BIG BIKES

1



H-D STREET 750

Price ₹5.42 lakh (on-road, Delhi)

Specs Liquid-cooled, V-twin, 749cc, 47bhp, 60Nm, 6M

This is your ticket to the world of cruiser. The Street 750 is HD's entry bike, but comes with all the goodies you expect from the legendary motorcycle manufacture. Not to mention, there's a long list of customisation that you can do to give it that individual look.

2



KAWASAKI VERSYS 650

Price ₹7.3 lakh (on-road, Delhi)

Specs Liquid-cooled, V-twin, 649cc, 67.45bhp, 64Nm, 6M

Possibly the nicest version of the 650 that you can get your hands on. The Versys is superbly comfortable to ride and versatile enough to cover miles on and off the road. It also happens to be our most favoured touring motorcycle.

3



TRIUMPH BONNEVILLE T100

Price ₹8.62 lakh (on-road, Delhi)

Specs 2cyl, 900cc, 55bhp, 80Nm, 5M

It's one of the best retro-classic motorcycles you can buy on this side of Rs 10 lakh. It looks can offend none, has a smooth and refined motor, is comfortable over long distance and has sound road dynamics.

4



YAMAHA YZF-R3

Price ₹3.85 lakh (on-road, Delhi)

Specs in-line 2cyl 320cc, 6M, 41.5bhp, 29.6Nm

When it comes to performance, Yamaha knows a thing or two about sport bikes. The R3 is a latest example of a pocket rocket from this Japanese bike maker. Its gorgeous looks, powerful 320cc motor, and a tempting price tag, all make the R3 a desirable entry level sports bike.

5



DUCATI SCRAMBLER

Price ₹7.3 lakh (on-road, Delhi)

Specs L-twin, 803cc, 73.9bhp, 68Nm, 6M

If you're looking for a bike that can be equally fun on and off the road, the Scrambler has a lot going for it. Performance from the 803cc L-twin unit is noteworthy and it won't disappoint when you're out in the wild, too.

DUET

Hero's latest metal-bodied alternative to a Honda Activa. Sedate, and packed with some nice features.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VX	0.52	1cyl111cc	8.3	8.3	NA	NA	NA	6/10

Seat Height: 770mm, Wheelbase: 1241mm, Ground Clearance: 155mm, Weight: 116kg, Fuel Tank: 5.5ltrs

HUNK

Hero's third variant in the 150cc category. We wonder whether the name makes sense at all.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Hunk	0.83	1cyl149cc	14.4	12.8	NA	NA	NA	3/10

Seat Height: 795mm, Wheelbase: 1320mm, Ground Clearance: 163mm, Weight: 146kg, Fuel Tank: 12.4ltrs

IGNITOR

This is Hero's attempt at stunning you. Looks a bit different, offers more features than the Stunner.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Ignitor	0.72	1cyl124cc	11	11	NA	NA	NA	4/10

Seat Height: 795mm, Wheelbase: 1270mm, Ground Clearance: 175mm, Weight: 129kg, Fuel Tank: 10.4ltrs

IMPULSE

The only option if you like it dirty.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Impulse	0.82	1cyl149cc	13	13.4	NA	NA	NA	6/10

Seat Height: 835mm, Wheelbase: 1360mm, Ground Clearance: 245mm, Weight: 134kg, Fuel Tank: 13.7ltrs

KARIZMA

The only challenger to the Pulsar 220 DTS-i. Finally gets a much-needed facelift and fuel-injection system.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Karizma R	0.94	1cyl223cc	17.6	18.3	125	3.8	NA	5/10
ZMR Fi	1.16	1cyl223cc	17.6	18.3	126	3.7	NA	5/10

Seat Height: 810mm, Wheelbase: 1360mm, Ground Clearance: 145mm, Weight: 157kg, Fuel Tank: 15.3ltrs

MAESTRO

A testosterone-charged scooter aimed at men. Big size and proven mechanicals.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Maestro	0.59	1cyl109cc	8	9.1	NA	NA	43.6	6/10

Seat Height: 770mm, Wheelbase: 1240mm, Ground Clearance: 155mm, Weight: 110kg, Fuel Tank: 5.3ltrs

MAESTRO EDGE

The first of Hero's all-new products. Looks sharp, and gets some nifty features.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LX	0.51	1cyl111cc	8.3	8.3	NA	NA	NA	7/10

Seat Height: 775mm, Wheelbase: 1261mm, Ground Clearance: 155mm, Weight: 110kg, Fuel Tank: 5.5ltrs

PASSION

A facelifted effort which is still chugging along? The passion is all lost but the will to move on is in abundance.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
X Pro	0.64	1cyl109cc	12	9.4	NA	NA	NA	5/10
Pro	0.61	1cyl97cc	10.5	7.95	NA	NA	NA	5/10

Seat Height: 785mm, Wheelbase: 1230mm, Ground Clearance: 170mm, Weight: 116kg, Fuel Tank: 9.5ltrs

PLEASURE

Hero's first automatic scooter is aimed at women only! And women are buying it with pleasure.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Pleasure	0.53	1cyl 102cc	7	7.8	NA	NA	NA	5/10

Seat Height: 760mm, Wheelbase: 1240mm, Ground Clearance: 125mm, Weight: 101kg, Fuel Tank: 5ltrs

SPLENDOR

India's commuter bike of choice. Also available as a cafe racer, but take the 'racer' bit with lots of salt



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Super Splendor	0.65	1cyl 125cc	9	10.3	NA	NA	NA	5/10
iSmart	0.63	1cyl 97cc	8	8	NA	NA	NA	5/10
Pro Classic	0.61	1cyl 97cc	8	8	NA	NA	NA	6/10

Seat Height: 785mm, Wheelbase: 1235mm, Ground Clearance: 160mm, Weight: 110kg, Fuel Tank: 10.5ltrs

XTREME

There's nothing understated about the bike's looks, quite unlike its predecessor.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Xtreme	0.83	1cyl 149cc	14.4	12.8	NA	NA	NA	5/10
Sports	0.87	1cyl 149cc	15.6	13.5	NA	NA	NA	6/10

Seat Height: 800mm, Wheelbase: 1325mm, Ground Clearance: 163mm, Weight: 146kg, Fuel Tank: 13.6ltrs

HONDA

TopGear on Honda: Japanese giants have decided to go the full hog themselves and have motorcycles in every segment.



ACTIVA

Bland styling that now looks dated in the face of fresher competition. You could swear on its quality and reliability though.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Activa 125 Std	0.73	1cyl 124.9cc	8.6	10.12	NA	NA	NA	7/10
Activa 3G	0.65	1cyl 109cc	8	9	NA	NA	NA	7/10
Activa-i	0.61	1cyl 109cc	8	8.7	NA	NA	NA	5/10

Seat Height: 765mm, Wheelbase: 1238mm, Ground Clearance: 165mm, Weight: 103-108kg, Fuel Tank: 5.3ltrs

DATA IN NUMBERS: FUN OR RANGE?

- **Activa:** 5.3-litre fuel tank
- **Navi:** 3.8-litre fuel tank

AVIATOR

Just like the Dio, it uses the same engine as in the Activa. But all-new bodywork that's supposed to appeal to men. Really?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Drum	0.67	1cyl 109cc	8	8.77	NA	NA	NA	6/10

Seat Height: 790mm, Wheelbase: 1256mm, Ground Clearance: 145mm, Weight: 109kg, Fuel Tank: 6ltrs

CB 1000R

The most pocket friendly and usable litre bike that you can buy today. Crazy single-side swingarm takes the cake



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1000R	13.92	4cyl 998cc	123.3	100	NA	NA	NA	8/10

Seat Height: 825mm, Wheelbase: 1445mm, Ground Clearance: 130mm, Weight: 222kg, Fuel Tank: 17ltrs

CBR 650F

Four-cylinder, 649cc sport-tourer from the house of Honda. Low level of localisation keeps the price high.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
650F	8.25	4cyl 649cc	85	63	NA	NA	NA	8/10

Seat Height: 810mm, Wheelbase: 1449mm, Ground Clearance: 133mm, Weight: 215kg, Fuel Tank: 17.3ltrs

CB HORNET 160R

The Unicorn 160's sportier cousin. Looks fine, goes well, too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
CBS	1.04	1cyl 162.7cc	15.6	14.76	NA	14.13	64	7/10

Seat Height: N/Amm, Wheelbase: 1345mm, Ground Clearance: 164mm, Weight: 140kg, Fuel Tank: 12ltrs

CB SHINE

It's now got a fair bit of 'shine' with bits like alloy wheels, electric start and sporty decals.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
SP CBS	0.80	1cyl 124.7cc	10.5	10.3	NA	NA	NA	7/10

Seat Height: N/Amm, Wheelbase: 1260mm, Ground Clearance: 164mm, Weight: 140kg, Fuel Tank: 11ltrs

CB Unicorn 160

The trusty Honda, now available with a bigger 160cc motor.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
CBS	0.92	1cyl 162cc	14.5	14.6	NA	5	60	8/10

Seat Height: N/Amm, Wheelbase: 1324mm, Ground Clearance: 150mm, Weight: 135kg, Fuel Tank: 12ltrs

CBR

The 250 has been around for sometime and now you get it in 150 too!



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
150R	1.49	1cyl 149cc	18	13	NA	NA	NA	7/10
250R ABS	2.27	1cyl 249cc	26.1	22.9	NA	NA	NA	6/10

Seat Height: N/Amm, Wheelbase: 1367mm, Ground Clearance: 145mm, Weight: 138-163kg, Fuel Tank: 13ltrs

CBR 1000RR

Another insanely quick bike to tear up our roads.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1000RR	18.13	4cyl 999cc	175.6	112	NA	NA	NA	7/10

Seat Height: 820mm, Wheelbase: 1410mm, Ground Clearance: 130mm, Weight: 211kg, Fuel Tank: 17.5ltrs

DIO

The refreshingly new Dio is a stunner. One of the best lookers in the country, though it needs more firepower.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Dio	0.63	1cyl 109cc	8	8.77	NA	NA	NA	7/10

Seat Height: 765mm, Wheelbase: 1238mm, Ground Clearance: 158mm, Weight: 105kg, Fuel Tank: 6ltrs

DREAM

Honda's attack deep into Hero territory. Wing riding for the commuter.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
CD 110	0.59	1cyl 109cc	8.25	8.63	NA	NA	NA	6/10
Yuga	0.65	1cyl 109cc	8.25	8.63	NA	NA	NA	6/10

Seat Height: N/Amm, Wheelbase: 1285mm, Ground Clearance: 169mm, Weight: 108kg, Fuel Tank: 8ltrs

GOLD WING

The ultimate touring machine is here. You can also have one equipped with an airbag!



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Audio Comfort	28.50*	6cyl 1832cc	117	167	NA	NA	NA	-
Airbag	31.50*	6cyl 1832cc	117	167	NA	NA	NA	-

Seat Height: 739mm, Wheelbase: 1689mm, Ground Clearance: N/Amm, Weight: 421kg, Fuel Tank: 25ltrs

LIVO

Honda's replaced the edgy-looking Twister with the Livo. Is claimed to return 74km to a litre.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Disc	0.67	1cyl 109cc	8.2	8.63	NA	NA	NA	7/10

Seat Height: N/Amm, Wheelbase: 1285mm, Ground Clearance: 180mm, Weight: 111kg, Fuel Tank: 8.5ltrs

NAVI

A cross between a motorcycle and a scooter, the Navi is a weird little thing – in a good way



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Standard	0.53	1cyl 110cc	8	9	NA	NA	36.2	8/10

Seat Height: 765mm, Wheelbase: 1286mm, Ground Clearance: 156mm, Weight: 101kg, Fuel Tank: 3.8ltrs

VFR

Brilliant all-rounder, the V4 engine and the dual-clutch transmission makes this bike extra special.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1200F	20.60	4cyl 1237cc	170	129	NA	NA	NA	6/10

Seat Height: 815mm, Wheelbase: 1545mm, Ground Clearance: 128mm, Weight: 267kg, Fuel Tank: 19ltrs

VT 1300 CX

Honda's only cruiser for India.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1300CX	16.66	2cyl 1312cc	57	107	NA	NA	NA	-

Seat Height: 678mm, Wheelbase: 1805mm, Ground Clearance: N/Amm, Weight: 303kg, Fuel Tank: 12.8ltrs

INDIAN

TopGear on INDIAN: The oldest American motorcycle brand comes to India to take on its oldest American rival.



CHIEF CLASSIC

A genuine alternative to a Harley with classic looks and a torquey engine, though the pricing could've been better.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Classic	29.4	2cyl 1811cc	NA	138.9	NA	NA	NA	7/10

Seat Height: 660mm, Wheelbase: 1730mm, Ground Clearance: 140mm, Weight: 341kg, Fuel Tank: 20.8ltrs

CHIEF VINTAGE

If you are into leathers. If you know what we mean.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Vintage	32.82	2cyl 1811cc	NA	138.9	NA	NA	NA	8/10

Seat Height: 660mm, Wheelbase: 1730mm, Ground Clearance: 140mm, Weight: 379kg, Fuel Tank: 20.8ltrs

DATA IN NUMBERS: INDIAN TOUR

- **Vintage:** ₹32.82 lakh
- **Chieftain:** ₹36.82 lakh
- **Roadmaster:** ₹40.82 lakh

CHIEFTAIN

A powerful motorcycle which comes with a fairing to stop those wind blasts for comfortable rides.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Chieftain	36.82	2cyl 1811cc	NA	138.9	NA	NA	NA	9/10

Seat Height: 660mm, Wheelbase: 1668mm, Ground Clearance: 142mm, Weight: 389kg, Fuel Tank: 20.8ltrs

DARK HORSE

The most basic offering of the Chief range is also the meanest.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Dark Horse	25.52	2cyl 1811cc	NA	138.9	NA	NA	NA	8/10

Seat Height: 660mm, Wheelbase: 1730mm, Ground Clearance: 140mm, Weight: 357kg, Fuel Tank: 20.8lts

SPRINGFIELD

From highway-munching tourer to boulevard cruiser in a matter of minutes: that's the Indian Springfield for you



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Springfield	31.08*	2cyl 1811cc	NA	138.9	NA	NA	NA	-

Seat Height: 660mm, Wheelbase: 1701mm, Ground Clearance: 142mm, Weight: 372kg, Fuel Tank: 20.8lts

ROADMASTER

If you thought the Chieftain was about as good a tourer as Indian could make, say hello to the master.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Roadmaster	40.42	2cyl 1811cc	NA	138.9	NA	NA	NA	7/10

Seat Height: 635mm, Wheelbase: 1668mm, Ground Clearance: 140mm, Weight: 406kg, Fuel Tank: 20.8lts

SCOUT

The smallest new Indian motorcycle, the Scout is here to take the fight to Harley's Dyna range.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Scout	14.42	2cyl 1133cc	100	97.7	NA	NA	NA	8/10
Scout Sixty	12*	2cyl 999cc	76	88.2	NA	NA	NA	7/10

Seat Height: 635-643mm, Wheelbase: 1562mm, Ground Clearance: 135mm, Weight: 246-253kg, Fuel Tank: 12.5lts

KAWASAKI

TopGear on Kawasaki: Reviving an old partnership with Bajaj has seen them return to India. They are playing it safe but may be too safe for their own good.



ER-6N

A middleweight naked bike based on the Ninja 650R that's primed to take on Triumph's Street Triple.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
ER-6N	5.64	2cyl 649cc	71	64	NA	NA	NA	8/10

Seat Height: 805mm, Wheelbase: 1410mm, Ground Clearance: 130mm, Weight: 204kg, Fuel Tank: 16lts

NINJA

Handles like an R15, comfort levels as good as a Karizma and more power than both put together.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
300	4.15	2cyl 296cc	39	27	NA	6.7	21.5	7/10
650	6.11	2cyl 649cc	72	64	NA	6.7	17.3	7/10
1000	NA	4cyl 1043cc	140	111	NA	NA	NA	8/10
ZX-10R	NA	4cyl 998cc	197	112	NA	NA	NA	9/10
ZX-14R	NA	4cyl 1441cc	210	162.5	300	2.6	16.7	9/10
H2	33.56	4cyl 998cc	197	133	NA	NA	NA	-

Seat Height: 762mm, Wheelbase: 1399mm, Ground Clearance: 140mm, Weight: 172kg, Fuel Tank: 18lts

Versys

The adventure-tourer available in two flavours. A set of fine machines, these. Priced quite well, too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
650	7.22	2cyl 649cc	67.5	64	NA	NA	NA	8/10
1000	13.4	4cyl 1043cc	118	102	NA	NA	NA	8/10

Seat Height: 840mm, Wheelbase: 1400mm, Ground Clearance: 170mm, Weight: 216-250kg, Fuel Tank: 21lts

Z250

The Ninja 250 that's been stripped down to create a stunning street bike. Expensive, but hey, an extra cylinder costs money.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Z250	3.55	2cyl 249cc	31.5	21	NA	NA	NA	7/10

Seat Height: 785mm, Wheelbase: 1400mm, Ground Clearance: 145mm, Weight: 168kg, Fuel Tank: 17lts

Z800

If the mighty Z1000 is too powerful for you, the Z800 is the perfect choice.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Z800	NA	4cyl 806cc	111.3	83	NA	NA	NA	8/10

Seat Height: 834mm, Wheelbase: 1445mm, Ground Clearance: 150mm, Weight: 231kg, Fuel Tank: 17lts

DATA IN NUMBERS: MORE FOR LESS

- **Kawasaki Z800:** 111.3bhp, ₹8.95 lakh
- **Triumph Street Triple:** 78bhp, ₹9.25 lakh

Z1000

With looks that could sear the soul, the Z1000 is a naked bike that you absolutely want. Immensely powerful inline-four adds the 'X-factor'.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Z1000	NA	4cyl 1043cc	140	111	NA	NA	NA	7/10

Seat Height: 815mm, Wheelbase: 1435mm, Ground Clearance: 125mm, Weight: 221kg, Fuel Tank: 17lts

KTM

TopGear on KTM: Hooligans par excellence come to India, courtesy Bajaj, and bring along their unparalleled sense of mayhem.



DUKE

True to its heritage, the Duke 200 is a machine that is easily swayed into all most anti-social antics. Top shelf parts and value for money



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
200	1.65	1cyl 199.5cc	25.5	19	NA	NA	NA	8/10
390	2.23	1cyl 373.2cc	43	35	NA	NA	33	9/10

Seat Height: 810mm, Wheelbase: 1361mm, Ground Clearance: 165mm, Weight: 125kg, Fuel Tank: 10.5lts

DATA IN NUMBERS: POWER TO WEIGHT

- **KTM Duke 390:** 296bhp per tonne

RC

KTM decided to take the Duke brothers racing, and so, with some help from the KTM Moto3 team, the RCs were born.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
200	1.94	1cyl 199.5cc	25.5	19	NA	NA	NA	8/10
390	2.45	1cyl 373.2cc	43	35	NA	NA	NA	8/10

Seat Height: 834mm, Wheelbase: 1480-1490mm, Ground Clearance: 169mm, Weight: 147-155kg, Fuel Tank: 11lts

MAHINDRA

TopGear on Mahindra: After buying the defunct Kinetic motors, Mahindra has taken its first step into the highly competitive two-wheeler market.



CENTURO

Loaded with a list of features that are a first in its class.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
N1 Disc	0.62	1cyl 106.7cc	8.4	8.5	NA	NA	NA	4/10

Seat Height: 800mm, Wheelbase: 1265mm, Ground Clearance: 173mm, Weight: 120kg, Fuel Tank: 12.7lts

DURO DZ

The all-new Duro, well not all that new. Remember the Kinetic Nova?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Duro	0.56	1cyl 124cc	8	9	80	NA	45	5/10

Seat Height: 790mm, Wheelbase: 1270mm, Ground Clearance: 155mm, Weight: 114kg, Fuel Tank: 6.5lts

GUSTO

Mahindra's first all-new scooter. Developed in Pune, styled in Italy. A decent alternative to other offerings.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
125 VX	0.66	1cyl 125cc	8.5	10	NA	NA	NA	-

Seat Height: 770mm, Wheelbase: 1275mm, Ground Clearance: 165mm, Weight: 105kg, Fuel Tank: 6lts

DATA IN NUMBERS: WHICH M2W SCOOT?

- **Gusto:** 110cc, 8bhp, ₹62,000
- **Duro:** 124cc, 8bhp, ₹56,000
- **Rodeo Uzo:** 124cc, 8bhp, ₹59,000

MOJO

Your eyes aren't deceiving you – the Mojo has finally arrived, so you can stop looking at spy shots and actually buy one.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Mojo	1.95	1cyl 295cc	27	30	NA	NA	NA	7/10

Seat Height: 814mm, Wheelbase: 1465mm, Ground Clearance: 173.5mm, Weight: 165kg, Fuel Tank: 21lts

RODEO UZO

More focused on youngsters. Takes on the likes of the Activa and the Dio.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Rodeo	0.59	1cyl 124cc	8	9	80	NA	45	4/10

Seat Height: 760mm, Wheelbase: 1245mm, Ground Clearance: 154mm, Weight: 106kg, Fuel Tank: 4.5lts

MOTO GUZZI

TopGear on Moto Guzzi: Maker of some wacky (and largely good-looking) big bikes. Only sold through Piaggio's 'Motoplex' outlets, though.



AUDACE

If you're a motorcycle enthusiast with an eye for art and a loaded bank account, you can't ignore this one.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Audace	26.15	2cyl 1380cc	94	121	NA	NA	NA	8/10

Seat Height: 740mm, Wheelbase: 1695mm, Ground Clearance: 165mm, Weight: 299kg, Fuel Tank: 20.5lts

CALIFORNIA

The long-distance Guzzi. Relaxed stance, looks that grab attention and plenty of kit. What's not to like?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1400 Touring ABS	27.85	2cyl 1380cc	94	121	NA	NA	NA	-

Seat Height: 740mm, Wheelbase: 1685mm, Ground Clearance: 165mm, Weight: 346kg, Fuel Tank: 20.5lts

ELDORADO

A California with a retro twist: the Eldorado is what a cruiser of the 70s would look like today



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Eldorado	26.75	2cyl 1380cc	94	120	NA	NA	NA	-

Seat Height: 740mm, Wheelbase: 1695mm, Ground Clearance: 165mm, Weight: 314kg, Fuel Tank: 20.5lts

GRISO

Moto Guzzi's hard-hitting super-naked is a looker. It's an underrated machine that'd surprise most people



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
SE	20.31	2cyl 1151cc	103	107	NA	NA	NA	-

Seat Height: NA, Wheelbase: NA, Ground Clearance: NA, Weight: 231kg, Fuel Tank: 17ltrs

MGX-21

A concept bike that made it to production largely unchanged, the MGX-21 was built to attract buyers from the USA



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
MGX-21	27.78*	2cyl 1380cc	94	121	NA	NA	NA	-

Seat Height: 740mm, Wheelbase: NA, Ground Clearance: 165mm, Weight: 341kg, Fuel Tank: 20.5ltrs

V9

The smallest of the Guzzis, the V9 is more of a rival to the Bonneville and the Ducati Scramblers of the world



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Bobber	16.62	2cyl 850cc	55	50	NA	NA	NA	-

Seat Height: 780mm, Wheelbase: NA, Ground Clearance: NA, Weight: 199kg, Fuel Tank: 15ltrs

MV AGUSTA

TopGear on MV Agusta:
Lugging debts along, still churning out fire-breathing beauties. MV is now in India with the Kinetic group with its entire range



F3

A smaller version of the "world's most beautiful bike". And after feasting our eyes on it, we believe them



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
800	16.78*	3cyl 798cc	146	90	NA	NA	NA	-

Seat Height: 805mm, Wheelbase: 1380mm, Ground Clearance: 125mm, Weight: 173kg, Fuel Tank: 16.5ltrs

F4

The world's most beautiful bike, they call it. We're mesmerised. An absolute rocket of a motorcycle.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
F4	26.87*	4cyl 998cc	192	113	NA	NA	NA	9/10

RR	35.71*	4cyl 998cc	198	116	NA	NA	NA	-
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Seat Height: 830mm, Wheelbase: 1430mm, Ground Clearance: 115mm, Weight: 190kg, Fuel Tank: 17ltrs

BRUTALE

They know how to name their vehicles, these Italians. This really is a brutal, unforgiving, ultimately rewarding machine



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1090	20.1*	4cyl 1078cc	142	114	NA	NA	NA	8/10

RR	24.78*	4cyl 1078cc	156	100	NA	NA	NA	8/10
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Seat Height: 825mm, Wheelbase: 1438mm, Ground Clearance: 140-150mm, Weight: 183kg, Fuel Tank: 23ltrs

ROYAL ENFIELD



TopGear on Royal Enfield:
They've kept alive the charisma of big bore singles although emission norms have muted them to a fair extent.

BULLET

The thump is enough to buzz your senses. However, this one is basic, tough and macho. Can ride on almost any surface.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
350	1.36	1cyl 346cc	19.8	28	NA	NA	NA	4/10

500	1.95	1cyl 499cc	26	40.9	117	NA	NA	6/10
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Electra	1.55	1cyl 499cc	27.2	41.3	NA	NA	NA	4/10
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Seat Height: N/Amm, Wheelbase: 1370mm, Ground Clearance: 135mm, Weight: 163kg, Fuel Tank: 14.5ltrs

TOPGEAR TOP FIVE
SUB-300CC MOTORCYCLES

1



KTM RC 200

Price ₹1.94 lakh, Spec 1cyl, 199.5cc, 6M, 25.5bhp, 19Nm.

Unlike what most people think, this is not a Duke 200 that's put on a fairing. This is a thoroughbred sportsbike with enough performance to satisfy the most demanding of riders. The RC 200 is the perfect tool for the track - especially for those who are new to circuit riding.

2



BENELLI TNT 25

Price ₹2.24 lakh, Spec 1cyl, 249cc, 6M, 28.1bhp, 21.6Nm

Performance bundled with delicious Italian styling: the TNT 25 is Benelli's take on the popular streetfighter theme, and this bike's a complete hooligan at heart. The best part is that you don't have to have deep pockets to buy this little monster, and the riding experience will leave you thirsty for more.

3



TVS APACHE RTR 200 V4

Price ₹1.17 lakh, Spec 1cyl, 197.7cc, 5M 20.7bhp, 18.1Nm

Looking for something a bit more *desi*? The TVS RTR 200 V4 is just what you need. It looks fast, it goes fast and it corners pretty damn well. It's a big leap from the Apache RTR 180, and doesn't compromise on everyday usability in the name of performance. A real step-up.

4



MAHINDRA MOJO

Price ₹1.95 lakh, Spec 1cyl, 295cc, 6M, 27bhp, 30Nm

If going really fast is not your thing, here's a bike that you can enjoy at an easier pace. The Mojo is a very capable tourer with a sprinkling of performance to keep things interesting. It handles well, the grip from the Pirelli tyres is immense, and it sounds nice, too. A tad expensive, but worth the money.

5



BAJAJ PULSAR RS 200

Price ₹1.59 lakh, Spec 1cyl, 199.5cc, 5M, 24bhp, 18.6Nm

Love a fairing on your motorcycle but don't want to compromise on ergonomics? The Pulsar RS 200 melds commuting convenience and sportsbike styling into one attractive package. Also comes with an attractive price tag, and is equipped with anti-lock brakes.

CLASSIC

A true beast. The 500 features the all-new fuel-injected TwinSpark engine. This is the most refined bike in the Bullet stable.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
350	1.63	1cyl 346cc	19.8	28	120	NA	NA	5/10

500	2	1cyl 499cc	27.2	41.3	130	NA	NA	7/10
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Seat Height: 800mm, Wheelbase: 1370mm, Ground Clearance: 135mm, Weight: 187kg, Fuel Tank: 13.5ltrs

DATA IN NUMBERS: PAY MORE FOR FI

- Bullet 500: 26bhp, ₹1.75 lakh
- Classic 500: 27.2bhp, ₹1.87 lakh

CONTINENTAL GT

Most powerful RE, best-looking RE, and the 2013 Indian Motorcycle of the Year. Need we say more?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Continental GT	2.46	1cyl 535cc	29.1	44	NA	NA	NA	6/10

Seat Height: 800mm, Wheelbase: 1360mm, Ground Clearance: 140mm, Weight: 184kg, Fuel Tank: 13.5ltrs

DATA IN NUMBERS: POWER TO WEIGHT

- RE Conti GT: 158bhp per tonne

HIMALAYAN

The first purebred Indian adventure motorcycle. Can go pretty much anywhere, and looks the part, too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
	1.94	1cyl 411cc	24.5	32	NA	NA	NA	8/10

Seat Height: 800mm, Wheelbase: 1465mm, Ground Clearance: 220mm, Weight: 182kg, Fuel Tank: 15ltrs

THUNDERBIRD

The cruiser in the crowd. Quite comfortable on the highway and an extremely steady bike.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
350	1.7	1cyl 346cc	20	28	120	NA	45	5/10

500	2.22	1cyl 499cc	27.2	41.3	130	NA	NA	6/10
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Seat Height: 775mm, Wheelbase: 1240mm, Ground Clearance: 140mm, Weight: 179kg, Fuel Tank: 12ltrs

SUZUKI



TopGear on Suzuki:
Maker of the fastest production motorcycle of the world has found the going tough in India.

ACCESS

125cc power for the price of an Activa. Lighter, trendier, and now also offered with a front disc brake.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Disc	0.66	1cyl 124cc	8.7	10.2	NA	NA	NA	8/10

Seat Height: 780mm, Wheelbase: 1265mm, Ground Clearance: 160mm, Weight: 102kg, Fuel Tank: 5.6ltrs

DATA IN NUMBERS: TALE OF TWO 125s

- Access: 8.7bhp, 102kg, ₹66,000
- Swift: 9.5bhp, 110kg, ₹57,000

GIXXER

Suzuki's 155cc naked bike has got the Yamaha FZ square in its sights.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Gixxer	0.80	1cyl 155cc	14.6	14	NA	NA	NA	9/10

Seat Height: 780mm, Wheelbase: 1330mm, Ground Clearance: 160mm, Weight: 135kg, Fuel Tank: 12ltrs

GIXXER SF

Just as good as the naked Gixxer, only with a fairing. Looks cooler in the MotoGP livery.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Gixxer SF	0.89	1cyl 155cc	14.6	14	NA	NA	NA	9/10

Seat Height: 780mm, Wheelbase: 1330mm, Ground Clearance: 160mm, Weight: 139kg, Fuel Tank: 12ltrs

GSX

Suzuki's litre bike completes a Japanese trio. Arguably the most comfortable of the lot.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
R-1000	16*	4cyl 999cc	191	NA	NA	NA	NA	-
S1000	12.25*	4cyl 999cc	NA	NA	NA	NA	NA	8/10
S1000 F	12.7*	4cyl 999cc	NA	NA	NA	NA	NA	8/10

Seat Height: 810mm, Wheelbase: 1405-1460mm, Ground Clearance: 130mm, Weight: 205kg, Fuel Tank: 17.5ltrs

HAYABUSA

Not the fastest production motorcycle anymore, but the 1300cc motor still packs a punch.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
GSX 1300 R	13.88	4cyl 1340cc	198	154	NA	NA	NA	9/10

Seat Height: 805mm, Wheelbase: 1480mm, Ground Clearance: 120mm, Weight: 266kg, Fuel Tank: 21ltrs

HAYATE

Facing still competition in the segment, the Hayate gets a few cosmetic updates.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
EP	0.56*	1cyl 113cc	13.8	134	NA	NA	NA	6/10

Seat Height: 795mm, Wheelbase: 1305mm, Ground Clearance: 165mm, Weight: 107kg, Fuel Tank: 10ltrs

INTRUDER

This is a mammoth motorcycle with an engine big enough to put most cars to shame.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
M800	10.05*	2cyl 805cc	52	68	NA	NA	22	5/10
M 1800 R	15.95*	2cyl 1780cc	127	160	NA	NA	NA	6/10

Seat Height: 705mm, Wheelbase: 1655-1710mm, Ground Clearance: 140mm, Weight: 269-347kg, Fuel Tank: 19ltrs

LET'S

A decent little scooter that doesn't offer anything path-breaking. Needs to catch up with Honda in terms of refinement.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Let's	0.47	1cyl 113cc	8.7	9	NA	NA	NA	6/10

Seat Height: 765mm, Wheelbase: 1250mm, Ground Clearance: 160mm, Weight: 98kg, Fuel Tank: 5.2ltrs

SWISH

Want a performance scooter with a bit of style? The Swish is what the doctor ordered.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Swish	0.52	1cyl 124cc	8.5	9.8	NA	NA	NA	7/10

Seat Height: 780mm, Wheelbase: 1250mm, Ground Clearance: 160mm, Weight: 110kg, Fuel Tank: 6ltrs

V-STROM

Suzuki attempts to wander in the Multi-strada territory. Is it a right step?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1000 ABS	17.74	2cyl 1037cc	NA	NA	NA	NA	NA	7/10

Seat Height: 850mm, Wheelbase: 1555mm, Ground Clearance: 165mm, Weight: 228kg, Fuel Tank: 20ltrs

TOPGEAR TOP FIVE

SCOOTERS

1



TVS JUPITER

Price ₹62,000,
Specs 109cc, 7.8bhp, 8Nm

Something of a masterstroke from TVS, the Jupiter is one of the best handling scooters on sale today. This is thanks to its large 12-inch wheels. The 110cc motor strikes a good balance between efficiency and performance. Best of all, it is priced reasonably, and it also looks pretty distinctive.

2



HERO MAESTRO EDGE

Price ₹50,000,
Specs 111cc,
8.3bhp, 8.3Nm

This all-new scooter from Hero has impressed us no end with its list of features. It includes a USB 3.0 mobile charging port, an externally mounted fuel filler lid and a boot light. This, along with the telescopic front suspension and Integrated Braking System offers a better ride and improved safety.

3



HONDA ACTIVA 125

Price ₹73,000,
Specs 124cc, 8bhp, 10.1Nm

Honda's Activa is the king of the scooter market in India. So how do you make an already good product better? Well, it's simple – add a bigger engine. The 125 comes with all the goodness of a regular Activa, but with an added dash of performance, which is something we welcome with open arms.

4



VESPA VXL 150

Price ₹88,000,
Specs 150cc, 11.4bhp, 11.5Nm

Performance is not a priority when shopping for a scooter, but we are glad Vespa thinks otherwise. The Vespa 150 looks exactly like the other scooters from the Vespa range, but packs in the kind of performance you don't expect from a scooter. We only wish it didn't cost nearly a lakh.

5



YAMAHA FASCINO

Price ₹64,000,
Specs 113cc, 7bhp, 8.1Nm

Want the retro styling of the Vespa but are not ready to shell out a lakh? This is what you need in your life: the Fascino. It is styled to look like a neo-retro scoot, but underneath, it's an Alpha. The Fascino is quite practical, and at the same time, is pretty peppy, too. Maximum bling for your money.

TRIUMPH



TopGear on Triumph:
British bike maker not to be mistaken with the lingerie company of the same name.

BONNEVILLE

The quintessential Triumph. Also the most inexpensive bike of the range. Couldn't get any better.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Street Twin	6.9*	2cyl 900cc	54	80	NA	5.39	NA	7/10
T120	8.7*	2cyl 1200cc	NA	105	NA	4.7	NA	8/10
Thruxton R	10.9*	2cyl 1200cc	96	112	NA	NA	NA	9/10
T100	7.8*	2cyl 900cc	55	80	NA	NA	NA	8/10

Seat Height: 750mm, Wheelbase: 1415mm, Ground Clearance: NA, Weight: 198kg, Fuel Tank: 12ltrs

DAYTONA

675cc three-pot, racing-derived genes and looks to make your heart melt. An expensive, but fine machine.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Daytona 675 R	14.07	3cyl 675cc	126	70.2	NA	NA	NA	9/10

Seat Height: 830mm, Wheelbase: 1375mm, Ground Clearance: NA, Weight: 189kg, Fuel Tank: 17.4ltrs

ROADSTERS

These are the stripped-down Daytonas, one with a 675cc motor, the other with a 1050. Proper Brit muscle.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Speed Triple	13.26	3cyl 1050cc	133	111	NA	NA	NA	8/10
Street Triple	9.25	3cyl 675cc	104	68	NA	NA	NA	-

Seat Height: 825mm, Wheelbase: 1435mm, Ground Clearance: NA, Weight: 214kg, Fuel Tank: 17ltrs

ROCKET III ROADSTER

With the biggest engine for any production bike, the Rocket III is big enough to dwarf most other cruisers.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Rocket III Roadster	24.48	3cyl 2294cc	146	221	NA	NA	NA	6/10

Seat Height: 750mm, Wheelbase: 1695mm, Ground Clearance: NA, Weight: 367kg, Fuel Tank: 24ltrs

THUNDERBIRD STORM

The poor man's Rocket III. Not inexpensive or inconspicuous in any way.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Thunderbird Storm	16.12	2cyl 1699cc	97	156	NA	NA	NA	6/10

Seat Height: 700mm, Wheelbase: 1615mm, Ground Clearance: NAmm, Weight: 339kg, Fuel Tank: 22ltrs

THUNDERBIRD LT

A Thunderbird that's built for the long haul. Slightly detuned motor, but still sufficiently powerful.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Thunderbird LT	18.68	2cyl 1699cc	93	151	NA	NA	NA	6/10

Seat Height: 700mm, Wheelbase: 1665mm, Ground Clearance: NAmm, Weight: 380kg, Fuel Tank: 22ltrs

TIGER

Triumph's go-anywhere soldier, the Tiger is all the touring motorcycle you'd ever want. Also available with a bigger engine.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Tiger 800 XR	13.44	3cyl 799cc	94	78	NA	NA	NA	9/10
Tiger 800 XCA	NA	3cyl 799cc	94	78	NA	NA	NA	9/10
Tiger Explorer	21.58	3cyl 1215cc	135	121	NA	NA	NA	8/10

Seat Height: 840-860mm, Wheelbase: 1535mm, Ground Clearance: NAmm, Weight: 215kg, Fuel Tank: 19-20ltrs

TVS



TopGear on TVS:
They've had their ups and downs but seem sorted out now. Strong presence in southern India, rest of India needs some attention.

APACHE

Into its second generation now with a bigger engine and more 'race effects'. Still a great looker.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
RTR180 ABS	1.01	1cyl 178cc	17.1	15.5	119	NA	38	7/10
RTR200 V4 ABS	1.17*	1cyl 198cc	20.7	18.1	NA	12	NA	8/10

Seat Height: 790mm, Wheelbase: 1300-1353mm, Ground Clearance: 180mm, Weight: 137-148kg, Fuel Tank: 12ltrs

JUPITER

TVS's latest offering to take on the Honda Activa, just that it looks too similar to its rival.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
	0.62	1cyl 109cc	7.8	8	NA	NA	NA	8/10

Seat Height: 765mm, Wheelbase: 1275mm, Ground Clearance: 150mm, Weight: NAkg, Fuel Tank: 5ltrs

PHOENIX

A straight forward commuter bike. What you see is what you get.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
	0.63	1cyl 124.5cc	8.8	10.8	95	NA	NA	4/10

Seat Height: NAm, Wheelbase: 1265mm, Ground Clearance: 165mm, Weight: 116kg, Fuel Tank: 12ltrs

SCOOTY

It's tiny, petite and peppy. Convenient for city errands. But buy a bike for regular commuting. Perfect as your first two-wheeler.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Pep Plus	0.52	1cyl 87cc	5	5.8	NA	NA	NA	4/10
Zest 110	0.59	1cyl 109.7cc	7.9	8.7	NA	NA	NA	6/10

Seat Height: 760mm, Wheelbase: 1230-1250mm, Ground Clearance: 135mm, Weight: 95-98kg, Fuel Tank: 5ltrs

STAR CITY+

Efficient, comfortable and refined. Looks nice, too. A good first buy.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Electric Start	0.47*	1cyl 110cc	8.4	8.7	NA	NA	NA	4/10

Seat Height: NAm, Wheelbase: 1260mm, Ground Clearance: 172mm, Weight: 109kg, Fuel Tank: 12ltrs

VICTOR

An old nameplate returns. Looks good for a commuter, and also packs in some useful equipment



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Victor	0.54	1cyl 110cc	9.6	9.4	NA	NA	NA	7/10

Seat Height: NA, Wheelbase: 1260mm, Ground Clearance: 175mm, Weight: 113kg, Fuel Tank: 8ltrs

WEGO

With the Wego, TVS has set its eyes on Honda's share of the gearless two-wheeler market.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Wego	0.63	1cyl 110cc	8	8	NA	NA	NA	7/10

Seat Height: NAm, Wheelbase: 1275mm, Ground Clearance: 150mm, Weight: NAkg, Fuel Tank: 5ltrs

UM

TopGear on UM: We don't know much about them yet, but UM have brought along some pretty interesting looking options.



RENEGADE

A muscle-y cruiser. We'll wait till we ride it to tell you more about it.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Sport S	1.49	1cyl 280cc	25	22	NA	NA	NA	5/10
Commando	1.59	1cyl 280cc	25	22	NA	NA	NA	5/10
Classic	1.69	1cyl 280cc	25	22	NA	NA	NA	5/10

Seat Height: NA, Wheelbase: 1545mm, Ground Clearance: 150mm, Weight: 172kg, Fuel Tank: 18ltrs

VESPA

TopGear on Vespa: If there ever was a company that married history and tradition with a modern outlook, Vespa is it.



VESPA

It looks premium, it feels premium, is zippy and now, also available in 150 flavour. What's not to like?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
SXL 125	0.84*	1cyl 125cc	10	10.6	NA	NA	NA	6/10
SXL 150	1.06	1cyl 150cc	11.4	11.5	NA	NA	NA	7/10

Seat Height: NA, Wheelbase: NA, Ground Clearance: NA, Weight: NA, Fuel Tank: 5ltrs

946 EMPORIO ARMANI

It is a work of art, suitably modern and practical, and quite distinct: in its presence and with the price.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
--	12.05*	1cyl 125cc	11.2	9.6	NA	NA	NA	NA

Seat Height: NA, Wheelbase: NA, Ground Clearance: NA, Weight: NA, Fuel Tank: 5ltrs

YAMAHA

TopGear on Yamaha: Have made a name out of manufacturing fast bikes. Great products, but dealer network not good enough to back them up.



ALPHA

Yamaha's attempt to take on the scooter segment dominated by Honda's Activa



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Disc	0.68	1cyl 113cc	7.1	NA	NA	NA	NA	7/10

Seat Height: 775mm, Wheelbase: 1270mm, Ground Clearance: 128mm, Weight: 104kg, Fuel Tank: 5.2ltrs

FASCINO

Styled to fight the Vespa, priced to snatch a piece of the Activa's pie. A style-conscious Alpha, in essence.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Fascino	0.64	1cyl 113cc	7	8.1	NA	NA	NA	7/10

Seat Height: 775mm, Wheelbase: 1270mm, Ground Clearance: 128mm, Weight: 103kg, Fuel Tank: 5.2ltrs

FAZER

Purely a commuter. Surprisingly a good handler and has a refined engine. Now with lesser power, and lesser weight.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Fazer	0.88*	1cyl 149cc	13	13	NA	NA	NA	6/10

Seat Height: 790mm, Wheelbase: 1335mm, Ground Clearance: 160mm, Weight: 135kg, Fuel Tank: 13.2ltrs

FZ FI V2.0

Boldest of the 150cc lot with tyres to chew and spit out the competition. Less powerful now, but also lighter.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
FZ-S	0.96	1cyl 149cc	13	12.8	NA	NA	NA	7/10

Seat Height: 790mm, Wheelbase: 1330mm, Ground Clearance: 160mm, Weight: 132kg, Fuel Tank: 12ltrs

FZ I

Street fighter looks and performance to go with it. Will give you all the thrills of a litre class bike.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
FZ 1	13.65	4cyl 998cc	147.9	106	NA	NA	NA	8/10

Seat Height: 815mm, Wheelbase: 1460mm, Ground Clearance: 160mm, Weight: 132kg, Fuel Tank: 12ltrs

MT-09

Is the FZ1 too old for you, now? Head straight to the MT section for the latest Yamaha super-naked



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
MT-09	10.2	3cyl 847cc	113	87.5	NA	NA	NA	-

Seat Height: 815mm, Wheelbase: 1440mm, Ground Clearance: 135mm, Weight: 191kg, Fuel Tank: 14ltrs

RAY

Aimed at ladies, but not surprisingly, it endears itself to the opposite sex too. Fun to ride, looks good and is a Yamaha



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Ray	0.56	1cyl 113cc	7	8.1	NA	NA	NA	7/10
Ray ZR	0.71	1cyl 113cc	7	8.1	NA	NA	NA	7/10

Seat Height: NA, Wheelbase: 1270mm, Ground Clearance: 128mm, Weight: 103kg, Fuel Tank: 5ltrs

SZ

Cheaper alternative to FZ16, cuts down on essentials like disc brakes and pass beam switch



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
SZ-RR	0.73	1cyl 153cc	12.1	12.8	NA	NA	NA	4/10

Seat Height: 800mm, Wheelbase: 1320mm, Ground Clearance: 165mm, Weight: 134kg, Fuel Tank: 14ltrs

SALUTO

Yamaha's having another crack at the 125cc commuter bike segment with the oddly-named Saluto



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Disc	0.68	1cyl 125cc	8	10	NA	NA	NA	-
RX	0.46*	1cyl 110cc	7.5	8.5	NA	NA	NA	-

Seat Height: 785-805mm, Wheelbase: 1265mm, Ground Clearance: 180mm, Weight: 113kg, Fuel Tank: 7.6ltrs

V-MAX

Be ready for some seriously fast acceleration, and hope no one is crossing while you are at it.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
V-Max	33.09	4cyl 1679cc	197	166.8	NA	NA	NA	6/10

Seat Height: 775mm, Wheelbase: 1700mm, Ground Clearance: 140mm, Weight: 310kg, Fuel Tank: 15ltrs

YZF-R1

Want to be like Rossi? Well, you can start with at least looking like him on a Yamaha.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
R1	22.34*	4cyl 998cc	197	112.4	00	00	00	-
R1M	29.43*	4cyl 998cc	197	112.4	NA	NA	NA	-

Seat Height: 855-860mm, Wheelbase: 1405mm, Ground Clearance: 130mm, Weight: 199kg, Fuel Tank: 17ltrs

YZF-R15 2.0

Same old R15 tweaked for better performance. Though no power upgrade will put off a few people



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
R15	1.27	1cyl 150cc	16.8	15	140	NA	40	7/10

Seat Height: 800mm, Wheelbase: 1345mm, Ground Clearance: 160mm, Weight: 136kg, Fuel Tank: 12ltrs

YZF-R3

The latest R-series product is hugely impressive. Nice to fling around corners, even better for long-distance riding.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
YZF-R3	3.85	2cyl 320cc	41.5	29.6	NA	NA	NA	8/10

Seat Height:mm, Wheelbase: 1380mm, Ground Clearance:mm, Weight: 169kg, Fuel Tank: 14ltrs

DATA IN NUMBERS: POWER TO WEIGHT

→ YZF-R3 245bhp per tonne

TopGear

THE UNCUT VERSION

THE BITS THAT DON'T MAKE IT TO THE FINAL CUT
(AND THE BITS SOME OF US DON'T WANT TO SEE MAKING IT TO THE FINAL CUT)



01 Drama queen: The R8's whine was louder than the heroine's next door

02 Run while you can: Amaan was caught trying to run away halfway through our 18-hour cover shoot

03 Fair trade: Kid – Uncle, can I get a ride in this orange car? Debu – You can, but I'm hungry. Go, get your tiffin

04 Dream come true: This, said our new trainee, could be his dream garage. He can be spotted in the photo cleaning the Brezza

05 Knot in this life: Chris has just gotten married. Need we say more?

06 Labour unrest: With Girish away for a drive, Debu has to deal with Agasti and Samarpan's gripes

