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Benelli TNT25 Road Test Review



Road Test Reviews **INSIDE**



Yamaha
YZF-R3



All New
Achiever
150

BikesMedia

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Yamaha YZF-R3 Road Test Review



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The Yamaha R15 has made history in the premium 150cc segment, similarly Yamaha wanted to kill the leaders in the 300cc segment, so they brought in the R3 into the Indian market. Yamaha was a bit late in bringing in the R3 into our market. The segment was highly dominated by the KTM RC390, but then came in the Dominar 400, even though it is a naked motorcycle, the Indian market have started loving the motorcycle for its killer price tag and dashing looks. But spare me these motorcycles have only one cylinder, so let's keep them apart.

Coming to the two cylinder 300cc motorcycles we have the Benelli TNT300, Kawasaki Ninja 300 and the Yamaha R3. The Ninja 300 is one of the best looking motorcycles even when it is compared to many superbikes. But then the R3 came into the game offering stunning looks and cheaper service options. Let's see how the R3 performs against its rivals. Is it any better or not?





Looks and Styling

The Yamaha R3 looks fabulous in almost every noticeable angle. It looks neat with a premium fit and finish. The twin headlamps, clip-on handlebars, a pointy tail section make it look similar to its older siblings. Yamaha has stuck on to using the bulky indicators which we have seen on its younger sibling the YZF-R15. It is sad that the pillion seat is too small and doesn't receive anything to hold on to. Yamaha has retained the short triangular canister shaped exhaust that we have seen on its older sibling the R6. The tank looks tall and beefy with neat sculptures for the knees to lock up.

When you compare the R3 with the R15 v2, the R3's handlebars feel very high, moreover making it look like it is purely made for the more touring purposes and not much towards the tracks.

R3 *REV THE LIMITS*
321cc | 42PS | 29.6Nm

Instrument Cluster and Switchgear



The instrument cluster looks posh and is loaded with a bunch of features such as gear position indicators, a fuel gauge, a water temperature gauge, a real-time and average fuel economy, a clock, two trip meters and an oil change indicator. A white light is placed in-between the digital speedometer and analog tachometer, which acts as shift timing indicator. The switches are soft and feel premium. It is sad that the R3 lacks a hazard light.



Turn on the engine and you may feel that the exhaust note isn't as bassy as the TNT 300 or Ninja 300, but all this is only until you touch the 6,500RPM mark, after which everything just changes, from its exhaust note to the lame riding fell it provided under 6500RPM. Powered by a 321cc, twin cylinder, four stroke engine that unleashes 42 BHP at 10,750 RPM and 29.6 Nm of torque at 9,000 RPM. Twist the throttle and after the 6,500 RPM range, it takes just a jiffy to reach 11,000 RPM mark.

The engine feels really smooth and the heat produced isn't very noticeable. But something that we noticed is that after the engine reaches a certain engine heat range, the engine needs 4-5 cranks before it starts up, which is a bit annoying if we are stuck in traffic. The R3 lacks the slipper clutch as seen on the RC 390, which is a major drawback. There are very minimal vibrations felt under regular riding conditions, but at certain RPMs few vibes kicked into affect the tank and the handlebars. Riding the R3 in the city is absolutely pleasure; the engine felt buttery smooth, which made it my personal favorite 300cc motorcycle within the city limits. The gearbox felt very sleek and feels very easy to shift with the soft clutch setup.



R3 *REV THE
LIMITS*
321cc | 42PS | 29.6Nm

Engine and Performance





Ergonomics

The ergonomics of R3 isn't as forward biased as we have seen it on the younger sibling R15. The seating posture is not that committed on the YZF R3 hence one can use the bike all day long as well as can also hit the track occasionally. The high raised clip-on handlebars and the rear set foot pegs provide a good seating comfort and just do the job as they are supposed to do. The pillion seat is too small, something within a 10km range can be okay, but it is going to be very tiring for a long ride. It moreover feels like a solo rider motorcycle. The motorcycle has a 14L tank capacity, which could have been increased.



R3

REV THE
LIMITS
321cc | 42PS | 29.6Nm





Braking and Suspension

The first thing I would complain is the lack of ABS. The R3 has a 298mm front disc brake coupled to a 2-pot caliper and a 220mm rear disc brake with a single pot caliper.



YAMAHA

R3

REV THE
LIMITS
321cc | 42PS | 29.6Nm

The brakes offer decent stopping power, the inclusion of ABS could have changed the whole scenario since the MRF tires aren't proving very great on this performance machine. Yamaha has stuck on to the telescopic suspension; the front end receives a 41mm telescopic suspension supplied by KYB. The rear end receives a monoshock suspension. The suspension quality was really good on the R3, absorbing the bumps and potholes with ease not allowing the butt to ache much like on the R15.





Pros-

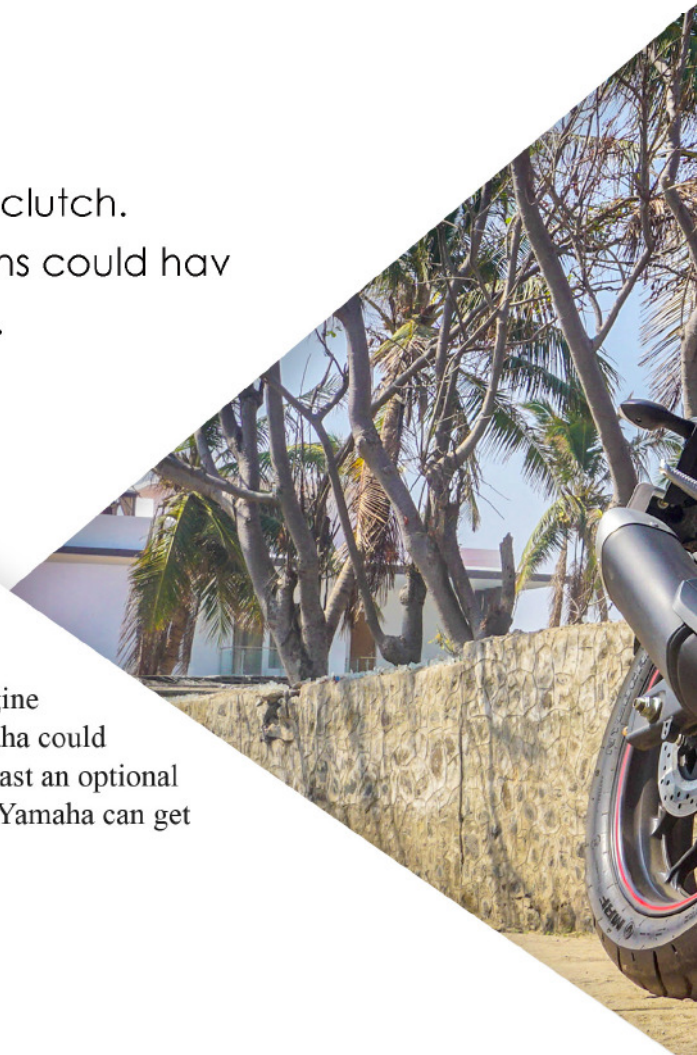
- Refined engine.
- Stunning looks.
- High rev range limit.
- Cheaper maintenance in comparison to its rivals.
- Informative instrument cluster.

Cons-

- Lack of ABS.
- Lack of Slipper clutch.
- More tire options could have been included.

Verdict

Yamaha hasn't compromised on the build quality, engine refinement, fit n finish and riding experience. What Yamaha could have included is better tires, Upside down forks, and at least an optional ABS. The R3 is a strong performer, but let's see whether Yamaha can get rid of the cons in the future model.



R3

REV THE
LIMITS

321cc | 42PS | 29.6Nm



Hero Achiever Road Test Review

After being separated from Honda, Hero Motocorp has become the choice of the riders. Specially in the segment of commuters, Hero hasn't given any doubt to its customers and continued their Safety first criteria as their priority. Brand like Splendor and Passion are still in demand and command good resale value. The Indian manufacturer is now focusing on replacing the Honda technology with their own indigenously developed engines. Following the ongoing foray Hero Motocorp has recently introduced the updated Achiever 150, let's see what all the bike has got to offer as a premium commuter.



Hero Achiever

Road Test Review



Hero Achiever Road Test Review



The new Hero Achiever, actually we must say the upgraded Hero Achiever is a 150cc commuter motorcycle. The very first sight of the motorcycle can attract many because of its looks and great road presence. Being a commuter it has got a very beautiful and attractive design. The built quality and fit n finish showcase the perfect planning of Hero's designers.

The wide aerodynamic visor looks beautiful and works efficiently for a well balanced ride. Big muscular fuel tank along with long and wide seat give the feel of a big bike. Minimum use of graphics and decent livery add to the sober design philosophy of the motorcycle. The long and big exhaust coupled with chromed heat shield may remind you one used on the Honda Unicorn. The taillight featured on the new Achiever is also simple and sober, however, inclusion of LED would have been better.

Styling





Instrument Clusters and Switchgear



The Instrument cluster featured on the bike is all analog but has got a very attractive odometer, techometer, fuel gauge, a trip meter and the side stand indicator which is seriously a very needed feature. Above the odometer Hero Motocorp has placed its logo and name of the brand. As far as switchgear are concerned they are made up of good quality plastic.

According to the BS4 norms, the motorcycle has got the AHO (automatic headlight on) technology, therefore there is no switch given to switch off the headlamp. All you can do is use the upper and dipper switch according to the need.

In place of engine kill switch there has been a switch provided for Hero's own 'i3S'

technology. Near the right thumb the blue coloured switch, is for, the integrated technology of Hero Motocorp known as the I3S. Switching it on, will put the bike off (after some 10, 15 seconds) on the traffic signals which increases the fuel efficiency. To start the bike, all you need to press the clutch and you are ready to go, this is what the I3S technology is.

Hero Achiever Road Test Review



As the bike is commuter centric so its wide handlebar and center set footpegs give the rider a comfortable ride. While the long single seat is soft and wide enough which helps the rider as well as the pillion sit comfortably while riding. Both side rubber footpegs won't even let your legs feel the harsh roads.

Ergonomics





Engine and Performance



The Hero Achiever is equipped with 150 cc engine. Its smooth and fairly powerful engine provides Max power of 13.6 Ps @ 8000 rpm which gives the rider the perfect blend of riding a powerful commuter. The torque of 12.8 Nm @ 5000 rpm is truly convincing and you will have it evenly distributed across all rev range. The powerful and smooth engine mesmerizes the ride in the city as well as on the highways. The gearbox is as smooth as butter and has got 5 manual gears. Shifting the gears is no more a trouble for the rider while being on the Hero Achiever 150.

Hero Achiever Road Test Review



The telescopic front and spring loaded twin rear suspensions help to go through the roads filled with potholes. As we have tested it on the off road as well, we didn't find trouble doing so, however, the rear suspension setup was a little hard and that cannot be compared with the efficiency of a monoshock. Cornering the motorcycle is joy in itself the balancing and wide Ceat tyres help you out to deal with the deep and short turns. Its center footpegs and long handle bar provides the feel of comfort and enhances the joy of the ride.

The new Achiever comes equipped with optional front disc brakes but the bike we got was featured with drum brakes only and on applying the brakes the bike responded well. However, the drum brakes cannot be compared with the efficiency of disc brakes but in spite of the spongy feel of the front drum brake it worked pretty well and gave us the confidence while riding above the average speed.

Riding Dynamics





Verdict



Hero motocorp the largest two wheeler manufacturing company, has consistently being working on new as well as its old products and upgrading them according to the norms and customer's seeking. Truly the Hero Achiever 150 is the example of it. Its butter smooth and powerful engine puts it in the category of powerful commuters while its comfortable ergonomics prevent the rider from the stressful rides. Its integrated I3S technology helps the rider to obtain better fuel efficiency in today's era of expensive fuel and busy traffic. Over all the motorcycle is completely convincing and can be the rider's choice.

21 Gun Salute Vintage Car Show 2017 Begins at India Gate



The 21 Gun Salute Vintage Car Rally & Concours Show kicks off at India Gate, New Delhi. Every year, the 21 Gun Salute Heritage & Cultural Trust host one of India's most premium vintage car events, this year also, the 7th edition of the event was inaugurated amongst renowned national & international car and bike aficionados & connoisseurs of culture, art & history.

Hundreds of rare cars and bikes were at display along with a grand celebration with dances, arts and culture that made the 7th edition of The 21 Gun Salute International Vintage Car Rally & Concours Show, a spectacular experience. The event welcomed thousands of visitors from around the globe and many eminent guests, royal families and renowned personalities at the India Gate Grounds (August Kranti Park), New Delhi. The immortal burning flame of the Amar Jawan Jyoti which commemorates the martyrs' and pays homage to the unknown soldiers who gave their lives to defend India became witness of the beautiful evening.

Speaking on the event, Madan Mohan, Founder & MD, 21 Gun Salute Heritage & Managing Trust, Said,

Every year, as a tribute to the golden era of the automotive industry, we organize this International Vintage Car Rally & Concours Show & this year we have received immense support from National & International Tourism Boards & the Ministry of Tourism.

The Chief Guest for the first day of the ongoing 3-day event, Mr. Vinod Zutshi, Secretary, Ministry of Tourism, Govt of India, inaugurated the display of Vintage & Classic cars and the Concours Show on the on 17th February, 2017 at India Gate.

Benelli TNT25

Benelli is one of the oldest and most renowned brands for manufacturing naked superbikes. They brought their lineup of motorcycles to India in 2015, ever since then they had a large mass buying the TNT300 and TNT 600, but they were a bit expensive, not a very affordable range for the common people. So that's when Benelli decided to bring in the game changer the TNT 25, a single cylinder 250cc motorcycle from a premium manufacturer that most can afford. The motorcycle was launched on 30th of March 2016, ever since then it has been doing pretty well in its segment.

The TNT 25 is a quarter-liter motorcycle that is set to rival the Mahindra Mojo 300, Kawasaki Z250 SL, KTM Duke 200, Honda CBR 250R and the most awaited Yamaha FZ25. We always wanted to see how the TNT 25 squares off against its rivals, here we bring you a comprehensive Road Test Review and this is how the motorcycle felt on traffic roads and most importantly on an empty stretch of road.

Road Test Review



Up front the motorcycle looks very similar to its older sibling the TNT300, the headlamps especially are drawn from its older sibling. Move towards the tank the black layer of protector looks similar to the TNT899, apart from that the motorcycle looks all new. When it is viewed from the side, it has a nice compact and macho feel to it that makes it look neat and appealing. The red trellis frame looks pleasing and neatly welded. It gets a belly pan with a tri-color scheme that represents the Italian flag colors.

The indicators are neatly laid out. The rear gets a single piece of LED tail lamp that looks sleek. The pillion also gets grab rails, C-shaped grab rails. The key slot to open the rear seat for storage space is placed on the left side under the seat. There is adequate storage space inside the seat. There is a tiny exhaust that is placed on the right side that looks tightly packed with the motorcycle. One thing that I personally loved is that Benelli has offered a guard to the radiator which is missing in the TNT 300. Benelli offers 2 colors Bianco (white) and Rosso (Red).



Design and St



tyling



Instrument Cluster and Switchgear

It has a neatly laid out instrument cluster, that is shared with its older sibling the TNT300. It bags a speedometer, tachometer, fuel level indicator, gear shift indicator, a clock and a trip meter. The speedometer feels easy to read even under the blazing sunlight. The flip keys that Benelli offer on all their motorcycles is very distinctive and feel up-market. The grips feel nice and soft to hold. The switches feel well built and add a premium touch to it.

Ergonomics

The TNT 25 weighs 159 kg kerb and had a fuel tank capacity of 17 liters which is a whole lot for a 250cc motor. The riding position is the major plus point on the TNT25, it feels really calm to ride the motorcycle with a centre set foot pegs and a wide single piece handle bar. The riding position feel was my most favorite part of the entire motorcycle. In spite of riding it for nearly 100 km in the blazing heat and traffic, it never felt tiring or annoying.

Flickability is amazing; it carves through the traffic with minimal efforts. The weight distribution was perfect. The overall length and width of the motorcycle are 2080mm and 810mm respectively. The seat height is 780mm with a ground clearance of 160mm. However, one thing that lacks in Benelli TNT25 is its rear foot pegs for the pillion, it felt too small and could barely accommodate an adult's foot. Although, the pillion comfort was decent for a short ride.





Engine and Performance

The TNT25 is powered by a 249cc single cylinder, liquid cooled engine with 4 valves per cylinder with a bore length of 61mm and a stroke length of 72mm. The motorcycle is fuel injected and churns out a maximum power of 28.16 BHP at 9,800 RPM and a maximum torque of 21.61 Nm at 8,000 RPM. The engine is mated to a 6-speed gearbox with a wet multi plate clutch.

Once you turn on the engine, there's a nice bassy beat that the exhaust produces. Once you start riding it, the motorcycle feels composed to ride until 6,500 RPM, after which the power kicks in all of a sudden and there is a change in the whole scenario. Vibrations are also felt post 6500 RPM on the tanks and the handlebars. Benelli must do something to damp the vibration levels on the motorcycle.



The 6-speed gearbox felt sharp and sleek for each shift. The motorcycle felt best to ride in the second and third gears. The radiator is very effective as there was hardly any heat felt from the motorcycle, the best part is that the radiator fan sound was barely heard. The clutch was a bit heavy and annoying at times under stand still traffic conditions. Apart from this, the engine felt nice and peppy to ride.

Ride it past the 6,500 RPM ignoring the vibrations, the motorcycle will start growing on to you. There is a bit knocking issues under high gears and low speeds. The motorcycle does 0-100 in under 10 seconds and offers a fuel economy of 30-32 kmpl.

Braking and Suspension

The front end of the Benelli TNT25 receives a 280 mm disc that offers a decent stopping power. The rear gets a 240 mm disc, the rear disc didn't feel very great, it did lack some feedback and did take some efforts in bringing it to a standstill position. It is sad that the motorcycle lacks ABS, whereas the competition like the Honda CBR 250R gets it at least as an option. The front brake lever gets a 4-way adjustable scheme that can be adjusted according to the rider's convenience.

The front end gets an 110/70 R17 tire and the rear end receives a 150/60 R17 tire. The test motorcycle we received had Metzeler tires which felt super sticky. The suspension quality was really good and needs to be appreciated. They did a great job in absorbing potholes and soaking bumps. The front end is featured with 41 mm upside down (USD) fork and the rear gets a hydraulic monoshock suspension.





Benelli TNT25 Road Test Review

Pros-

- * Great suspension setup.
- * Low and mid range power.
- * Comfortable riding position.
- * Easy to play around in the city traffic.
- * Exhaust note

Cons-

- * Brakes can be improved. ABS can be included at least as an option.
- * Vibrations are a little high post 6,500 RPM.
- * Pillion foot pegs are too small.



Verdict

Leaving aside the cons, the TNT 25 is an amazing motorcycle, for someone looking for an affordable Italian quarter-liter single cylinder motor, the Benelli TNT 25 makes a great companion.



Bajaj Pulsar NS200

Re-Launched With BS-IV Standard- Official

Bajaj Auto Ltd (BAL) finally re-launched the updated 2017 Pulsar NS200, the launch was expected since long and ultimately happened now. The once best seller product from the house of Bajaj was being discontinued long time back as promotional strategy to push Pulsar AS200 and AS150. However, the great demand for Pulsar NS 200 remains unchanged in the market; especially the NS is highly popular among the youngsters.

Addressing the demand of the market Bajaj has finally re introduced the iconic Pulsar NS200. The updated 2017 Pulsar NS200 received minor cosmetic changes like, a belly pan is being introduced for sporty feel. The 2017 Pulsar NS200 is now BS-IV compliant and comes in fresh livery and new color options. Bajaj has also introduced updated Pulsar RS200 along with NS with two new color options and they have also made it BS-IV compliant.

Commenting on the launch, Eric Vas, President Motorcycle Business, Bajaj Auto Ltd. said, The 2017 range of Pulsar RS200 and NS200 gives the Indian motorcyclist the latest international technology in performance motorcycling. Bajaj is proud to lead the introduction of the most advanced motorcycling technologies in the Indian market. With our new 2017 Pulsar range we offer discerning motorcyclists a combination of sporty responsive performance, high quality finish, and unbeatable speed & handling that reaffirms the Pulsars product leadership.

The BS-IV Pulsar NS200 is available in 3 color options- Graphite Black, Mirage White & Wild Red with price tag of Rs 96,453 (Ex-showroom-Delhi). Whereas, the BS-IV Pulsar RS200 is available in both ABS & Non-ABS variants in 2 color options- Racing Blue and Graphite Black. The price for BS-IV Pulsar RS200 starts at Rs. 121,881 (Non ABS) &Rs. 133,883 (ABS Variant) (Ex-showroom-Delhi).