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Everything About Two Wheelers

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First Ride Review

INSIDE

MV Agusta

Superbikes On Sale In India



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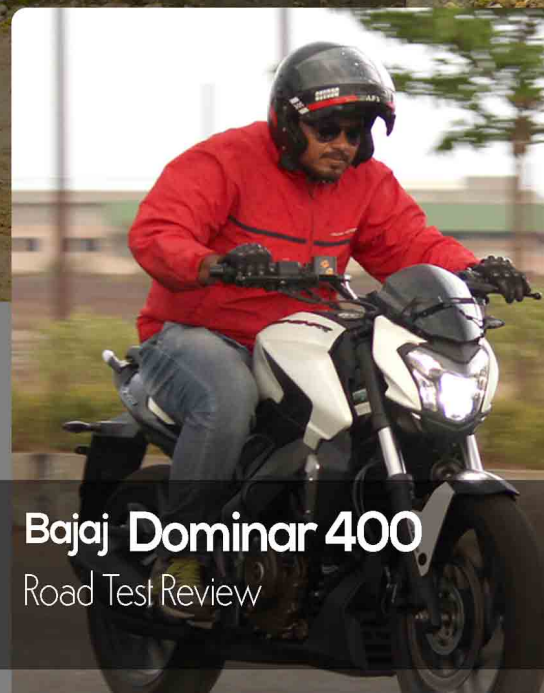


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Dorsoduro 900 & Shiver 900

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Road Test Review



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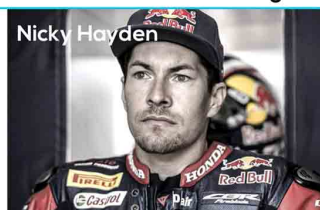
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Benelli TNT600i ABS

First Ride Review

Benelli an Italian manufacturer entered the Indian market in the year 2015, since then they are known for selling amazing motorcycles with outstanding exhaust notes. The TNT600 was launched in two variants, the TNT600i and the TNT600 GT, both of them are amazing performers but lacked the breaking that a 600cc motorcycle must have. So Benelli decided to bring in the ABS variant into the market on the TNT600i. The TNT600i ABS variant was launched in the year 2016. The TNT600i is one of the highest selling 600cc motorcycles in our nation simply because the inline 4 is placed at an affordable price range that most can afford. We had the TNT600i ABS for a whole day, let's find out how the motorcycle played its game



Looks and Styling



Upfront the Benelli TNT600i looks humongous and macho, it can easily be an attention grabber.

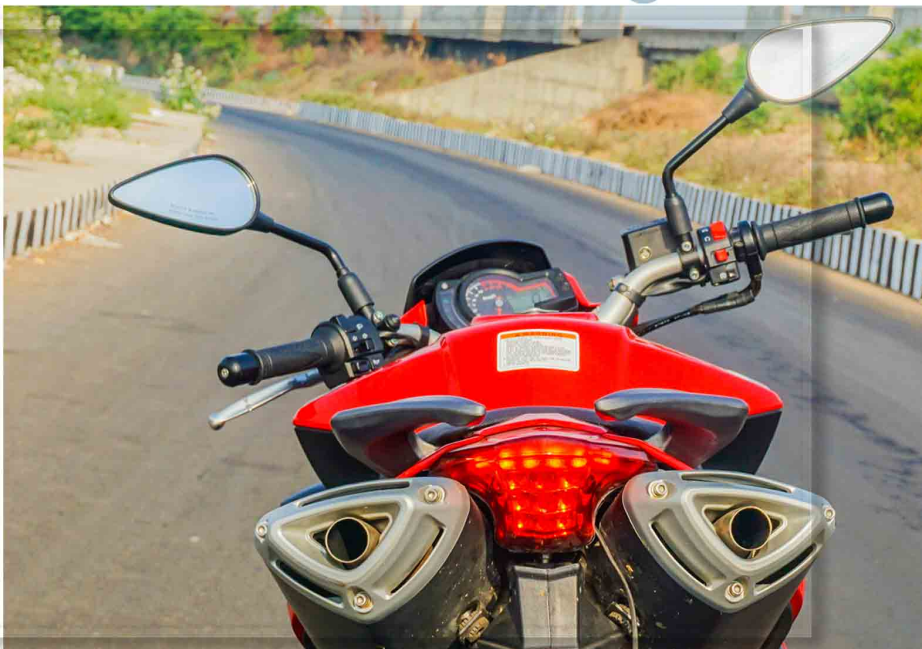
The front headlamps are split into two vertical sections that provide ample visibility during night rides. The sharp bikini fairing and the sleek turn

indicators make the TNT look bad ass and aggressive. The fuel tank looks bulky and chiseled. Coming to the side profile, the trellis frame makes it look appealing. The rear section has a 4X2 exhaust that is placed under the seat, the exhaust is well integrated and insulated so that that pillion can hardly feel any heat from the exhaust. On the whole, the naked motorcycle looks neat and special.

The motorcycle comes in three colors, Rosso, Bianco, and Nero.

Instrument Panel and Switchgear

The instrument panel feels a little dated, it looks similar to the instrument panel used in every other Benelli. The meter console bags a speedometer, tachometer, temperature indicator, a clock, 2 trip meters, low battery indicator, ABS indicator, fuel gauge, low oil indicator, telltale indicators and more. The handle bar gets a kill switch, hazard light switch, engine start button, indicator lights switch, high beam switch, and a horn button. The quality of the switches doesn't feel very upmarket, can be improved for a premium feel.



The overall length of the motorcycle is 2,160 mm, width is 800mm, with a ground clearance of 150mm and a seat height of 800mm. Weighing in at 231 kg with a fuel tank capacity of 15 liters, the TNT600i isn't a light motorcycle but feels like a hot knife through butter once you start riding it. The seats surprisingly felt very soft for both the rider and pillion. The bulky motorcycle doesn't feel hard to ride even for light riders. Cornering the motorcycle was a bit tedious, it's weight was drastically felt while bringing it back to the riding position. Pushing the motorcycle in standstill position felt very hard due to its weight, especially in slopes.

Ergonomics





Engine and Performance

Crank the engine and the best comes to life, the TNT600i is one of the best and snarliest sounding inline 4 motorcycles in the market. The TNT600i is powered by a 600cc inline 4 that produces 82.70 BHP at 11,500RPM and a maximum torque of 56.40Nm at 10,500 RPM. The lengths of the bore and stroke are 65mm and 45mm respectively. The engine meshes to a 6-speed gearbox. Once you start riding the motorcycle, it feels calm until you touch the 8,000 RPM, post which you feel the power all of a sudden. After the power band is crossed the entire power is kicks in and you feel the sudden thrust from the motorcycle.





The components used in the engine are premium. The motorcycle does a 0-100 in 4 seconds which is really quick for its capacity. The gearing in the TNT is short but can easily pull from low speeds in high gears seamlessly. There's absolutely minimal knocking that it produces, making city rides easy and comfortable. The motorcycle feels well sprung and never felt unstable at high speeds too. We were able to clock a top speed of 195kmph in a jiffy and the motorcycle felt very stable even at that speed.



The ON-OFF throttle transitions feel really good, with very less lag. Man the exhaust note is what makes this thing a darling to ride.

Vibrations are felt on the mirrors and foot pegs, the vibrations on the mirror are too high and are pointless to have the mirror beyond a certain limit, but the vibrations on the foot pegs can be ignored since they are not too high. The engine produces too much heat in traffic conditions, sometimes making you feel it is impossible to ride without a thick jean and heavy boots.



Braking and Suspension

The region where the old TNT600i lacked was in the braking, but the brakes are drastically improved on the ABS variant, it has better feedback and a better stopping power now. The front end receives double 320mm discs and the rear end gets a 260mm single disc. The brake pads can be improved to make the braking even more effective. Apart from these, the brakes feel really good. The game changer in the braking division is the Pirelli Angel GT tires, they feel extremely grippy and stick beautifully to the road on aggressive braking. The motorcycle gets a USD front forks and an offset rear suspension. The suspension works amazingly and feels like it's custom-made for the Indian road conditions. They absorb the potholes and bumps seamlessly, the jerks are barely felt.



Pros:

- * Best sounding engine.
- * Amazing performance.
- * Pirelli Angel GT tires.
- * Comes equipped with ABS.
- * Affordable price range.

Cons:

- * Vibrations on the mirrors.
- * Fuel tank capacity can be increased.
- * Heat produced.

Verdict

For the price range in which the TNT600i ABS is placed it is a great pick, sometimes making you ignore many other inline 4 motorcycles. Apart from the heat produced, fuel tank capacity and vibrating mirrors, the TNT 600i ABS can be your motorcycle without a second thought.



Honda Africa Twin CRF1000L

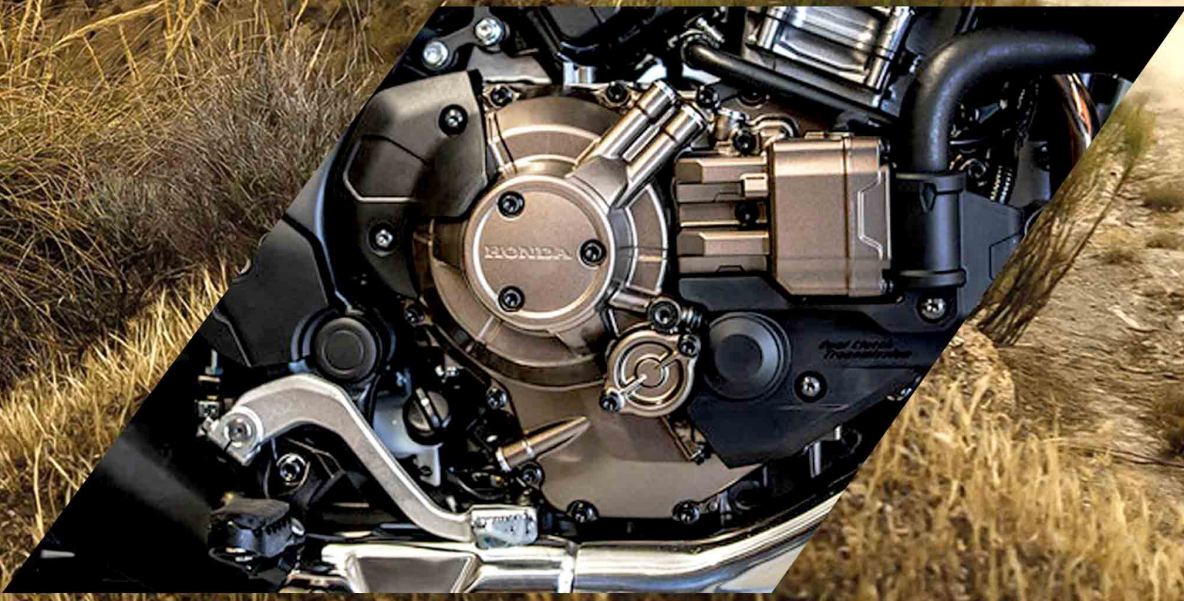
Overview



Honda Motorcycle and Scooter India (HMSI) launched the much awaited Africa Twin CRF1000L yesterday, which is the first big bike to be assembled under their "Make in India" project. The Africa Twin was the first bike in our list of "Top 5 motorcycles that badly need an Indian launch". We expected the bike to be priced around 13 to 14 lakhs ex showroom, but Honda has actually priced it at 12.90 lakhs making it very competitive. The Africa Twin is to be brought via CKD method and assembled at Honda's new Rs. 1,000 crore manufacturing plant. Here is an overview of the all new Adventure motorcycle from Honda's stable.



The Africa Twin CRF1000L is an one of its kind offering by Honda, which rivals the Triumph Tiger variants, Kawasaki Versys 1000 and Ducati Multistrada. The design of the bike is very fresh and unique, that it doesn't resemble any of the outgoing models from Honda. The bike looks very large and grandeur, when compared with any other motorcycle in its class. It is definitely an eyeball grabber, thanks to its height, long travel suspension, DRL's and huge windscreens upfront. The rear of the bike has upswept large exhaust canisters with wide spoked wheels. The bike has kind of a bikini nose fairing which dons the Africa Twin logo and the signature Honda branding.



ENGINE & PERFORMANCE

The bike has a new liquid cooled 998cc parallel twin mill which makes 94 Bhp at 7,500 rpm and 98 Nm torque at 6,000 rpm. The clutch is a wet multi plate with aluminium cam assist and slipper unit. The transmission is an advanced 6 speed automatic dual-clutch transmission (DCT) unit with on and off road riding modes. There are 2 variants - manual and automatic DCT, but only the top end automatic transmission model comes to our shores. Honda has claimed the top speed to be 190 kmph, but it might be tad higher given the equipment and engine of the bike.

➤ BRAKES, CHASSIS AND SUSPENSION

The Africa Twin CRF1000L comes with large 310mm dual wave floating discs upfront with aluminium hub and radial 4 piston calipers. The brake pads are sintered metal pads for a better bite. The rear gets a single 256mm wave hydraulic disc with 2 piston caliper, also with sintered brake pads. It comes with 2 channel ABS with an option to switch off ABS at the rear. It has a steel semi-double cradle type chassis with high tensile strength rear sub frame. Suspension duties are carried out by a long travel USD fork upfront and Pro link mono shock absorber at the rear. The motorcycle weighs 245 kgs wet and has a ground clearance of 250mm. The fuel tank can hold 18.8 litres of petrol, suitable for long rides. The bike has spoked wheels on both ends and the tyres have dimensions of 90/90 R21 for better traction at the front, and 150/70 R18 at the rear.



➤ ELECTRONICS PACKAGE

The motorcycle has Honda Selectable Torque Control (HSTC) system with 3 levels and switch off mode, to control the amount the torque from the engine. The dual channel ABS comes as standard equipment, in which the rear can be disabled.

➤ FINAL IMPRESSION

Honda has priced the Africa Twin very aggressively, given the fact that the bike is being assembled locally in India. This in reality makes the Africa Twin CRF1000L cheaper than a similar Triumph Tiger XCa, by a whopping 2 lakh Rupees. A smooth revving engine, high quality equipment, reputation and relatively cheaper pricing will make the Africa Twin a potential winner. The motorcycle is priced at Rs. 12,90,000 (ex showroom Delhi). Bookings are open for the first 50 customers on first come first served basis as a part of the first lot, which can be booked in any one of the Honda Wing World dealerships.

2017 SUZUKI GSX-R1000 AND GSX R1000R

OVERVIEW



GSX-R1000R

GSX-R1000

> **S**uzuki Motorcycles India Pvt. Ltd. (SMIPL) launched the much awaited flagship Superbikes from their stable in India - the Suzuki GSX R1000 and GSX-R1000R. Both the bikes a monster of an engine, plethora of advanced electronic systems and equipment. Here is an overview of the bikes right from the aesthetics to mechanical equipment.

> Design & Looks

Though the new 2017 GSXR has much design cues from its previous generations, the bike as a whole looks very neat and chiseled. The sixth generation of the bike is very compact when compared to the previous generations, but the large chunky exhaust is a bit of a let down (if we get a '17 GSXR, the first thing that goes off the bike is the exhaust). The aerodynamics of the bike is also reportedly improved offering a great stability. The signature headlights design is now gone, paving way to a much simple and slim unit housing the projector lamps. The dual air intake ducts are larger than the previous generation and is located on either sides of the headlamp. The fairing of the motorcycle also goes on diet with sharp lines on the body, in place of the smooth curves of the yesteryear bike. Both bikes have similar design and share almost all parts, except a few.



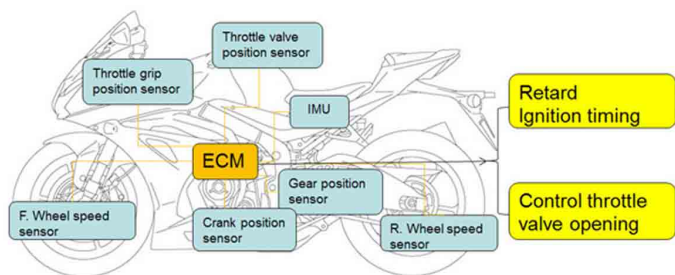


➤ Engine & Performance

Both the GSX R1000 and GSX R1000R share the same 999.8cc liquid cooled inline four cylinder engine which churns out a mammoth 201.8 PS of power at 13,200 rpm and 118 Nm torque at 10,800 rpm. The motorcycle gets fuel injection with Ride by wire 49mm throttle body system. The new lightweight engine incorporates Suzuki Racing Variable Valve Timing (VVT) technology derived for the MotoGP machine Suzuki GSX RR. The bike gets a standard 6 speed transmission. We expect the bike to go as fast as the 2017 Yamaha R1/R1M or the 2017 BMW S1000R, given the loads of technology the motorcycle comprises.

➤ Electronic Package

Both the bike gets top of the line electronics package fulfilling the unsaid benchmark for a flagship liter class sportbike. The bikes get 10 level Motion Track Traction Control System (MT-TCS), six direction three axis Inertial measurement Unit (IMU), three mode Suzuki Drive Mode Selector (SDMS), and ABS. The meaner Gixxer GSX R1000R gets additional Quick shifter, Launch control and Motion track Antilock braking system. With all these advanced electronic systems the GSX R siblings would be easy to ride, although there are 201 horses lying underneath.



➤ Equipment

The motorcycles get Showa BFF USD forks with coil springs upfront while the rear gets a link type Showa BFF-Lite Shock oil damped suspension. Though both the bikes have similar front forks, the GSX R1000R has the oil reservoir tube separate. Both the bikes get massive stopping power in the form of dual Brembo 4 piston calipers at the front and a single piston Brembo caliper at the rear. The tyres provide tremendous grip as the bikes come up Bridgestone RS10 rubber on both sides. The motorcycles have a 16 litre fuel tank capacity, while measuring 200 kg and 203 kg in kerb weight respectively.



With the launch of this GSX R siblings the choices for flagship litre class Superbikes are broad enough for riders to choose from. The homologation also makes it easier for the WSBK riders, as this advanced motorcycle is being tuned for the factory Suzuki team. Suzuki has also got the pricing right for a sensitive market like India, given the fact that it incorporates so much advanced technology. The GSX R1000 is priced at Rs. 19,00,000 (Ex showroom Delhi) and comes in Metallic Triton Blue and Matt Black colors while the GSX R1000R is available at Rs. 22,00,000 (Ex showroom Delhi) in Glass Sparkle Black and Metallic Triton Blue shades.

➤ Final Impression

Yamaha Superbikes On Sale In India



1. Yamaha VMax

The ultimate power cruiser with looks and power on par with the Ducati Diavel is on sale in India. The legendary motorcycle has an all new state of the art 1,679cc liquid cooled V4 engine, capable of producing a humongous 200.1 PS at 9,000 rpm and 166.8 Nm torque at 6,500 rpm. The power cruiser has a 5 speed transmission along with a final Shaft drive. The bike delivers out of the world acceleration, with the Drag bars helping to control the beast. The motorcycle retails at Rs. 26,94,577 (ex showroom Delhi).



2. Yamaha YZF R1M

The YZF R1 is a special version of the Base model R1, offering technologically advanced components to help the racers. The bike has an exclusive carbon fibre bodywork, 6 axis IMU to control traction, wheelie, slide, launch and braking. The 998cc high performance crossplane engine produces 200 PS at 13,500 rpm and 112.4 Nm torque at 11,500 rpm. The bike also features advanced Öhlins electronic suspension system at both ends. The most advanced Yamaha is now available at Rs. 33,54,330 (ex showroom Delhi).





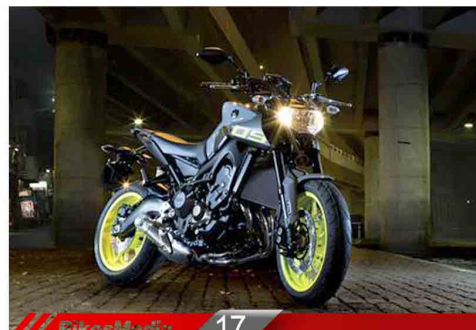
3. Yamaha YZF R1

The legendary litre class motorcycle is now thoroughly updated with more of Yamaha's MotoGP technology coming into play. The 998cc crossplane engine produces 200 PS at 13,500 rpm and 112.4 Nm torque at 11,500 rpm. It gets the same engine and chassis as the R1M, albeit having a bit downgraded suspension and wheels. The motorcycle retails at Rs. 24,74,659 (ex showroom Delhi) and is available in 2 shades - Racing Blue and Racing Red.



4. Yamaha MT-09

Replacing the FZ1 for now is the new Yamaha MT-09, while the much wilder MT-01 launch is expected soon. The MT-09 locks horns with the likes of Kawasaki Z900 and Monster 821. The bike has a compact chassis with an 847cc inline three cylinder engine which produces 115 PS at 10,000 rpm and 87.5 Nm torque at 8,500 rpm. The naked midweight comes with traction control and ABS as standard. The bike is sold with two colour options - Race Blu and Matt Grey at Rs. 11,36,068 (ex showroom Delhi).



Maverick Viñales wins at Le Mans, as disaster strikes Rossi on the last lap

French GP 2017 Race Report

Maverick Viñales wins the French GP at Le Mans marking the 500th GP victory for Yamaha. It was Valentino Rossi going for the victory, until he made a rare mistake crashing out just before 4 corners to the chequered flag.

Johann Zarco did a perfect race from start to finish, announcing his entry to the podium in style with a P2.

Dani Pedrosa made a brilliant race starting from 13th off the grid to finish at P3. As the lights went off, the top 3 Yamahas and Marquez got off to a good start while Zarco bettered others by leading the race just after 2 corners. Soon after a few laps Maverick Viñales overtook home hero

Zarco, eventually leading the race.

Valentino Rossi was fighting at P3 with Zarco, while Marquez had a steady pace at P4. Meanwhile Dani Pedrosa was seen making aggressive moves to get at the front, even touching once with Andrea Dovizioso. With Viñales leading at the front, Zarco and Rossi didn't leave a stone unturned as they never allowed him to break away. Marquez in an attempt to catch Rossi, made a mistake at turn 3 and crashed at the same corner for the third time in this weekend.

Soon after with three laps to go, Rossi found the pace with his medium compound Michelin's and passed Johann Zarco at the Dunlop chicane.

With that sort of pace, it was obvious that Rossi quickly made a move on Viñales to take the lead. With just one lap remaining Rossi made a blunder, going wide in the third split. This made Viñales easily pass through to take back the lead. With just 4 corners remaining, Rossi then tried to retake the lead at Garage Vert eventually locking the front to crash out.

Maverick Viñales crossed the line at P1 winning Yamaha's 500th GP and was followed by the French man Johann Zarco. Dani Pedrosa completed the podium at P3, who is now second in the Championship standings.

Andrea Dovizioso was the top Ducati at P4 followed by Cal Crutchlow, Jorge Lorenzo and Jonas Folger. Following a big crash from yesterday, Jack Miller finished the race at a good P8. Loris Baz and Andrea Iannone completed the top 10 of the points table. Both the factory KTM riders scored points with Pol Espargaro at P12 and Bradley Smith at P13 respectively. Sam Lowes scored MotoGP for the very first time as he secured a P14 finish. Sylvain Guintoli finished the race at 15th position, scoring a point. Four satellite Ducati riders retired from the race today - Hector Barbera, Karel Abraham, Scott Redding and Danilo Petrucci.



At the end of 5 Rounds, the Championship is now lead by Maverick Viñales, followed by Dani Pedrosa and Valentino Rossi. The grid now moves to Rossi's home race at Autodromo del Mugello, Italy in two weeks time. Meanwhile stay tuned to BikesMedia for further updates on the 2017 MotoGP World Championship.



A Tribute To MotoGP Legend

Nicky Hayden

Former MotoGP legend and current WSBK Honda rider Nicky Hayden succumbed to injuries following a tragic bicycle crash five days back in Cesena, Italy. The man is known for his wide smile, true professionalism and a calm stature. His loss deeply sorrows the motorcycling and racing fraternity, also leaving a big void for American racers.

We make this exclusive article citing the Official MotoGP legend's career high points and growth. Nicholas "Nicky" Patrick Hayden was born on 30 July, 1981 in Owensboro, Kentucky, USA. Commonly known as "The Kentucky Kid", Nicky had a long MotoGP career of 13 years with Honda and Ducati.

It was a treat to watch Nicky Hayden sliding his rear through the corners, as he had tremendous experience from the dirt track. Nicky Hayden reached the pinnacle of his career in the year 2006 when he outperformed Valentino Rossi for a World Championship title, also breaking his continuous 5 year winning streak.

Nicky started off with the AMA Superbike Championship, eventually winning the supersport title in 1999 and Superbike title two years later. 2003 saw Nicky Hayden immediately join MotoGP with the then number one team, Repsol Honda.



Nicky marked his strong arrival to MotoGP going on to win the Rookie of the year title. First 3 years were utilised in learning the tricks of the Premier class, which he used later in acquiring his World title in the year 2006. Nicky Hayden was one of the firsts to prove consistency is the key for a World title.

In 2009 Nicky Hayden parted ways with Repsol Honda to join the Borgo Panigale team Ducati Corse. In that period, Hayden became teammate with Valentino Rossi for the second time after 2003. At the end of 2013, Hayden returned to a satellite Honda with Aspar Racing Team on a two year contract. At the end of 2015, Nicky Hayden decided to end his glorious MotoGP career to move on to World Superbike Championship with Honda WSBK team for 2016.

Nicky finished the 2016 season in fifth place with a race win at Malaysia, and is currently in 13th place in the current 2017 season. Losing such a great motorcycle racer and a good person off the track is really devastating.

We at BikesMedia share our deepest condolences to the Hayden family and his fiancée Jackie. Ciao mate!! Please tell a Hello to Marco Simoncelli and Luis Salom up there. Hope you continue to conquer race tracks up in the heaven. Gone but not forgotten, rest in peace Nicky Hayden 69.



A close-up, low-angle shot of the rear half of a Honda CRF1000L Africa Twin motorcycle. The bike is white with red and black accents. A rider wearing black riding gear is seated on the bike. The rear wheel is kicking up a large cloud of dark brown dust and dirt, which is illuminated by bright sunlight from the right, creating a dramatic, hazy atmosphere. The background is a blurred, dry, hilly landscape under a bright sky.

Honda CRF1000L Africa Twin

— **Bookings Open!** —



Honda Motorcycle & Scooter India Pvt Ltd. (HMSI) has announced commencement of bookings for their awaited Adventure motorcycle in India- Africa Twin. The bookings are limited for 50 lucky customers only who will be able to take part in the grand outdoor “True Adventure” Africa Twin India launch event. The flagship product of Honda Motorcycle & Scooter India Pvt Ltd in 1000cc Adventure class- CRF1000L Africa Twin comes as ‘Make In India’ initiative of the company.

For booking inquiries one can contact Honda’s exclusive sales & service Wing World outlets located across 22 cities in India. Or they can also log on to the official website of HMSI for more details- Honda2WheelersIndia.com. Only first 50 customers will be able to book their Africa Twin. The all new CRF1000L Africa Twin is priced at INR 12.90 lacs (Ex-Showroom, Delhi).



Bajaj Dominar 400



Bajaj has showcased their one of the most powerful as well as premium motorcycles in the AUTO EXPO 2016 and named it as “CS 400” which has been changed into Dominar 400. Yes, Dominar 400 is the most powerful motorcycle from the house of Bajaj till date.

As we have already done the first ride review of the bike on same day it has been launched in Pan India. Now it's time to know about the bike thoroughly which Bajaj has given the tag “Dominate the Night”. Let us dive,

Dominar 400 has been tagged by the term “Dominate the Night”, because of its powerful 373 CC engine. In today's era of powerful motoring, most of the bikers seek for power as well as torque. Some of them are too obstinate for speeding and are definitely not satisfied with the mediocre engines. Dominar 400 absolutely enumerates in powerful premium motorcycles.

Today the time has changed, people are becoming more aware towards motoring, and more motorcycle enthusiasts are aggravating. Technology has increased its level and so do people.

Bajaj has been serving to its customers since last many decades, too taken this more seriously and thus the result is in front of us in the form of Dominar 400.



Styling

Bajaj hasn't offered its customer, just a powerful motorcycle but also has provided the feel of a sport bike, or a premium motorcycle. The Dominar is a one beautiful and beefy motorcycle. From top to

bottom and from front to rear it has got attractive as well impressive looks. Throw your leg over the bike and you would feel like sitting over the horse. The immense fuel tank

literally gives the feel that it's not a regular motorbike.

Having experience of Triumph's Speed Triple personally, the Dominar made me think of comparing it with the other International brands of motorcycles and seriously it didn't disappoint me at all. Bajaj has not only in India but also in other countries like Malaysia and Indonesia has been providing its products since many decades. Keeping its global customers also into the mind it has designed the Dominar. No matter which country you belong to, this motorcycle's first glance will definitely make you eager to ride it. The wide handlebar gives the perfect sitting posture for comfortable ride. The muscular fuel tank of 13 liter of capacity is big enough for fairly long rides. And it also reminds me riding the Triumph Speed Triple.





Bajaj Dominar 400

Road Test Review

Instrument Cluster & Switchgear



The bike is equipped with two instrument clusters which too has separated it from regular motorcycles, One, that is as usual, in the middle of handlebar which houses a Tacho-meter, Speedometer, Fuel gauge, Side indicators, Clock used by the LED Digital console. The digital meter console displays white backlit which is bright enough to go through while riding in a sunny day. The speedometer urges the rpm meter in an absolutely impressive way as you throttle it up, not like simple analogue speedometer. Also the digits while speeding are big and bold enough to read in any atmospheric conditions. The instrument console has got two buttons and they are to reset the trip.

The Handlebar has got an Engine kill switch, self start switch and a switch for the headlamp. Though it is BS IV based model, but Bajaj has given an option to switch on the headlamp so it says that there are basically 3 lamps in the headlight, One that gets switched on as soon as you get the ignition ON, Second, as soon you start the motorcycle the AHO (Automatic

Headlight On) starts working and last but not the least, if the rider needs more light, he can switch on the main headlamp.

The second instrument cluster is on the fuel tank, which is really an attractive idea. Previously it has been seen on Ducati's Diavel model, and it hoses low battery indicator, check engine, coolant warning light, ABS and side stand indicators along with Bajaj's logo.

The Handlebar has got an Engine kill switch, self start switch and a switch for the headlamp. Though it is BS IV based model, but Bajaj has given an option to switch on the headlamp so it says that there are basically 3 lamps in the headlight, One that gets switched on as soon as you get the ignition ON, Second, as soon you start the motorcycle the AHO (Automatic Headlight On) starts working and last but not the least, if the rider needs more light, he can switch on the main headlamp.

As far as the headlight is concerned, it defines the front view of the motorcycle, so Bajaj has really done a good job to impress us especially from the front.



On the upper side of the headlight there is a small visor to deflect the wind and to make the bike aerodynamically worth. If we talk about its aerodynamic design which basically decides the balance of the vehicle, the ride was absolutely

mesmerizing due to its world class balance over the short, long and deep turns. It is because of the two panels/air scoops you see that is on the front side of the fuel tank, so if you just have a look at the motorcycle from front as well as from rear it is completely aerodynamic, its short and sharp tail helps the wind to pass through easily.

Now moving forward to the tail light, it somehow looks like Bajaj NS 200 to me. It looks quite similar to it; just below the back seat it really looks so cool and attractive, as it is equipped with LED lights. If we talk about the indicators they are extremely beautiful, front as well as rear both are too sharp and thin seem like a ferocious beast is starring at us.

Front indicators are above the headlights and rear ones are at mudguard below the tail light. As the bike is completely different from other roadster, it has got beautiful white headlamp that is something really different as well as there is a tiny LED light above the rear Registration number plate which also glows white, so the numbers can easily be read. Beside the leg guards there is a tiny tank (on the right) that shows that the bike hasn't gone too aggressive, the coolant level I am talking about. The tiny tank shows the level of the coolant. In the middle and beside the coolant tank there is a big radiator placed which too showcases that a big engine needs more heat reduction tools.



Well, if we talk about motorcycle's ergonomics, particularly sitting posture, I would say that, it is absolutely comfortable. The wide seat really eases the stress of the rider due to its soft yet firm foam.

The front footpegs are set just perfectly for daily commute; they are rightly placed behind the engine which helped my legs to bend as per the need. If they were some more inches far from the engine, they could raise the chances of discomfort because the rider has to bow a little more and that could lead to the knee pain.

As far as the pillion is concerned he might feel some stress because the back seat seems a little short and thin (because of its aerodynamic design). I rode the bike and couldn't get the chance to be a pillion so just by seeing I felt that, everyone might not feel the same but as a little heavier and

standing tall at 5 ft. 10 inches made me feel so. If we talk about the rider's height, the bike is completely manageable for

Ergonomics

low heighted people also because of its 1112 mm height.

Though the height can be adjusted by adjusting the mono shock, nevertheless, riding the Dominar 400 won't be a trouble for average height people.

The seat was so cozy and built with finest and non slippery material and been divided into two parts, for the rider and for the pillion. The pillion's footpegs are just above the exhaust (right side) and parallel at other side. The footpegs were coated with a semi soft rubber and so does the gear lever for that vibration free ride and better grip. It has got a long single piece handlebar for perfect ergonomics. It is wide enough which doesn't really give the feel of a sportbike (ergonomically) but increased the level of comfort and the rider won't feel the trouble of backache in city rides as well as on long rides because he has to sit comparatively upright.





Discussing about the engine one can be little technical but in easy language we can define it. The bike is equipped with 373 CC single cylinder engine having 4 valves in it, the engine is capable to churn out torque delivery of 35 Nm at 6500 rpm and the power of 35 Bhp at 8000 rpm. By its sound it might not attract many as it sounds similar to RS 200. But personally I loved the exhaust note of the Dominar, especially the turbine like hustling sound coming from the engine and the bassy note from the exhaust.

On the name of exhaust can it has got a short beefy silencer (on the right) which looks little decent but the bike is not meant to be decent so Bajaj could have worked a little more to make the exhaust more attractive and aggressive just like the whole motorcycle.

To test a powerful motorcycle to its core in city traffic is quite difficult so we took the bike on the outer areas which actually let us know the real potential of it. As we are talking about its potentials, then we must include Bajaj's indigenously designed dtsi engine but the icing on the cake is a new technology introduced by Bajaj only in Dominar till the date and that is Slipper Clutch. Yes, Slipper Clutch is basically a technology used by the international brands for their premium motorcycles, and since Dominar is Bajaj's most premium motorcycle so they introduced this technology in it and created a benchmark for other brands in India.

Riding a motorcycle in high gear and on more than the average speed, if the rider has to switch the gear to control the speed and downshift the gear,

rider won't face the trouble of wheel lock, and this is what the Slipper Clutch technology is. Also we can say that Bajaj has sorted out the trouble of Throttle Blipping while riding, by introducing the slipper clutch technology. Though, I still felt the gears little notchy, thought it may be because the motorcycle was new, but shifting gears is not, seriously not a trouble anymore while having the slipper clutch technology on board.

The biggest glitch in every motorcycle is the vibration, which I personally felt Nil. The Engine was extremely smooth which enhanced the feel of riding a powerful motorcycle. As the company claims the power which can let the bike 0-100 km/h in just 9 seconds, it is definitely true as experienced personally.

Braking and Suspension

Brakes, which are the most essential part of any vehicle and every automobile manufacturer focuses more on this particular aspect and so does Bajaj did that. As Dominar 400 is really a powerful motorcycle and it is seriously not a toy for child play, the Disc brakes have become mandatory. Apart from bigger 'Bybre' disc brakes at both the ends for better braking Bajaj has also featured ABS (Anti Lock Braking System) on Dominar 400 as option. The ABS is a technology that is being used on every powerful premium motorcycle for effective and safe braking. The Dominar has got 320 mm front disc and 230 mm rear disc brake and gave the option of ABS and thus it has made the price difference. ABS equipped Dominar comes INR 15000 costlier than a non ABS equipped Dominar.

Bajaj is offering dual channel ABS on Dominar 400, it is the technology that has reduced the risk of accidents while braking in emergency, basically a computer chip is mounted in the motorcycle that calculates the speed and make disc brakes work accordingly without getting the wheels locked. This has reduced the chances of accidents during emergency braking. So if you are not a stunt rider, this technology is absolutely made for you and for your safety. I personally suggest the riders to go with the ABS variant as it is much safer and a whole new experience of motoring.

The Dominar has got 43 mm telescopic fork in the front and for the rear it has got dual spring mono shock system, also the mono shock can be adjusted according to the need of the



rider, till certain level it can be raised which collectively increases the height of the motorcycle as well. Though I felt the rear as well as front suspensions a little stiff on the road but overall the stiffer suspension aids to better handling of the bike especially on hairpins.

Verdict

The very long awaited motorcycle which, in the beginning, was about to be named as CS 400, later on it has been changed to VS 400 and finally it has got the tag "DOMINATE THE NIGHT" and named Dominar 400. The bike is seriously competing with Mahindra Mojo, KTM Duke 390 and so on in the same segment. It is a pure street fighter with a beautiful aggressive built.

Ergonomically the motorcycle is comfortable for city as well as for long rides. The dual channel ABS has enhanced the safety measures (on ABS variant). Technology like Slipper Clutch could have increased the essence of riding but the gears felt little notchy, a brand new motorcycle might be the reason but if it was due to the slipper clutch then Bajaj must work upon the same technology to make it more effective and worthy.

Due to this a very good and efficient initiative has been noticed under the heading of cons instead of the pros.

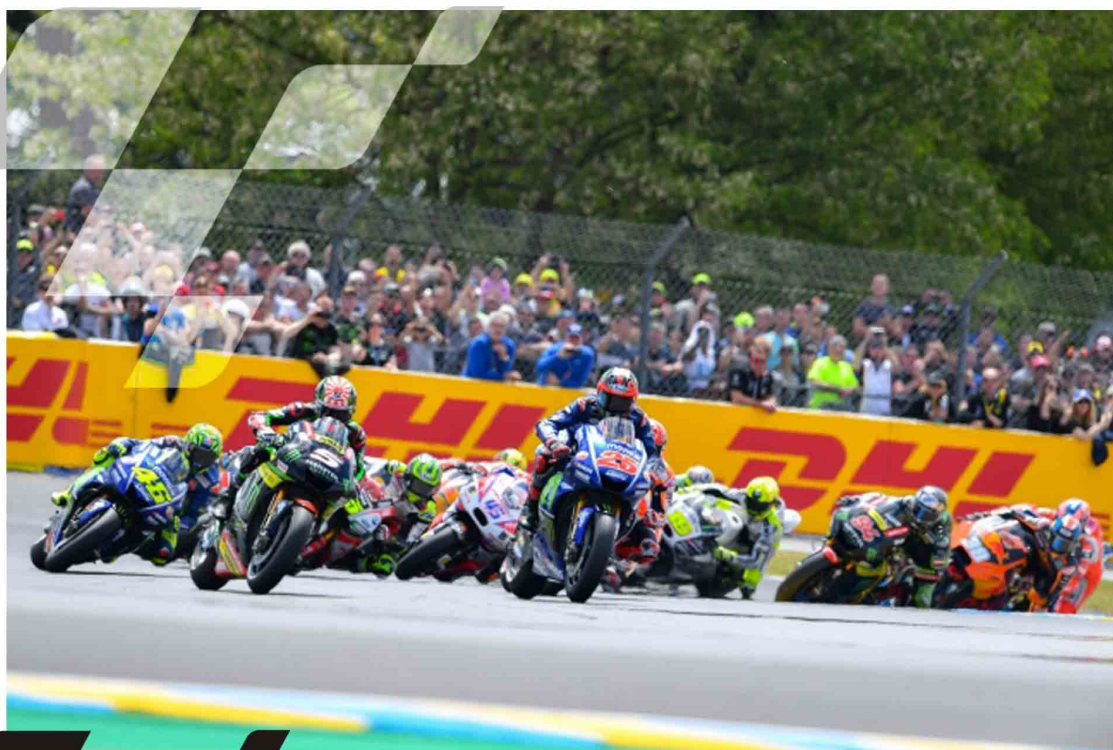
Exhaust could have been made more bulky and attractive because the whole motorcycle from front to rear

steals the attention of everyone; it is the side profile which comes out as sore to the eye. Apart from these, the motorcycle is not at all lagging behind in the segment; in fact it is going to rule the 400cc motorcycles segment in India.



MotoGP World Championship

All you need to know



MotoGP is the highest level of Motorcycle racing in the World, governed by the Fédération Internationale de Motorcyclisme (FIM). At present the MotoGP World Championship's commercial rights is owned by Dorna sports while FIM acts as the sanctioning body.

MotoGP History

Until 2001 the Premier class was called the 500cc class, and the last 500cc World title was won by Valentino Rossi on a 2 stroke Honda NSR500. Come 2002, the Championship was officially named MotoGP, with an option of 990cc four strokes or 500cc two strokes. In a few years time the rules were changed for 2007, allowing only four stroke bikes and limited to 800 cubic capacity. In 2012 as a result of another rule change, the bikes were all increased to a maximum engine capacity of 1000cc and four cylinders which is still followed.

The bikes used in the MotoGP World Championship are technologically advanced racing prototypes developed by the corresponding manufacturing for the discrete use of closed circuit racing. The MotoGP bikes are inaccessible for normal public, and is provided only for the signed racers. There are 6 different manufacturers right now in the MotoGP World Championship using different types of engine configurations. They are listed below.

As far as the ECU and software is concerned, at present the entire grid uses an unified software and ECU provided by Magneti Marelli. The unified rule was brought to bridge the large gap between factory and open bikes, to make the bikes equally competitive at the end. The bikes have highly sophisticated and advanced technologies like Seamless Shift Gearbox, Counter Rotating Crankshaft, Pneumatic Valves, Anti Hoping Dry Clutch Unit, Advanced Traction and Wheelie Control Systems, Interchangeable Fuel Maps, Titanium engine components and so on.

Bikes Used In MotoGP



MotoGP Teams

The teams are classified into 3 major categories- Factory team, Satellite team and Open team.

1. The teams that are directly run by manufacturers/factories are known as Factory teams, and these teams get regular mid season upgrades through the R&D of the respective manufacturers.

Factory Teams- *Movistar Yamaha MotoGP, Repsol Honda, Ducati Team, Team Suzuki Ecstar, Aprilia Racing Team Gresini, Red Bull KTM Factory Racing*

2. The Satellite teams are those teams which are majorly backed and sponsored by the manufacturers, making them a mix of factory and open class. The satellite teams get bikes which are slightly similar to the factory bikes, and also get occasional updates. The satellite teams have access to the data of factory teams and vice versa.

Satellite Teams- *Monster Yamaha Tech3, LCR Honda, Estrella Galicia 0,0 Marc VDS, Octo Pramac Racing.*

3. The Open teams are those which has a separate owner or group of owners. These teams lend bikes from the factories and usually get their lower spec bikes from the previous years.

Open Teams- *Pull&Bear Aspar Team, Reale Avintia Racing.*

Team Movistar Yamaha MotoGP



MotoGP Practice And Qualifying

Every race weekend starts off with a pre race press conference taking place on Thursday. Action starts on Friday, as the free practice sessions 1 and 2 gets underway. Saturday morning has a free practice session 3 scheduled. There is also a free practice 4 session before the Qualifying, but the times set during FP4 aren't counted.

Combining the three FP timings together, there is a consolidated time sheet. The first 10 riders in this get through directly to Q2. Those in 11th place and below, go into Q1. Each of the Q1 and Q2 takes place as a 15 minute session. The top 2 riders from Q1, go into the Q2. The first 12 rider grid is formed according to the times set in Q2, and the rest is followed by the riders in Q1.

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MotoGP Race And Points Classification

The MotoGP race always takes place on Sunday afternoon, usually at 2.30PM. At the end of the race, the riders are classified and given their respective points. The winner scores 25 points followed by 20 points to the runner up. The second runner up gets 15 points. P4 and P5 get 13 and 11 points respectively, while P6 to P15 get points from 10 to 1.

MotoGP Teams And Rider Line Up



The number of teams and their corresponding rider line up for the current 2017 season is listed below.

1. Movistar Yamaha MotoGP - Valentino Rossi, Maverick Viñales
2. Repsol Honda - Marc Marquez, Dani Pedrosa
3. Ducati Team - Andrea Dovizioso, Jorge Lorenzo
4. Team Suzuki Ecstar - Andrea Iannone, Alex Rins, Sylvain Guintoli (Replacement rider)
5. Aprilia Racing Team Gresini - Aleix Espargaro, Sam Lowes
6. Red Bull KTM Factory Racing - Bradley Smith, Pol Espargaro
7. LCR Honda - Cal Crutchlow
8. Monster Yamaha Tech 3 - Johann Zarco, Jonas Folger
9. EG 0,0 Marc VDS - Jack Miller, Tito Rabat
10. OCTO Pramac Racing - Danilo Petrucci, Scott Redding
11. Pull&Bear Aspar Team - Karel Abraham, Alvaro Bautista
12. Reale Avintia Racing - Loris Baz, Hector Barbera

aprilia

Launches

DORSODURO 900

&

SHIVER 900



The Italian motorcycle brand Aprilia has introduced two new models in their Indian product lineup- Dorsoduro 900 and Shiver 900. Both bikes are going to lock horns with the Ducati Hypermotard and Ducati Monster simultaneously.

The new Aprilia Dorsoduro 900 and Shiver 900 are featured with brand new 900cc V-twin engine which is around 150cc bigger than the previously used motor on the same model sold in the international market. The 2017 Aprilia Dorsoduro 900 is equipped with 896cc V-Twin engine extracting 95 HP of power at 8750 Rpm and 90 Nm of torque at 6600 Rpm. The perfect motorad is also equipped with steel trellis frame coupled with aluminum sub frame. Features like Dual Channel ABS, Traction control and Ride By Wire comes standard on both Dorsoduro 900 and Shiver 900.

The naked Aprilia Shiver 900 is also equipped with same motor along with other electronic package as featured on Dorsoduro 900. The Aprilia Shiver 900 is priced at Rs 11.99 Lakhs whereas Dorsoduro 900 comes with price tag of Rs 12.50 Lakhs (Ex-Showroom, Pune). Bookings have already been started and the bikes will be available at the exclusive Motoplex showrooms at Pune, Chennai, Kochi, Bangalore, and Hyderabad.



Ducati India Opens New Dealership In Kochi



The iconic Italian motorcycle brand- Ducati has extended their dealership network in India. Ducati India has inaugurated their world class dealership and service facility in Kochi, Kerala. The new addition of Ducati's dealership has established as EVM Motors at Maradu in Kochi.

Ducati has already 5 dealerships across India and with the introduction of their dealership in Kochi the number has reached to six. The other five dealerships of Ducati India situate at Delhi-NCR, Mumbai, Pune, Ahmedabad and Bangalore. The Kochi dealership will be having entire range of Ducati motorcycles including Cruisers, Naked motorcycles,

Superbikes, Sports Tourers, Adventure Enduro and the complete Scrambler range. The new dealership will also feature the Ducati and Scrambler apparel collections and motorcycle accessories. The current range of Ducati motorcycles starts at Rs 7,09,000 (Ex-Showroom, Kochi) for the Scrambler Icon.

On the occasion of launch event, Ravi Avalur, Managing Director of Ducati India said,

We are very excited to bring the unique experience of Authentic Italian Performance to Kochi. Kerala already has a large number of Ducatisti and we look forward to seeing the community grow. We've seen very promising results in South India over the last two years and the opening of the Kochi dealership is strategically aligned to our goals in the region.

The Automobile sector remains one of the major contributors to the economic development and growth of the country. Despite of the vital role played by the Automobile industry in the country's overall GDP the industry is never relished the relaxation from the Government.

No Relaxation For Two-Wheeler Industry From GST

BM Report



The ongoing scenario seems to be continued as the GST has also not spared the industry and put the entire Automobile sector in the highest tax slab of 28%. The spare parts and accessories associated with vehicles are also put in the same slab.

The earlier stand of the Govt. on introduction of Cess only on 'Luxury goods' also seems to be

deviated as the Automobile industry is also going to be levied Cess ranging between 1% to 15%. Surprisingly the Hybrid vehicles are also not spared as they are also put into the same tax bracket (28%) along with the highest Cess of 15%. However, the electric vehicles have received the much deserved relaxation and they are kept in the tax slab of 12%.

The current impact of GST on the Automobile industry on the whole is neither increasing the cost of ownership of the vehicles nor reducing it. However, it was expected that the industry must have received some sort of relaxation from the long awaited GST.

Commenting on the impact of GST, Gautam Khattar, Partner - Indirect Tax, PwC, said,

Despite of Automobile sector being one of the most promising contributor to economic growth, it has been facing the whip of increased tax rates and multiple cesses for a substantial time now and even GST doesn't seem to help much. The Industry doesn't seem to relish the idea of levying the highest slab rate of 28% on all categories of vehicle regardless of the engine capacity or length. Likewise, parts and accessories for such automobile have also been placed in the same bracket of 28%.

MV Agusta

Superbikes On Sale In India



Coming up next is a legendary Italian motorcycle manufacturer - MV Agusta. Often touted as "Motorcycle Art", the design of their bikes are literally a form of pure Italian art. MV Agusta sells 3 models in India, which comes as 6 different variants. Here's a list of their exquisite Superbikes on sale in India.



BRUTALE 1090

The Brutale 1090 is the only naked bike among the other faired bikes in the MV stable. The motorcycle has their historical 1078cc liquid cooled inline four motor and is offered in two engine configurations. One churns out 158 hp at 11,900 rpm and 100 Nm torque at 10,100 rpm and the other makes 144 hp at 10,300 rpm and 112 Nm of torque. Another exclusivity is that, the gearbox is a six speed, constant mesh, fully removable unit. On the electronics side, the bike has adjustable 8 level traction control system and ABS as standard. The bike has the same chassis design as the other MV's - tubular steel trellis frame. The bike retails at Rs. 20,10,000 (ex showroom Delhi) and comes in Black and White shades.

The litre class offering by MV Agusta is one of its kind, with an unique design and unparalleled racing history. The motorcycle gets a 998cc liquid cooled inline four cylinder engine which makes a mammoth 195 hp at 13,400 rpm and 110.8 Nm torque at 9,600 rpm.



The engine has a heavy compression ratio at 13.4:1. There is a host of electronic systems like Bosch 9 Plus with Race mode and RLM (Rear wheel lift up migration) ABS, 8 level traction control with lean angle sensor, TSS (Torque shift system), Mikuni throttle by wire, torque control with 4 engine maps and Electronically assisted shift (Quick shifter) as a standard package. There are two more high performance variants of the F4 namely F4 RR and F4 RC. The MV Agusta F4 is sold at Rs. 26,87,000 (ex showroom Delhi) and is available in Red and White shades.

The F4 RR is a much sophisticated version of the base model F4. It has the same engine but is tuned for more performance, which makes it produce 201 hp at 13,600 rpm and 111 Nm torque at 9,600 rpm. The F4 RR has high spec Öhlins USD suspension with electronic compression and rebound control upfront and fully adjustable progressive Öhlins TTX single shock absorber at the rear. Braking is also substantially improved with dual Brembo M50 monobloc calipers at the front. The bike weighs at 190 kg dry and comes in Red/White and Pearl White/Black shades. The bike comes at a premium of Rs. 35,71,000 (ex showroom Delhi).

F4RR



The F4 RC is the most exclusive and ultimate litre class superbike available in the market. The bike is very limited in numbers at 250 and comes only on order basis. Though the bike has the same engine as the F4, it has various light weight components like titanium and magnesium, and has numerous carbon fibre trims. It comes with an additional performance kit that includes a Termignoni titanium full exhaust system with carbon fibre heat guard, dedicated control unit, carbon fibre seat cowl and a personalised motorcycle cover among other race trims.

With all those weight reduction the bike weighs a meager 175 kg. With race tuned ECU the bike makes higher power than the F4 RR. It makes 212 hp at 13,600 rpm and 115 Nm torque at 9,300 rpm. This piece of exclusivity comes at an exclusive price of

Rs. 50,10,000
(ex showroom Delhi).
The first and only F4
RC in India, is located
in Chennai.

F4RC



F3 800

Though the global markets have two variants of the F3 at 675cc and 800cc, Indian lineup has only the latter just to get that upper hand over the Triumph Daytona 675R. The motorcycle has a state of the art 798cc liquid cooled inline three cylinder mill which churns out 148 hp at 13,000 rpm and 88 Nm torque at 10,600 rpm.

The motorcycle has relatively higher compression ratio compared to the competition at 13.3:1, thanks to the titanium components.

The bike also features counter-rotating crankshaft, a technology which was reserved only for MotoGP bikes. The bike gets integrated ignition - injection system, Mikuni throttle by wire system, RLM (Rear wheel lift up migration) ABS, control of detonation and misfire, torque control with four engine maps and 8 level traction control system as standard equipment. Brembo calipers are in both the ends and has Marzocchi forks up front along with Sachs single shock absorber at the rear. The bike retails at Rs. 16,78,000 (ex showroom Delhi) and comes in Black, White and Red.



The "RC" in F3 RC stands for Reparto Corse, and the exclusive bike is limited to just 350 numbers. The bike has exactly

same engine as its base version and has similar

equipment. The only change comes in electronics side is the presence of a Quick shifter. The F3 RC also gets unique anodized aluminum cover to fit in place of the mirrors, signature AMG logo on the fairings, a plate signed by the president of MV Agusta - Giovanni Castiglioni. The bike gets exquisite Reparto Corse details and unique graphics. The motorcycle is sold at Rs. 19,73,000 (ex showroom Delhi) and is available in a single unique shade.

F3 RC REPARTO CORSE

