

# BikesMedia

Everything About Two Wheelers

Volume 2 Issue 4 November 2017

₹60

## 2017 ROAD TEST KTM REVIEW Duke 390

Marc Marquez  
pounces on  
Petrucchi  
for a win  
in last lap

2017 San Marino GP Race Report

Triumph  
**STREET  
SCRAMBLER**

All You Need To Know

## SHOOTOUT

BENELLI TORNADO 302R

VS

YAMAHA YZF R3





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### **PUBLISHER**

Farhan Kashif Siddiqui

**Published by** Farhan Kashif Siddiqui, 372, Kaptan sahab ki bagiya, Ginnori, Bhopal - 462001. **Printed by** Farhan Kashif Siddiqui, 372, Kaptan sahab ki bagiya, Ginnori, Bhopal - 462001.

**Printed at** Lucky Offset, 267, Pragati nagar, Shahansha Garden, Bhopal - 462001. **Published at** 372, Kaptan sahab ki bagiya, Ginnori, Bhopal - 462001.



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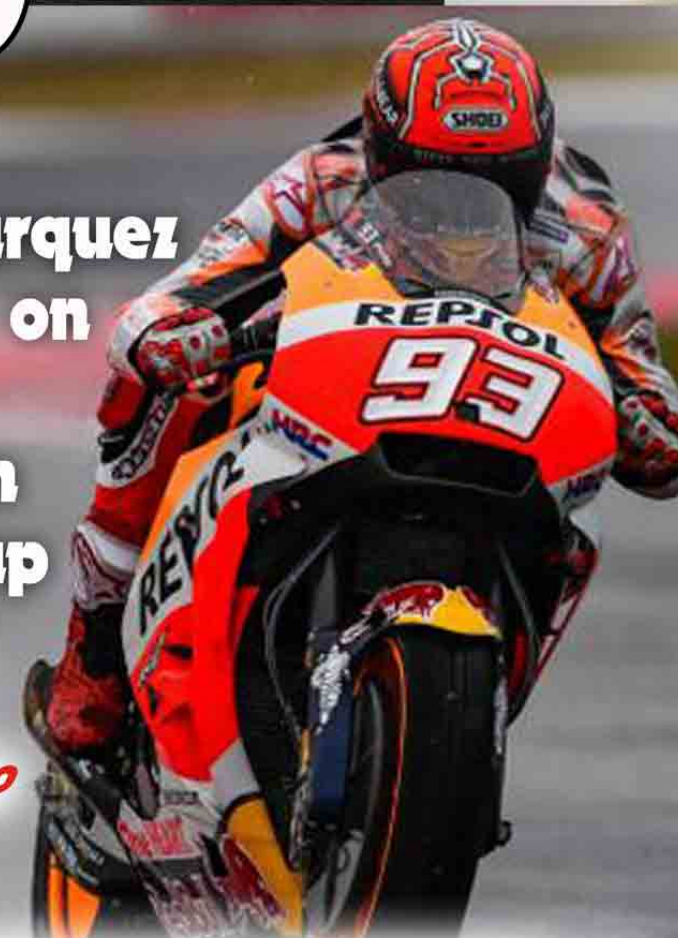
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## Duke 250

### Test Ride Review



KTM in India had only four motorcycles, the Duke 200, Duke 390, RC200 and RC390. The 200cc motorcycles had the same engine but one was a naked sport where the other was the fully faired. It was the same case with the 390. The motorcycle sold in a huge quantity, it was and is still loved by most of the youngsters, just for the sheer power and riding experience it provides. Then KTM wanted to update their line up, so they updated the 390, a lot of spy pics were caught and were posted in almost every automobile portals.

During the new Duke 390's launch, there was another surprise from KTM, the Duke 250. It was a nice surprise from KTM, most of the youngsters loved this and wanted to ride it as soon as it was launched. It was a good alternative for someone who wanted something in-between the Duke 200 and Duke 390. We finally got our hands on the bike and we had ridden it to the best of its abilities. Here are the findings.



# T

he front section of the motorcycle looks pretty similar to the new Duke 390, except for the fact that the 390 gets a full LED lighting system and this doesn't. The headlamps are placed higher on the 250 and provide decent visibility, I wish they had the projectors from the RCs which work really well in the throw of light that is provided. The DRLs look impressive but are not very bright during the morning light.

# Looks and Design



The indicators are well integrated and are not flimsy. The side profile is similar to the Duke 390, with a visible split trellis frame painted in orange and black colors. The radiator also gets a guard that says KTM on both the sides. KTM has done a good job with the stickering department, it is not too fancy or not too simple, it looks decent.

The rear section gets clear tail lamps and looks exactly similar to the new Duke 390. The rear gets a grab rail, making it easier for the pillion rider to hold on to something. The side mounted exhaust is another addition to clear the BS4 norms. The mirrors are a bit small but offer a decent visibility. The addition of crash guards is a great move from KTM so that the safety of the engine can be ensured during crashes. The tire gets a hugger which also has an integrated Saree guard.





The new Duke 250 retains the standard instrument panel that is seen on most other KTM motorcycles, they should have included the TFT display that is provided on the new Duke 390, to make it more appealing and value for money. The instrument panel is loaded with hell a lot of features such as a speedometer, tachometer, gear shift indicator, trip, average fuel economy, clock, trip meter and so much more. KTM have also added loads of sensors to the motorcycle like lean angle sensor, side stand sensor, and much more. The quality of the buttons are pretty decent and do the work just fine. The headlamp switch has been removed for the AHO feature.

## Instrument Panel and Switchgear



## Ergonomics

The Duke 250 is built around a new tubular trellis frame that has a bolt on sub frame. The foot pegs are set in such a way that the motorcycle wants you to burst open the throttle under any circumstances. The motorcycle just pushes you to a forward aggressive stance. It feels so easy to ride the motorcycle even under heavy traffic. It has been so well designed that balancing it can be done with ease, eliminating the need to keep the foot down very often under slow moving traffic conditions. The pillion seat is pretty comfortable if the rider is thin, but does get jerky at times. The motorcycle weighs 161kgs and has a fuel tank capacity of 13.5 liters. It has a saddle height of 830mm, ground clearance of 185mm and a wheelbase of 1357mm.



## Specifications

### GENERAL:

Price	Rs. 1,73,000 (ex-showroom, Delhi)
Launched	Feb, 2017

### ENGINE:

Engine Displacement	248.76 CC
Engine Type	Liquid cooled, 4 stroke
Number Of Cylinders	1
Valves Per Cylinder	4
Max Power	30.0 PS @9000 rpm
Max Torque	24.0 Nm @7500 rpm
Bore x Stroke	72.0 x 61.1 mm
Fuel Type	Petrol
Starter	Electric

### TRANSMISSION:

Transmission Type	Manual
Number Of Gears	6
Final Drive	Chain

### WHEELS & TYRES:

Front Tyre (Full Spec)	110/70 - ZR 17
Rear Tyre (Full Spec)	150/60 - ZR 17

### BRAKES:

Front Brake Type	300 mm Disc
Rear Brake Type	230 mm Disc

### SUSPENSION:

Suspension Front	WP USD Forks
Suspension Rear	WP Monoshock

### DIMENSIONS:

Wheelbase	1357 mm
Ground Clearance	175 mm
Kerb Weight	161 kg
Fuel Capacity	13.5 Litres

### Pros-

- \* Comfortable riding position.
- \* A very lovable and peppy engine.
- \* Larger fuel tank capacity.
- \* Easy to handle in the traffic.

### Cons-

- \* Engine on the left side heats up too much.
- \* Lack of TFT display.
- \* Brakes should be improved.

## Engine and Performance

Before I begin writing about the engine, I highly recommend you to wear a pant if you ever ride this motorcycle. I thought I'll take the Duke 250 out on a dinner date, and I was wearing shorts, it was the biggest mistake of my life, the left side alone heats up so much, like so much, I had to ride the motorcycle on dirty rain water to keep my left leg cool, I didn't care even if my leg got dirty, I couldn't just resist the left side heat in spite of the radiator fan running.

Alright coming to the engine specs, the Duke 250 is powered by a 249cc single cylinder, four stroke, liquid cooled engine that produces 29.60 bhp at 9,000 rpm and a peak torque of 24Nm at 7,500 rpm. The engine is mated to a 6-speed gearbox which is assisted by a slipper clutch. The 6th gear does not do much of a job but has been used for a better cruising experience.

The torque in the Duke 250 kicks in a little earlier than the Duke 200, so after 60kmph, the motorcycle picks up in a smoother and faster fashion. Overall, if you give it a gentle and a smooth acceleration, the motorcycle feels like a charm to ride. If the throttle is twisted without a linear fashion, it feels jerky for the rider as well as the pillion. The motorcycle misses out on the 'Ride By Wire' technology from the Duke 390. The vibrations begin to creep in from 6500-7500rpm and then slowly dampen out.

The Duke 250 gets a 300mm disc upfront and a 230mm disc at the rear. It is the same braking system used in the Duke 200. They lack out on the sintered pads that are offered on the Duke 390. The Front brakes do a pretty good job, but the rear brakes need a static improvement, they tend to lock up too much under aggressive braking. The Duke 250 gets the MRF REVz-C1 tires, which does a fair job as far as the road grip is concerned. KTM could have offered ABS and Metzeler tires at least as an optional variant.

## Braking and Suspension

The suspension quality was pretty impressive for both the rider and the pillion. The monoshock used for the rear felt a bit towards the stiffer side. The front gets a 43mm WP Upside Down Forks, to be honest, I did like the front suspension a lot. Both the suspensions have a travel length of 150mm. The suspensions happily dampened out the pot holes without any hassle.



## Conclusion

The new KTM Duke 250 without a doubt is an exceptional motorcycle, a few changes like inclusion of ABS or even better brakes can make it a far worthy motorcycle.



After the Ducati Scrambler, here's yet another addition for Scrambler type motorcycles. Triumph launched their all new Street Scrambler which is heavily based on the underpinnings of their highly successful Bonneville range. The motorcycle is retro designed and has all those unique characteristics of a Scrambler. Here's a detailed overview of the all new motorcycle.



# 2017 Triumph Street Scrambler

All You Need To Know





# Looks and Design

The Triumph Street Scrambler is very much similar to a Bonneville, but there are subtle changes in the overall design. The foremost thing everyone notices is the exhaust which is highly mounted on the side just below the seat. Next up is the tall suspension setup coupled with wide spoked wheels on both the ends. This would make sure the motorcycle would handle the toughest of terrains with ease. The fuel tank, headlight assembly and engine is similar to that of a standard Bonneville. The exhausts get heavy heat shielding as they sit just below the right thigh and could potentially be a tandoor if there is no proper shielding. The auxiliary seat is a single seater unit, though there is an option to attach or remove the pillion seat. The tail lamp is a full LED unit and sits right below the rear seat of the motorcycle.



The motorcycle gets Antilock Braking System (ABS) as standard which is switchable via the instrument cluster. The motorcycle also incorporates traction control system that keeps you on check, while also being switchable to have fun in off-road conditions. There is an engine immobilizer on the ignition system so that the bike is safe and doesn't start with an inappropriate key. You also get an USB charging socket to power your devices on the go.

# Electronic Package

# Engine And Performance

The Triumph Street Scrambler has a liquid cooled SOHC parallel twin cylinder 900cc engine which produces 55.1 PS at 6,000 rpm and 80 Nm of torque at a pretty low 2,850 rpm. The engine is fuelled by electronic fuel injection system. (read slipper clutch).

The rear wheel is driven by a conventional chain and the transmission has 5 manual gears. The throttle response would be crisp as the bike gets throttle by wire technology. The clutch is a wet multiplate unit with torque assist system





# Brakes, Chassis And Suspension

The Street Scrambler has a tubular steel cradle frame coupled with a twin sided tubular steel swingarm. The stopping power comes from a single 310 mm disc with Nissin 2 piston floating caliper upfront and a 255 mm disc with Nissin 2 piston floating caliper at the rear. The suspension duties are carried out by long travel 41 mm KYB forks in the front along with KYB twin shocks with adjustable preload at the rear. The wheels are 19" and 17" respectively and large enough with tyre dimensions of 100/90-19 and 150/70 R17 respectively.

# Specifications

## GENERAL:

Price	8,10,000 (ex-showroom, Delhi)
Launched	Aug, 2017

## ENGINE:

Engine Displacement	900 CC
Engine Type	Liquid cooled, 4 stroke
Number Of Cylinders	2
Valves Per Cylinder	4
Max Power	55.1 PS @6000 rpm
Max Torque	80.0 Nm @2850 rpm
Fuel Type	Petrol
Starter	Electric

## TRANSMISSION:

Transmission Type	Manual
Number Of Gears	5
Final Drive	Chain

## WHEELS & TYRES:

Front Tyre (Full Spec)	100/90-19
Rear Tyre (Full Spec)	150/70 R17

## BRAKES:

Front Brake Type	310 mm Double Disc
Rear Brake Type	255 mm Disc

## SUSPENSION:

Suspension Front	KYB 41mm cartridge fork
Suspension Rear	Adjustable KYB twin shocks

## DIMENSIONS:

Overall Width	831 mm
Overall Height	1120 mm
Wheelbase	1446 mm
Kerb Weight	216 kg
Fuel Capacity	12.11 Litres

# Final Impression

With this addition of Triumph Street Scrambler, there is an addition to the short list of retro looking modern cruisers on sale in India. Though the motorcycle shares its underpinnings with the Bonneville and Street Twin, the Street Scrambler is still a unique one of its kind motorcycle for the Indian market. Triumph also has around 150 accessories for the bike which can be purchased right at their showrooms. The motorcycle is priced at Rs. 8,10,000 INR (ex showroom, Pan India).



# 2017 **KTM** Duke 390

## ROAD TEST REVIEW

**T**he old KTM Duke 390 was such a huge hit in our country, it was like a mandatory motorcycle for almost every enthusiast. It produced raw power that will thrill the rider whenever he rides the machine. The only drawback was that the Duke 390 and the Duke 200 looked very similar. The orange trellis frame on the 390 was the only easiest way to differentiate between them. KTM wanted to update the Duke 390, to make it look more distinctive and attractive. The new motorcycle was caught testing several times in our country. It kept the riders on their feet to witness the final production model face to face. Man after they launched the motorcycle, it looked gorgeous. Here is the comprehensive road test review of the 2017 KTM Duke 390 and this is what all we found out.







## Looks AND design

The motorcycle looks similar to the Super Duke 1290, with a stunning predator look. The first thing you notice are the orange colored wheel rims, man that distinguishes the Duke 390 totally from the Duke 250. The tri color paint scheme has black, white and orange colors that make the motorcycle look appealing and colorful from every angle. The headlamps have a full LED system that provide amazing visibility with a good throw at night times.

Look into the headlamps you find a sequential arrangement of the reflectors that help the LED lights achieve a great visibility power. The DRL's too do a great job. The 390 gets the handlebar protectors which makes it look good, but is not very helpful if you want to have your own adjustments for the clutch and brake levers, by that I mean the levers don't move for a longer reach setting, because the length of the handlebar protectors from the levers is short. The indicators are compact and do their work fine.

The side profile remains similar to all the other Duke motorcycles with the exposed trellis frame and with the main frame in orange and sub frame in white color. The tail lamps too have a full LED unit and is much similar to the one seen in the Duke 250. The side mounted exhaust also makes it a stand apart from the old Duke 390.

## INSTRUMENT PANEL AND SWITCHGEAR

The motorcycle gets a fully digital 5inch instrument panel that is loaded with features. The instrument panel also gets an ambient sensor on the top right corner which helps the rider to have white background during the mornings and blueish black color for the nights for a pleasant reading experience. It gets tons of sensors and indicators like multiple options for ABS, trip meters, Bluetooth connectivity, low oil indicator which the old 390 lacked, distance to empty, voltmeter for battery, options to change music, receive calls and so much more. The quality of the switches feel top notch, the motorcycle also gets a one touch ignition, joy stick controls for the instrument panel, pass light control with the high beam feature too integrated along with it.





## ERGONOMICS

The motorcycle is well designed when it comes to the aerodynamics, it would have been better if KTM had included a small windshield for a better wind resistance. The footpegs are well integrated and have a rubber cushioning on them too. The nice and wide handlebar gives a sporty position which is comfortable even for long rides and traffic roads. The motorcycle brings the rider to an aggressive seating position when he bursts open the throttle.

The Duke 390 finally gets a metal tank with an increased fuel capacity of 13.5 liters, enabling it to have a better fuel range. The mirrors are not very great, but offer decent visibility. The motorcycle weighs 149kgs dry and flickers beautifully in the traffic roads. I would appreciate if KTM had provided a softer grip for the hands.

## ENGINE AND PERFORMANCE

The Duke 390 is powered by a 373cc, four stroke, liquid cooled engine that churns out 43.5bhp at 9000RPM and 37Nm of torque at 7000RPM. The engine is mated to a six speed gearbox, that gets the assist Slipper Clutch to avoid wheel lockups under aggressive downshifts. The motorcycle also gets an EVAP System. We took the motorcycle for a good 200km long ride and was something really impressive to ride, the torque didn't kick in like it used to on the old 390 but was still a fun motorcycle to ride.

Ride the motorcycle smoothly, trust me it will make you fall in love with it every second you ride it. The smoother you accelerate and the smoother you shift, the more you will want to ride it. The heating is lesser compared to the old 390, but the radiator fans keep running almost all the time. The gearing is a bit tall, so it knocks at higher gears in lower speeds. The engine feels far more refined than the old Duke 390. The shifts also feel smoother. The motorcycle feels comfortable to cruise from 100-120kmph, after which the engine starts to strain a little bit. Vibrations are felt post 7500 rpm but dampen out soon. The vibrations are most felt on the mirrors and the foot pegs.







## BRAKING AND SUSPENSION

The first and most important point is that the Duke 390 gets a switchable ABS, with three modes. The motorcycle gets a huge 320mm disc in the front and a 230mm disc in the rear and the best part is that they get sintered pads. The brakes are just perfect to stop the motorcycle without any lockups when the ABS is on. Even under rainy conditions when it is braked hard, it smoothly stops the motorcycle without any hassle. The suspension feels plush for the rider but does not work similarly with the pillion rider. The front end gets a 43mm WP USD fork with 142mm travel and the rear gets a WP monoshock with 150mm travel. I was very impressed with the seat quality of the motorcycle, it feels far far better to the one that was there on the old Duke 390.



## CONCLUSION

Confident that you can handle the torque and power? Just close your eyes and go for the 2017 Duke 390.



# Benelli Tornado 302R

## Vs

# Yamaha YZF R3

## Shootout

I'm a huge fan of WWE, and I would like to relate this match to a match that happened at Wrestlemania 33, Undertaker vs Bray Wyatt, where the R3 is Undertaker and the Tornado 302R is Bray the new person in the lot competing against the legend of the segment. So like how the Undertaker defeated Bray in Wrestlemania let us see if R3 can beat the Tornado 302R. Even though the Undertaker and R3 have retired for a while, they both are still spoken about in the market.





# Looks and design

I must say both the motorcycles look very appealing from almost every angle, and is very hard to pick a winner in terms of design and style.

The Yamaha R3 has a more predator like look where the Tornado has a peppy look. Both the motorcycles get a dual split headlamp but the Tornado gets a slight edge over the R3 because of its LED DRLs. The indicators on the R3 are bulky where they are very compact and sleek on the Tornado. The rear view mirrors are far better on the R3 when it comes to the visibility factor. The Tornado has its trellis frame exposed on the side profile, but I personally feel that the R3 has a more appealing side profile compared to the Tornado 302R.

The R3 has a sharper design which would let it cut through the air resistance a little more easier than the Tornado 302R. The Tornado 302R gets an exhaust with two outlet ports and sounds out of the world when you ride it. The Tornado 302R also gets a grab rail for the pillion which the R3 lacks. The overall fit and finish is better on the YZF-R3.







## Instrument cluster and Switchgear

Both the motorcycles get a very dated Digit-analogue instrument cluster. Both of them lack the features the motorcycles like the KTM Duke 390 has on offer. I feel the Tacho needle on the Tornado has a small lag to it, maybe it was a defect with the bike that we received. Both the motorcycles get 2 Trip meters, Speedometer, Tell tale lights and gear position indicator. The Tornado comes featured with hazard lights on it. Both the motorcycles have premium quality materials used on the switchgear. The buttons feel nice and soft.

## Ergonomics

Both the motorcycles are designed to solve the purpose of a sports tourer. The R3 offers a little more sporty riding position, where as the Benelli 302R gets a little more relaxed position. The seats on the Tornado felt extremely soft when it was compared to the R3. I felt the 302R was easier to ride on the city roads. The comfort for the pillion especially was really good on the Tornado. But once you wanna burst open the throttle, you will feel that the Tornado is no where close to ergonomics that the R3 offers. You will feel a lot of difference in the riding position when you crouch down. But the R3 wouldn't be a very pleasant bike to ride in the city.

## Engine and specification

The Yamaha YZF-R3 is powered by a 321cc, four stroke twin cylinder engine that produces 42 BHP at 10,750 RPM and a maximum torque of 29.6 Nm at 9,000 RPM. Whereas the Tornado 302R is powered by a 300cc four stroke twin cylinder mill that produces 38.26 BHP at 11,000 RPM and a maximum torque of 26.56 Nm at 10,000 RPM. I don't think the Tornado can get anywhere close to the initial power, agility and quickness of the R3. Open the throttle and you feel that the R3 has juice in almost every powerband.

It just pulls so much more seemingly and effortlessly, while the Tornado 302R feels like a sloth upto the 8000RPM. But I am sure that the Tornado will catch up with the R3 on a long run basis and not on a short one.

Both the machines did not show much signs of heating, it was a bit lesser on the Tornado though. The gearing was far better on the R3, they felt more apt and precise, something that I love about Yamaha is the quality of engine braking it has during down-shifts, the motorcycle actually learns the way you down shift very quickly. The Tornado did have throttle lag at many places. Both the motorcycles produced vibrations but were minimal and negligible. The R3 deserves a hard off for the ride quality it provides.





## Braking and suspension

This is the major department where the R3 loses out on, it lacks the ABS and the suspension that the Tornado 302 offers. The Tornado gets a dual floating disc up front and a single disc at the rear, the Tornado gets ABS with a button so that it can be switched on or off. The R3 gets only a single 298mm disc in the front and a 220mm disc at the rear.

The brakes on the R3 lock up often, especially the rear brakes. The brakes on the Tornado might be a little slower to hold but do not lock up when the ABS is turned on. Both the motorcycles must improve on the braking department. As I already mentioned, the suspension for both the pillion and rider are far more comfortable on the Tornado, it easily absorbs the pot holes. While the suspension on the R3 feels a little stiff and feels a little more track focused.



## Verdict

Even though the R3 lacks ABS, the Tornado cannot beat the R3 in terms of built quality, power and engine refinement. So the winner of this shoot out is R3 and the Undertaker.



# Top 10 Expected Motorcycles At Auto Expo 2018

The 2-year wait is soon coming to an end, February is fast approaching and if you are a gearhead like everyone of us at BikesMedia then you know that I am talking about- The Auto-Expo 2018. This event attracts rev-heads from not just India but all over the world. Triumph, Indian, Harley-Davidson are just a few of the big names which have been attending Auto-Expo regularly for many years now and this year is no exception either.

Though there are a huge number of launches scheduled this time too, so to easily keep track of the most awaited motorcycles, we have made this list. These top 10 bikes are our predictions of the scheduled launches for the Auto-Expo 2018. The power and torque figure may vary upon launch so best to consider the given numbers as an estimated figure and the price indicated is the ex-showroom price.

## 1: Yamaha YZF-R15 V3

Already launched in Indonesia, the third iteration of the most popular entry level sports bike is very much likely to be showcased at the 2018 Auto-Expo. The new bike will come with an all new R1 inspired design, more comfortable seats than R15 V2 and an all new 155 cc engine producing a maximum power of 19.04 BHP @ 10000 RPM and 14.7 NM of torque @ 8500 RPM.



Power and torque: 19.04 BHP @ 10000 RPM, 14.7 NM OF TORQUE @ 8500 RPM  
Expected price: Rs 1,40,000

## 2: Pulsar 200NS Fi + ABS

This version of Pulsar 200 NS is already on sale in the international market and the 2018 Auto-Expo is bound to be the platform for its Indian debut. This version is identical to the carburetted version in terms of design but the power generated is 24.5 PS of power @9,750 RPM. Torque remains same. The ABS may be a Dual channel same as in the international version of the bike but to keep the cost down it is more likely to be a single channel unit from RS 200.



Power and torque: 24.5 PS @ 9750 RPM,  
18.3 @ 8000 RPM  
Expected price: Rs 1,25,000

## 3: TVS Apache RTR 160

The new model of the performance oriented, torque filled 160 cc bike is expected to be showcased at the expo. This bike has already been spotted testing near the TVS testing facility in Hosur. Design wise the bike will be featuring a lot of components from its bigger capacity sibling the Apache RTR 200 4v, like the exhaust, tank, engine cowl, monoshock etc. This version of the smaller capacity Apache is expected to get rid of the infamous vibrations which in my opinion, is the only reason holding it down.



Power and torque: 16 BHP@ 8500 RPM,  
14 NM @ 5500 RPM.  
Expected price: Rs 78,000

## 4: Suzuki GSX-R 250

The flagship bike from Suzuki in the 250-300 segment sports a 2 cylinder engine and supersport ergonomics. Suzuki is the only player yet to take a market share in the 200 cc segment in India. But still, it's a bit unlikely that Suzuki will launch this bike in India. Because the pricing of this bike sits alongside the range of Yamaha R3 and Benelli tornado 302, despite having way less performance than those two. If not this then we will see another India specific product from Suzuki because company's entry in this segment is bound to happen.



Power and torque: 24.7 BHP @8000 RPM,  
23.3 NM @6500 RPM  
Expected price: Rs 2,80,000



# TVS Himalayan Highs Season 3 Concludes Successfully

Commenting on the occasion, Aniruddha Haldar, Vice President (Marketing) Commuter Motorcycles, Scooters and Corporate Brand, TVS Motor Company said,

*TVS Zest 110 Himalayan Highs has completed its 3rd season which has been unequivocally a resounding success. #FEELTHEPOWER has been its credo and we have seen this in the way that the 12 riders have performed and how the TVS Zest 110 has responded yet again to the challenges of the Himalayas. It has celebrated the human spirit and prowess of the TVS Zest 110. We thank the vast numbers of the brand lovers who encouraged us through their support on social media. TVS Zest 110 has clearly shown that it has what it takes to take on any challenge, even a Himalayan challenge.*

Today TVS Motor Company announced the successful completion of 'Himalayan Highs Season 3' which witnessed twelve riders riding to the mighty Himalayas on their TVS Zest 110. The adventure on two wheels, in its third edition, saw 10 women and 2 men riders participating from different parts of the country. The riders on the TVS Zest 110 have gone through some of the world's most treacherous roads peaking over 18,000 feet. The riders covered a total distance of over 970 km in a span of 11 days.

The entourage started on September 1, 2017 from Mandi, in Himachal Pradesh, the group of young men and women successfully concluded the ride on September 11, 2017 after scaling the Khardung La pass as the final summit. The 12 riders, which were selected through multiple rounds of evaluation, which included physical test and psychological resilience, were Ashwini Pawar (Mumbai), Anjali Chaudhary (Uttar Pradesh), Aashraya Suresh (Karnataka), Shagufta Khan (Mumbai), Vineeta Lohchab (Delhi), Riya Roy (West Bengal), Baishali Nath (Assam), Devaki P (Telangana), Milam Shah (Uttar Pradesh), Mohit Bhardwaj (Delhi), Andre Camara (Goa) and Anjali Manoharan (Kerala).





# Marc Marquez pounces on Petrucci for a win in last lap

## 2017 San Marino GP Race Report



**M**arc Marquez made his fastest lap of the race to take over the dominating Danilo Petrucci clinching his fourth victory of the season. Danilo Petrucci rode an incredible race from start to finish and ended up at P2. Andrea Dovizioso held up his nerves in these tricky conditions for a podium position, and is now equal on points with Marquez. Maverick Viñales finishes at P4 grabbing some important points for the Championship.

As the lights turned green on a wet Misano World Circuit Marco Simoncelli, it was Jorge Lorenzo who got the holeshot leading the race starting from the second row of the grid. Lorenzo showed an incredible pace by opening a fair bit of a gap at the front, only to end up in the gravel at turn 6 after a handful of laps. Marc Marquez and Andrea Dovizioso followed the charge behind Lorenzo, while Maverick Viñales lost a few places and was seen struggling at P4. Danilo Petrucci meanwhile showed incredible pace as he took a handful of riders including Viñales in short succession, starting his march to podium contention.

Soon Petrucci chased down Dovizioso and Marquez to become the new race leader. Then after, there was no one stopping Petrucci as he rode a race of his own. Cal Crutchlow and Loris Baz each crashed twice but managed to finish the race in the end. Aleix Espargaro, Sam Lowes and Tito Rabat crashed out as well. Marc Marquez took Petrucci on the last lap, marking his fourth win of the season. Danilo Petrucci and Andrea Dovizioso completed the podium.

Maverick Viñales finished at P4, followed by wild card Ducati rider Michelle Pirro. Jack Miller finished the wet race at P6, with Scott Redding coming home at P7. The top 10 of the Championship is completed by Alex Rins, Jonas Folger and Bradley Smith. Cal Crutchlow crossed the chequered flag at P13 followed by Dani Pedrosa at P14.

Marc Marquez and Andrea Dovizioso are now equal on points going into the Aragon GP in two weeks time. Valentino Rossi participating in the Aragon GP is highly unlikely as the doctors have advised rest for 30 to 40 days at least. Meanwhile stay tuned to BikesMedia for further updates on the 2017 MotoGP World Championship.