

IGNIS

NEW-AGE MARUTI PUNCHES ABOVE ITS WEIGHT

BBC

A Times of India publication

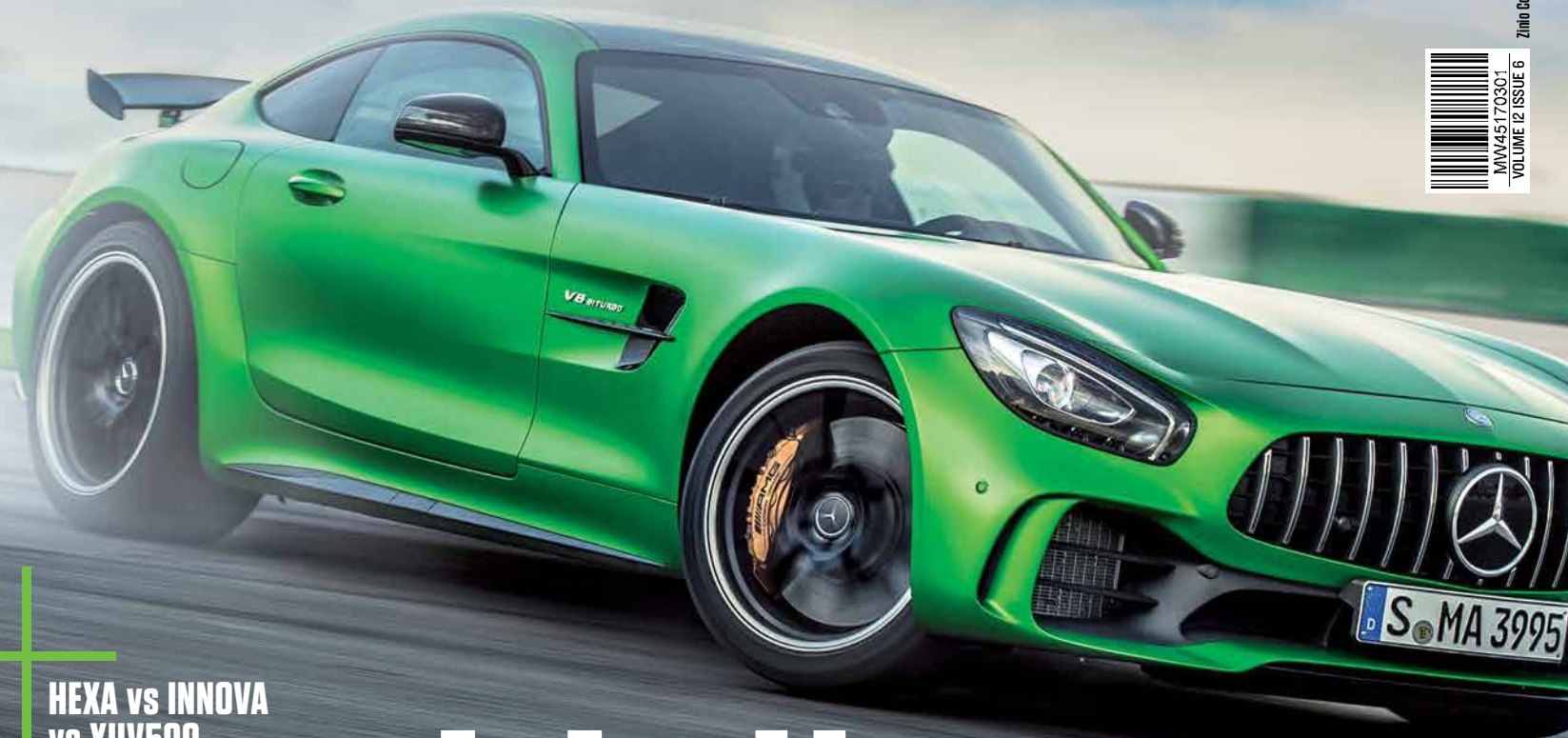
Top Gear

WWW.TOPGEAR.COM

MARCH 2017 ₹150 Only

WIN A driving holiday pg 118

India



Printed Copy

**HEXA vs INNOVA
vs XUV500**

It's a behemoth battle
as Tata is out for blood

**VW GTI vs
MINI COOPER S**

Hot hatches in a staredown.
Someone's gotta blink

Hellraiser

It's mastered the Nurburgring.

Now, the 577bhp AMG GT R

is on its way here



NEW E-CLASS

**MERC'S NEW EXEC SEDAN
IS A STRETCH. LITERALLY**



NEW PORSCHE PANAMERA



**YOU'LL BUY IT FOR THAT
SCI-FI-SPEC REAR SPOILER**

Welcome



The Ambassador is back in the news thanks to Peugeot. The French carmaker has 'bought the brand' from its erstwhile owners Hindustan Motors for what is actually a paltry sum of ₹80 crore. Of course, it is all part of a larger deal where Peugeot will tie up with the C K Birla Group (owners of HM) to make and sell their cars in India and around the world from a factory close to Chennai.

My first memory when someone says Ambassador is the car moving slowly but dangerously close to a concrete railing somewhere on the outskirts of Mangalore in pitch darkness. As it

happens, this part of our country still sees a few Amby taxis running around and as expected, a combination of vague steering, a narrow dirt road and lack of light led to us hitting one of the concrete pillars really hard. I had a look of horror on my face, as I turned to the cab driver, who continued driving, completely unperturbed. The moment the car stopped to drop off one of the 10 passengers inside, I jumped out to check the damage to the bodywork. Strangely, there was none. The metal bumper on the car had done the trick – bearing all the brunt of the hit. Nothing apart from a patch of cement scratch on it. No, that doesn't mean the Ambassador is a safer car than the rest today but it's an indicator why we Indians swore by it for so many years. Which is why it pained us to know that HM was to stop making it. I still recall driving one of the last few made, just months before the Uttarpara plant stopped making it and asking the few officials I met as to why it cannot be slowly, steadily and more effectively modernised. Of course, there was no simple answer to that question as the reasons were numerous – from labour, to finance, to even intent. The question that everyone's asking is whether this takeover will work. Well, it definitely is going to be tricky as hell because Peugeot has its own baggage in India, along with the fact that Amby has its own. But if it were to make it a success, this will be counted as one of the biggest turnaround stories in automotive history in the world, leave alone India.

However, all that's in the future. Today, we have another icon reborn and ready to re-establish its supremacy in a different avatar. The new E-Class is here and it has taken the game ahead. Which is not a surprise, but what is, is the extent by which it has. It now has the ammo to challenge even the mighty S-Class when it comes to space and comfort. It may have never been a quintessential driver's car but the E has its own charm. This new one is a different kind of driver's car. See our story to know more. And in case a balls-out Merc is what you need, look no further than our other cover car – AMG GT R, which, interestingly, is headed for a 2017 India launch.

This is properly epic. Enjoy the issue.

“The new E-Class has stepped up the heat and how. It may even challenge the mighty S-Class”



Girish Karkera

CHIEF COMMUNITY OFFICER & EDITOR

[Twitter@karkeragirish](#)

DISCOVER PICNIC PERFECT PLACES

Experience a series of uniquely South African adventures, affordable luxuries and action-packed family moments that will become some of your greatest memories. There's so much to look forward to and it's all here, waiting for you.

Explore more at
24hoursofwow.southafrica.net

#wowSouthAfrica



²⁰¹⁷TopGear Contents



060 Mercedes E-Class

The new-generation of the quintessential Merc is here and now, it's only available in the long wheelbase form

078 Mercedes-AMG GT R

After Nürburgring, it's time for the fiendish green sporty avatar of the GT to try on Portimão for size.

086 Hexa vs Innova vs XUV

They're big, can seat seven and come with auto gearboxes. Which is best for carrying around your large family?

066 Maruti Ignis

This new small car has made a rather big impression. Do we have a new claimant to the hatchback throne?

072 Tucson vs CR-V

Big, petrol-powered SUVs battle it out for soft-road supremacy. It's a pretty close contest to judge



094 VW GTI vs Mini Cooper

We pit two of our favourite hot hatchbacks against each other. Which is the real fire-breather?

100 Bajaj Dominar 400

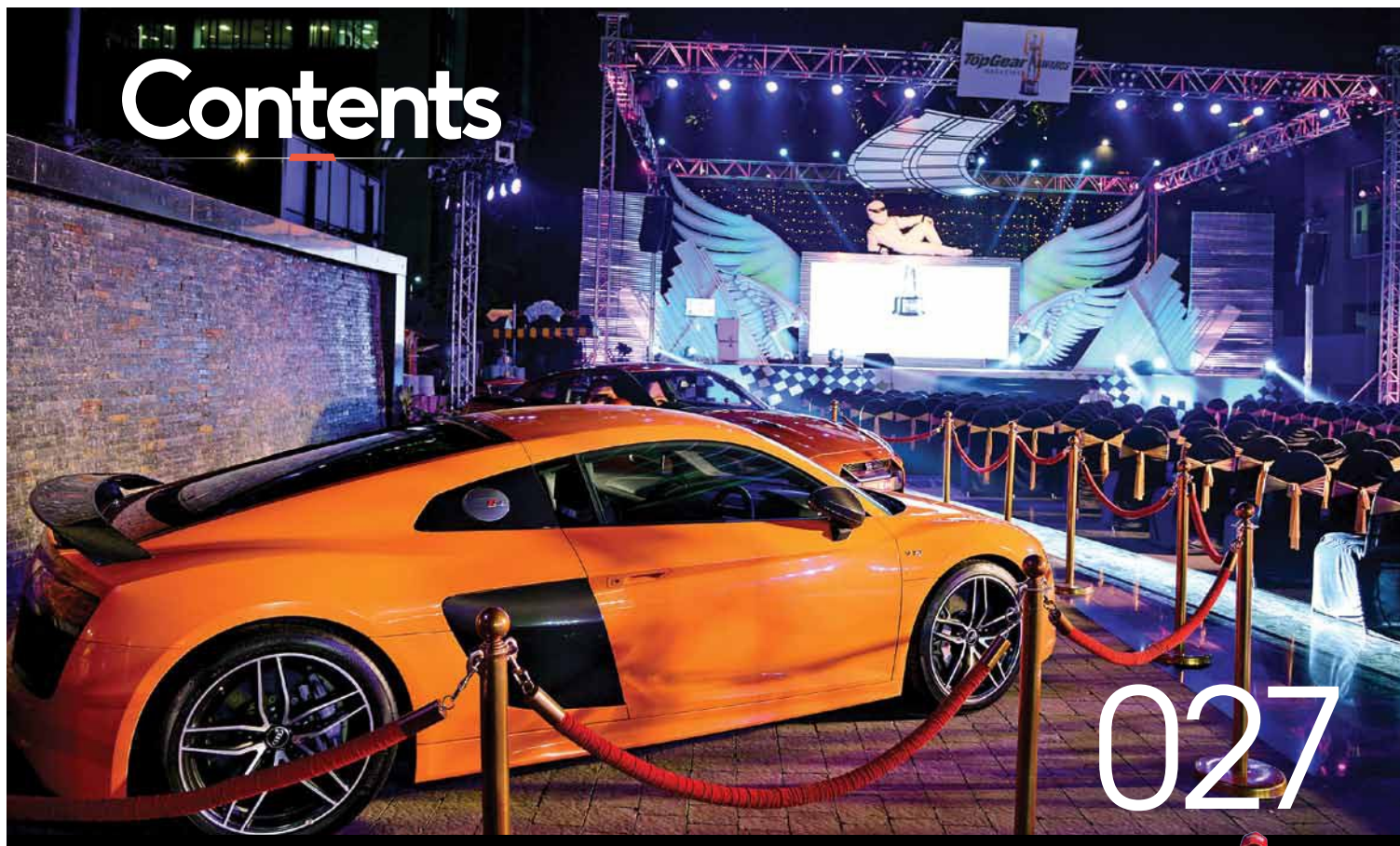
Indian manufacturer brings out a new power cruiser. We take it out on town to see how much punch it packs

**50%
OFF**

Get **12** issues for the price of **6**

Subscribe now on <http://mags.timesgroup.com/magazines/tghp.html> Use code **TGAD** at checkout. Postage charges extra.

Contents



Drives

Driven this month...

008 Porsche **Panamera Turbo**

012 Tata **Hexa MT**

014 BMW **750Li M Sport**

016 Audi **A4 35 TDI**

018 Kawasaki **KLX140 G**

020 KTM **RC390 MY2017**

024 Volvo **V90 Cross Country**

025 Bajaj **V12**

Intake

027 9th TopGear **Awards**

All the action from the most exciting night of the year

034 Volvo **Ice Drive**

We slip and slide our way on ice in Sweden in some surefooted Volvos

038 Cartier **d' Concourse**

Srini flies to Hyderabad to meet some fine vintage cars roughly his age

042 TaMo **sportscar**

Tata Motors launches new 'performance division'. First up? A sporty two-door

050 Morris **Mini-Minor**

Srini takes a spin in what is considered the car of the 20th century

Pit Pass

106 Dakar 2017

Taking a look back at all that went down during this year's edition of the world's most gruelling rally raid

110 MotoGP

The MotoGP circus opened proceedings for 2017 with its first official test of the season at Sepang. Here's the lowdown

114 Dilbagh Gill interview

Talking to Mahindra Racing's Team Principal about Formula E and how the world has changed in three years

116 WRC

Toyota marks a comeback to the championship with a podium as M-Sport's Sebastien Ogier wins Round 1

CHIEF EXECUTIVE OFFICER DEEPAK LAMBA

CHIEF COMMUNITY OFFICER AND EDITOR GIRISH KARKERA

DEPUTY EDITOR SRIRAM NARAYANAN
FEATURES EDITOR DEVESH SHOBHA
ROAD TEST EDITOR ASHOK GEORGE
ASSISTANT FEATURES EDITOR CHRISTOPHER CHAVES
SENIOR EDITORIAL COORDINATOR TEJAL BHATKAR

ASSOCIATE EDITOR DEBABRATA SARKAR
FEATURES EDITOR AGASTI KAULGI
SENIOR COPY EDITOR SAMARPAN BHOWMIK
COPY EDITOR AMAAN AHMED

CONTRIBUTING EDITORS (INDIA)

VARDHAN KONDIKAR, NIHARIKA GHORPADE, SHREENAND SADHALE, SRINIVAS KRISHNAN

SENIOR ART DIRECTOR KIRAN JADHAV

DEPUTY ART DIRECTOR KRUPA SHITOLE

SENIOR GRAPHIC DESIGNER LAXMAN SARMALKAR

CONTRIBUTING PHOTOGRAPHERS

RAJEEV GAIKWAD, HIMANSHU PANDYA, PARAG PARELKAR, SHASHANK MB,
ADWAIT KULKARNI, SOMDUTTA NHAWKAR, ABHISHEK SHRINGARE, ADITYA BENGALI

BRAND SOLUTIONS

DIRECTOR JYOTI VERMA jyoti.verma@wwm.co.in

VICE PRESIDENT GAUTAM CHOPRA (WEST)

gautam.chopra@wwm.co.in

SUSHANT ISHWARKAR (MUMBAI)

sushant.ishwarkar@wwm.co.in

SHANU SOLANKI (MUMBAI)

shanu.solanki@wwm.co.in

EKTA DANG (PUNE)

ekta.dang@wwm.co.in

VICE PRESIDENT AND BUSINESS HEAD PRAVIN MENON (SOUTH)

pravin.menon@wwm.co.in

VICE PRESIDENT ANJALI RATHOR (NORTH)

anjali.rathor@wwm.co.in

NITIN SHARMA (DELHI / NOIDA)

nitin.sharma@wwm.co.in

KAMAL RAJPUT (AHMEDABAD)

Kamal.rajput@wwm.co.in

ASSISTANT VICE PRESIDENT ALKA KAKAR (EAST)

alka.kakar@wwm.co.in

BIJOY CHOUDHURY (KOLKATA)

bijoy.choudhury@wwm.co.in

SUBSCRIPTIONS

GENERAL MANAGER PRODUCT STRATEGY PRIYADARSHI BANERJEE subscriptions.wwm@wwm.co.in

ASSISTANT GENERAL MANAGER (RMD MAGAZINES) SUPARNA SHETH suparna.sheth@timesgroup.com

NORTH: 011-66111255; EAST: 033-39898090; WEST: 022-39898090; SOUTH: 080-39898090

SMS: TGSUB TO 58888

BRAND PUBLISHER ABHISHEK KRISHNAN

ASSISTANT MARKETING ADMINISTRATION MANAGER

ASHA KARANDIKAR

EVENT MARKETING MANAGER AAKASH MISHRA

MARKETING EXECUTIVE SAAHIR EBRAHIM

CHIEF FINANCIAL OFFICER SUBRAMANIAM S.

PUBLISHER, PRINT & PRODUCTION CONTROLLER JOJI VARGHESE

INTERNATIONAL TEAM IMMEDIATE MEDIA CO LTD

CHAIRMAN STEPHEN ALEXANDER

DEPUTY CHAIRMAN PETER PHIPPEN

CEO TOM BUREAU

DIRECTOR OF INTERNATIONAL LICENSING AND SYNDICATION TIM HUDSON

INTERNATIONAL PARTNERS MANAGER ANNA BROWN

SYNDICATION MANAGER RICHARD BENTLEY

TOPGEAR UK TEAM

MANAGING DIRECTOR, TOPGEAR ADAM WADDELL

PUBLISHER SIMON CARRINGTON

EDITOR IN CHIEF CHARLIE TURNER

ASSOCIATE EDITOR TOM FORD

BBC WORLDWIDE, UK PUBLISHING

DIRECTOR OF EDITORIAL GOVERNANCE NICHOLAS BRETT

PUBLISHING DIRECTOR UK CHRIS KERWIN

UK PUBLISHING COORDINATOR EVA ABRAMIK

UK.PUBLISHING@BBC.COM / WWW.BBCWORLDWIDE.COM/UK-ANZ/UKPUBLISHING.ASPX
© IMMEDIATE MEDIA COMPANY LONDON LIMITED 2015

TOPGEAR PROGRAMME

SECOND FLOOR B, ENERGY CENTRE, MEDIA VILLAGE, 201 WOOD LANE, LONDON W12 7TN



BBC TopGear is edited by Girish Karkera and printed & published by Joji Varghese for and on behalf of Worldwide Media Pvt. Ltd., The Times of India Building, 4th floor, Dr D N Road, Mumbai-400 001. Printed at Rajhans Enterprises No: 134, 4th Main Road, Industrial Town, Rajajinagar, Bangalore - 560044, India.

TopGear is published by Worldwide Media Pvt. Ltd. under licence from BBC Worldwide Limited, Media Centre, 201 Wood Lane, London W12 7TN. Top Gear and the BBC logo are trade marks of the British Broadcasting Corporation and are used under licence by Immediate Media Company London Limited.

Copyright © Immediate Media Company London Limited
All rights reserved. Reproduction in whole or part prohibited without permission.

The publisher makes every effort to ensure that the magazine's contents are correct. However we accept no responsibility for any errors or omissions. Unsolicited material, including photographs and transparencies, is submitted entirely at the owner's risk & the publisher accepts no responsibility for its loss or damage. All material published in TopGear is protected by copyright and unauthorised reproduction in part or full is forbidden.

Inbox

✉ BBC TOPGEAR MAGAZINE INDIA,
4TH FLOOR, TIMES OF INDIA BUILDING,
D.N. ROAD, MUMBAI 400001

💻 TOPGEAR@WWM.CO.IN

🐦 TWITTER.COM/TOPGEARMAGINDIA

📘 FACEBOOK.COM/TOPGEARINDIA

📷 INSTAGRAM.COM/TOPGEARMAGINDIA

Interweb. Facebook. Twitter. Letter. Carrier pigeon. You send it. We print it **Every month**

LETTERS

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



Dear TopGear,

Writing back to you guys about your awards issue, and I have to say I agree with a lot of your winning picks. I'll admit, I'm surprised that the

Skoda Superb was your Car of the Year, I had my money on it being the Volvo S90. The Mustang

GT was a predictable one on the list, but I'm not a fan of the modern styling. Because when someone says Mustang, I think of the 1967 make, the one from F&F Tokyo Drift, or to mention a more respectable film, the one from the car chase in the 1968 movie, 'Bullitt'.

I was also surprised that the Merc GLC beat the first-ever Jag SUV for the Luxury SUV award, but having read the reasoning, I kind of get it. The Triumph Thruxton R was also a winner I totally agree with, that bike is gorgeous. The GT-R and the R8 V10 Plus were the eye-catchers on the cover for me. Still, was hoping the new Elantra would be worthy of a Stig.

From the rest of the stories, the C 43 AMG was

right up my interest and I can't wait to see it vrooming around on the streets. I'm thinking an all-black spec with glossy wraps on the alloys. Maybe an Armytrix exhaust for more vocal grunt? And the new BMW 3-series GT! I don't know how they managed 250bhp from a 2.0-litre engine, but that will make for quite a fun Beemer.

Also, about the motorsports section, I'm assuming you guys went to print by the time Bottas was announced as the new Mercedes driver alongside Hamilton. It looks to be an exciting F1 season, hope the stories you guys do will capture it all.

- *Sunny X*

READERSPEAK

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

TaMo sportscar to be unveiled soon

Good to know Tata is trying something different.

Whether it succeeds or fails, it is moving in the right direction and most guys on Facebook will only troll when they know nothing about car business - *Amit Prakash*

I don't understand why they even make such prototypes and spend millions on R&D. The Aria was the name given to a concept sports car when they initially launched the Indica some 20 years back. Since 20 years they have been selling the same Safari in different wraps.

- *Abhishek Saraf*

AND WE HAVE A WINNER!

Driving holiday contest
(Bangalore)



Gaurav Bhatia from Chandigarh has won a driving holiday and luxury resort stay. You can win, too! Turn to pg118 for details.

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



DIGITAL SUBSCRIPTION

Available on magzter.com, zinio.com, readwhere.com & inflightdigital.com



TOPGEAR.COM

You love TG. TG loves you. Let's keep in touch. Log onto www.topgear.com

STATEMENT OF OWNERSHIP

Statement about the ownership and other particulars about newspaper entitled Top Gear as required to be published in the first issue of every year after the last day of February.

FORM IV (See Rule 8)

1. Place of Publication: **The Times of India Building, Dr. D. N. Road, Fort, Mumbai 400 001**

2. Periodicity: **Monthly**

3. Printer's name: **Mr. Joji Varghese for the Proprietors, Worldwide Media Private Limited Indian**
Nationality: **Indian**
Address: **The Times of India Building, Dr. D. N. Road, Fort, Mumbai 400 001**

4. Publisher's name: **Mr. Joji Varghese for the Proprietors, Worldwide Media Private Limited Indian**
Nationality: **Indian**
Address: **The Times of India Building, Dr. D. N. Road, Fort, Mumbai 400 001**

5. Editor's name: **Mr. Girish Karkera Indian**
Nationality: **Indian**
Address: **The Times of India Building, Dr. D. N. Road, Fort, Mumbai 400 001**

6. Names and addresses of individuals who own the newspaper and are partners or shareholders holding more than one per cent of the total capital as on February 29, 2017 in the company- **Worldwide Media Private Limited (Owner)**, The Times of India Building, Dr. D. N. Road, Mumbai 400 001. **Bennett, Coleman & Co. Limited** (Shareholder holding more than 1% of total capital), The Times of India Building, Dr. D. N. Road, Mumbai 400 001.

I, Joji Varghese, hereby declare that the particulars given above are true to the best of my knowledge and belief.

(Joji Varghese)
Signature of the Publisher

Date: March 1, 2017

EDITED BY AGASTI KAVUIGI

Drive

Every new
car that
matters,
rated or
slated

CONTENTS



Tata Hexa MT
p12



BMW 750Li M Sport
p14



Audi A4 35TDI
p16



Kawasaki KLX140G
p18



KTM RC390 MY2017
p20



Porsche Panamera Turbo

₹ 1.4 crore (est. ex-showroom, India)

PORSCHE HAS REDONE ITS FOUR-DOOR FAMILY CAR. CAN IT BE MORE DESIRABLE THAN THE PREVIOUS ONE?

Agasti Kaulgi

If you're a deep pocketed individual, your idea of a family car or a car that'll suit your needs – that of having a chauffeur drive while you sit at the back and sip champagne – would range from an S-Class to a 7 Series or an A8. And if you're a deep pocketed individual with taste, you'd probably consider the Bentley Flying Spur or a Maserati Quattroporte as your perfect family car. But if you're a real petrolhead and a trackday is your idea of a perfect weekend, you'd probably fancy a Porsche.

Yes, we agree that the first thing that might put you off the Panamera could be the way it looks. Those awry

proportions and the way the Porsche designers thought of shaping the rear of the Panamera may have been a sore point earlier. But now, your prayers have been answered. Porsche has redone its idea of a family car and built a new one from the grounds up. World, welcome the all-new, second-gen Porsche Panamera.

For starters, the odd shape of the Panamera has been completely rethought and this one, when you see one in the flesh, will look refreshingly well-shaped. The basic idea of the design has remained the same, but the crucial changes make it look well proportioned, sporty and most importantly, desirable. There are the right number of sharp creases running the length of the car, and after many, ➤





UP CLOSE



Small knob on the steering wheel lets you switch between different drive modes



Basic design remains the same but it's those small tweaks that make the difference now



A longer wheelbase has resulted in more space on the inside. But it's still strictly a four-seater

many years, the designers have got the C pillar right. The tail-lamps are three dimensional – like the ones we've seen on the Macan – making the Panamera look sporty and classy at the same time.

A lot has changed on the inside too. Everything is made to look modern and will look contemporary even after four years. The toggle switches have made way for a chic touchpad on the centre console. It controls everything from the air-con to driving modes. For your multimedia requirements, there's a 12.3-inch touchscreen display. To be a good family car, you need plenty of space at the back. And the Panamera ticks that box too. The engineers have increased the wheelbase



by 20mm and freed up more space. But it's a strict four seater and there's a large console in place of the middle seat in the rear. Just like the front, there's a touchpad to control individual air-con and entertainment settings.

This Panamera can easily be called an over-engineered piece of machinery. Simple tasks like adjusting the air vent's directions are assigned to a touchscreen. Geeky? Yes. Gimicky? Yes. And the list doesn't end there. There's a spoiler on the top-spec Turbo version that, unlike conventional supercar spoilers, doesn't just raise itself when you hit high speeds. It raises, unfolds and takes its desired shape like the Ironman suit. On our drive in Dubai, we folded and unfolded the spoiler tens of times just to look at it.

Internationally, the Panamera will be available with two engine options – a 2.9-litre twin-turbo V6 in the 4S spec and a 4.0-litre twin-turbo V8 called the Turbo. When the Panamera comes to India later this year, it'll be sold only with the big fat V8. It generates 546bhp and an earth-shattering 770Nm of twist. All of that power is accessible from very low revs all the way till 7,000rpm. In normal mode, it keeps its voice in check, but for occasions

when you want to announce to the world that there's a V8 under the hood, a button on the centre console activates the sport exhaust to allow the V8 to sing louder.

The V6, too, is a riot. Yes, admittedly not as much as the V8, but if you don't have a raceday or a drag race in mind, it'll do the job absolutely fine. It churns out 437bhp and 500Nm of torque. Just like the V8, the power delivery is linear and its wide spread is equally astonishing. And it's no slowpoke either. A smart launch control and the AWD system help it hit 100kph from standstill in just 4.2 seconds. Like the 911 991.2, there's a tiny knob on the steering wheel that helps you change driving modes. Once you shift to S+ (Sport+), it'll keep the engine on the boil, stiffen up the springs and will ready this Panamera for a hunt.

Assisting the brilliantly responsive V8 is an all-new dual-clutch gearbox. Doing away with the seven-speed PDK, Porsche has employed an eight-speeder to do the job of sending all the torque that the V8 churns out to all four wheels. In regular driving conditions, it'll be rear-biased with only little power being fed to the front differential. But when the need arises, it instantaneously transfers half of



'After many years, finally, you have a Panamera that's actually good looking'

the available power to the front wheels. The PDK transmission has always been a benchmark for quick responses and smart shifts. This one takes the game to a new level where it changes cogs in less time than you'd take to blink an eye.

Porsche claims that it has mastered the art of witchcraft and made this large family car an agile handler. This, the Panamera Turbo, beat the previous-gen 911 GT3 RS at the Nurburgring with a time of 7 minute 38 seconds. And this is courtesy a very smart on-board computer, some clever engineering on the chassis and use of a lot of aluminium on the body.

On a course set up for us with a slalom and really tight bends, the Panamera almost defied physics in the way it

OR TRY THIS



Maserati Quattroporte
Has the pedigree of sportscars, brilliantly quick and a good handler

managed its weight and in the way it showed willingness to change directions. The steering is sharp and responsive, and there's enough grip for you to think of the Panamera as a proper sportscar instead of a family car. And if you ask about straightline acceleration, you'd be surprised to know that a car this big and weighing two tonnes can crack a ton in a mere 3.6 seconds. We sampled the Panamera in Dubai, a city that doesn't know bad roads or potholes. We'd be able to comment on the Panamera's ability to handle potholes only once it comes to India in the second half of this year.

The Panamera has the Bentley Flying Spur and the Maserati Quattroporte in its sights, and there's little doubt that

both these cars are at the top of their game. The Flying Spur is a bit too bulky and less willing for a day at the racetrack or a spirited run in the hills, and the Quattroporte now feels aged and bland when you put it in front of this new Panamera. With the new generation, Porsche has sharpened its knives and worked on everything that didn't work for the previous model. It's now got style, enough grunt to shame some sportscars and practicality working for it. With 495 litres of luggage space in the boot and ample room in the cabin to seat four, the Panamera gives the wife no reason to raise eyebrows when you write a cheque for ₹1.4 crore (est., ex-showroom, India). **17**



SPECIFICATION

- V8, twin-turbo petrol, 546bhp, 770Nm, 8A, AWD
- 0-100kph: 3.6 seconds, Top speed: 306kph
- Kerb weight: 1995kg

VERDICT: Better in every way – acceleration, handling and practicality. And the way that spoiler retracts will blow your mind.

8

10



Tata Hexa

₹ 12.08-17.55 lakh
(ex-Maharashtra)

WE SAY: TATA'S ARIA REPLACEMENT IS HERE TO LOCK HORNS WITH THE XUV500 AND THE INNOVA CRYSTA

Agasti Kaulgi

The last time Tata tried its hand at a premium people mover, it failed miserably. The Aria, despite having a great platform and a punchy engine, appealed to only a handful. A few years after its launch, Tata dropped the price by a few thousands in a quest to find more homes for the Aria. But that didn't see much success either. Now, though, there's an all-new premium people mover from the house of Tata Motors.

The Hexa has the same underpinnings as the Aria, but they've been tweaked a bit. With that, it manages to control its weight rather well for its size and the side-



Use the dial to switch between four drive modes on the fly

wards movement isn't close to making passengers uncomfortable. The ability of the Hexa to soak up bumps is commendable with only sharp potholes reaching your back.

Under the hood of the Hexa, is a 2.2-litre diesel engine that it borrows from its cousin, the Safari Storme. Tata likes to call it the Varicor 400, just like in the Storme; it generates 154bhp and 400Nm of twist. The engine feels a bit meek till the turbos kick in at about 2,000 revs. And once it passes that, there's a strong surge that lasts till the rev marker indicates 4,000rpm. Though the engine clatter enters the cabin, refinement levels are good.

In these pictures is a Hexa MT with a six-speed transmission. The shifts are rubbery and require some amount of effort to be slotted into the gates. But six ratios afford plenty of flexibility to the engine. Despite that many ratios, don't expect too much fuel efficiency from the Hexa. It'll go 10.8kpl on the highway and 9kpl in city traffic.

The Hexa has a complex AWD system, which allows you to shift from 2WD to 4WD on the fly. Unlike other shift-on-the-fly systems, the one on the Hexa chooses whether the power should be sent to all four wheels or only the rears depending on the driving mode you choose. If you choose to be in Comfort mode, it'll strictly be in 4x2. And rather surprisingly, that's also the case with Dynamic mode. But if you choose the Rough Road or the Auto mode, it'll send the power to both the axles



depending on which needs it the most.

Yeah, this is a bit wizardly, but not too robust. If you drop the clutch for a hurried start even in 4x4 mode, it'll cause some amount of wheel spin from the rear wheels – a phenomenon that seldom occurs in 4x4 equipped vehicles. But once you get a good start, it'll hit the 100kph mark in 13.6 seconds.

For its price, which starts at ₹12.08 lakh, the Hexa is a well thought-out product. Yes, it has a few chinks, but as a premium people mover, it offers loads of cabin space, tech and features.

SPECIFICATION

- 2.2-litre, 4cyl, turbo diesel, 154bhp, 400Nm, 6M, AWD
- 0-100kph: 13.6s, 30-50kph (3rd): 3.8s, 30-50kph (4th): 5.9s, 50-70kph (5th): 6.5s, 80-0kph: 27m; 2.4s
- city kpl: 9, highway kpl: 10.8

VERDICT: A good handler and has a spacious cabin. Rubbery shift quality and dead steering feel spoil the party.

7

10





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

Gentlemen, buckle up those seat belts and put the top down, because you're in for some ride. With TopGear.com, the online avatar of the world's favourite motoring show and magazine. With its irreverent and opinionated take on the automotive world, all the latest rumblings on wheels and a whole bunch of cool reviews and features, it's got everything you need to get your daily car fix. You know what to do next.

SERIOUS ROAD TESTS that put cars through their paces @ **TopGear.com**
MAN LOVE CAR



mudra 8513

[REVIEWS](#)[GALLERIES](#)[VIDEOS](#)[BLOGS](#)[SHOP](#)

THE ACTION CONTINUES WITH: PLANET TOP GEAR | COLUMNS FROM CLARKSON, HAMMOND AND MAY | WALLPAPERS AND MORE

BMW 750Li M Sport

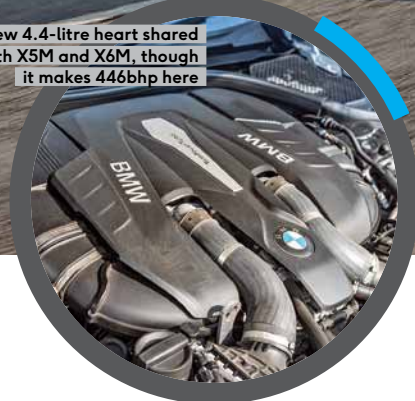
₹ 1.55 crore
(ex-showroom, Delhi)

WE SAY: FLAGSHIP BMW SEDAN GETS A HEART FROM THE M DIVISION. SO, READY FOR SOME FUN?

Agasti Kaulgi



New 4.4-litre heart shared with X5M and X6M, though it makes 446bhp here



We were mighty impressed with the new 7 Series when we first drove it last year. It was a big step up from the previous-gen

7 and is properly equipped with every weapon to take on the Mercedes S-Class. Things that we were really fascinated with were the key fob and the auto parking feature, of course, apart from the luxuries the backseat has to offer.

Now though, there's more to this 7 Series than just tech and luxury. The highlight of this 7 is the gem under that long hood. This is the fastest 7 to roll out of the Munich factory and to claim that title, it has gotten some help from the M division. Nope, they don't call it the M7, but it does borrow a body kit from them and more importantly, a new heart.

Under that hood thrives a massive V8 that displaces 4.4 litres and is assisted by two turbos. And when the turbos work their magic, 446 German ponies come rushing out and so does 650Nm of torque. Yes, with those figures, you could easily call this a super sedan. And with

that, it locks horns with the Mercedes S500, Audi A8 4.2 TDI and Maserati Quattroporte GTS, among others. BMW uses the same mill in the X5M and the X6M, albeit it churns out 125bhp more in those cars. This V8 is the quietest and most well-behaved V8 we've seen in a long time. It doesn't give you a sudden surge of power and the twin turbos bring in the torque nice and smooth. In fact, this V8 is so quiet, you can barely hear it work till you reach the redline.

All that power is translated into speed, and sometimes tyre smoke, through an eight-speed gearbox. Shifts come in quick and there's more than enough power at any given point in time. If you wish, the 750Li can crack a ton in a mere 4.7 seconds. Of course, what comes in handy is the launch control that manages all that power rather well. Yes, launch control on a limousine!

Even with this massive block under



Mercedes S500

Not as sporty as the 750Li, but extremely comfortable and luxurious.

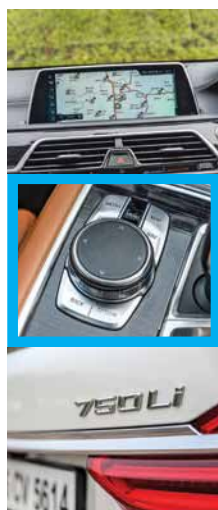


the hood, the 750Li is no track machine. That said, it manages to stick to its line even when you're in Stig mode. Body control is magnificent and it manages to control its weight well with barely any roll and pitch in Sport mode. But shift to Comfort or Comfort Plus mode, and things start to get a bit floaty, especially on a road that has a lot of undulations.

The 750Li won't throw rear passengers around as much as the S500 on a mountain road. But the steering remains light and devoid of feedback in all drive modes. Once at highway speeds, you need to dial in constant corrections to be where you want to be.

Normally, you'd expect a luxury sedan to soak up all road undulations with a smile on its face and keep your back safe from bumps. But things are slightly different in the 750Li. The suspension is a bit stiffer than you'd like in India and there's a loud thud from the struts every time you hit even a not-so-sharp pothole.

With the way it's designed, this generation of the 7 Series looks modern and classy. There's a lot different from



There's a lot different in this new-gen 7's design. Enough to worry its fierce rivals

the previous-gen car, and there's enough flamboyance in the design to worry all rivals. The huge kidney grille takes up most of the space on the face and the sharp creases that run the entire 5m of the 7's length complement the design.

The story is similar once you step in. The craftsmanship is immaculate and it's almost impossible to spot a flaw. The dashboard layout flows to the other parts of the cabin seamlessly, and colour tone and the choice of materials is commendable. Of course, if you wish, you could personalise the cabin.

What the 7 Series has in abundance, apart from power, is cabin space. It's nothing less than a business class seat in a wide-bodied aircraft and everything from seat movement to sun blinds and lighting is button operated. The engineers have ensured that you won't have to work more than four muscles to get all your entertainment, climate control and seat position needs in place. And yes, there's a tablet that sits in the rear centre console to operate all of this.

With a massive V8 under the hood,

this one is the most expensive 7 to be sold in India. It costs ₹1.55 crore (ex-showroom, Delhi) and is ₹11 lakh more expensive than the S500. But when you think of such super sedans, price is just a number. Even after spending ₹1.55 crore, you wouldn't really mind shelling out a few more lakhs to personalise your 7, would you? This 7 is the perfect answer for those who say a limousine is a pensioner's choice. Just get that brat to a drag strip and look at his face turn pink as you thrash his 'performance car'. **7**

SPECIFICATION

- 4395cc, V8, twin-turbo petrol, 446bhp, 650Nm, 8A, RWD
- 0-100kph: 4.7 seconds, top speed: 250kph
- Kerb weight: 1820kg

VERDICT: Brings the best of both worlds: luxury and speed, but not the sharpest handler. Ride quality isn't best in class.

8

10



Audi A4 35TDI

₹ 40.20 lakh
(ex-showroom, Delhi)

WE SAY: AFTER THE NEW-GEN PETROL A4, AUDI BRINGS IN THE DIESEL VERSION

Agasti Kaulgi

Finally a diesel A4. What took so long?

With this new diesel engine, it took some time to adapt to Indian fuel quality, and also allowed the carmaker some time to judge the demand for diesel.

Tell me more about the diesel engine.

The block displaces 2 litres of volume and is assisted by a turbo charger that kicks in early to reduce turbo lag. It churns out 188bhp and 400Nm of torque. All of that torque is on offer right from 1,750rpm, all the way to 4,000 revs. This makes the A4 feel punchy. In terms of refinement, vibes are kept away well and diesel clatter is audible only once you near the redline. Audi is offering only the 188bhp spec, and not the less powerful version available in Europe.



The 7-speed 'box shifts cogs quickly but tends to upshift early to boost fuel efficiency

That's great, but how does the gearbox deal with all this power?

The engine is mated to a seven-speed dual-clutch transmission that does the job of shifting cogs swiftly. It does upshift quickly to boost fuel efficiency, but shift to Sport and it holds on to the gears.

How quick is this A4?

It'll take eight seconds to hit the 100kph mark and if you keep the throttle pinned all the way, it'll do 210kph on an empty road. That said, the A4 35TDI is approximately a second slower than the 320d and the C 250 d. The primary reason for that delay is the lack of the quattro system. Yes, this is a front-wheel-drive A4.

What's it like to drive?

The A4 had never been at the forefront of being sporty and this one's no different. Yes, it has a torquey oil-burner, but it is biased more towards comfort than sportiness. With the lack of an AWD system, it's a bit more vague. The steering is light and devoid of much feedback. Yes, there are drive modes, but they don't alter the car's characteristics to a great extent. The ride, though, is really good. It soaks up bumps well and can deal with Indian roads rather neatly.

What's new in the cabin?

It's exactly like the petrol one, and that means all of it is new and different compared to the previous-gen car. It has a nicely laid out dashboard and it offers what Audi calls the "virtual cockpit". Instruments are all digital and there's navigation too. Apart from that, there's a large screen at the centre for your



Steering is a bit vague, devoid of much feel; especially with no AWD

multimedia needs. The air vents run the length of the dashboard and give the cabin a big car and premium feel. The backseat space has increased, too and will appeal to a market like ours where this segment is primarily chauffeur driven.

How much will it cost to have one of these sitting in the garage?

This diesel variant is available at ₹40.20 lakh (ex-showroom, Delhi). With that much money, you can get a good bargain at the BMW or Mercedes dealership. Yes, those cars offer plenty of sportiness and a good cabin, too. But this will appeal more to buyers looking for comfort, given its nice ride quality.



SPECIFICATION

- 2.0-litre, turbo diesel, 4cyl, 188bhp, 400Nm, 7A, FWD
- 0-100kph: 8 seconds, top speed: 210kph
- LxWxH: 4726x1842x1427mm

VERDICT: Brilliantly designed cabin, spacious and comfortable even at the rear. The diesel engine is torquey and refined.

7
10



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

Gentlemen, buckle up those seat belts and put the top down, because you're in for some ride. With TopGear.com, the online avatar of the world's favourite motoring show and magazine. With its irreverent and opinionated take on the automotive world, all the latest rumblings on wheels and a whole bunch of cool reviews and features, it's got everything you need to get your daily car fix. You know what to do next.

CAR REVIEWS that put you in the driver's seat @ **TopGear.com**
MAN LOVE CAR



mudra 8507

REVIEWS

GALLERIES

VIDEOS

BLOGS

SHOP

THE ACTION CONTINUES WITH: PLANET TOP GEAR | COLUMNS FROM CLARKSON, HAMMOND AND MAY | WALLPAPERS AND MORE



190mm may not sound like much but the suspension handles jumps pretty well



Kawasaki KLX140G

₹ 3.91 lakh
(ex-Delhi)

WE SAY: SAY HELLO TO ONE OF KAWASAKI'S MOST FRIENDLY OFF-ROADERS

Ashok George

It's like getting hit in the face with a metal pan, when the powerband hits on an off-road 450. The acceleration is so violent and so immediate that it makes you wet your pants. So if you're planning to start your off-road adventures atop a 450, well, just don't. It won't end well. What you need is a nice, friendly trail-bike that is light and manoeuvrable, yet has enough grunt to give you your daily adrenaline fix. What you need is something like the KLX140G.

The KLX series is Kawasaki's trail and enduro line of motorcycles. That means that they do not use competition-spec components and have engine lives longer than the lifespan of a fly. The idea of the KLX line is to mix performance and usability. The series starts from mini-bikes like the KLX110 and goes up to the KLX450R, which is Kawasaki's competition-spec enduro racer. Right in the middle of this spectrum sits the KLX140G – mid spec, learner friendly, 144cc, trail motorcycle.

In case you're wondering, the G in the name stands for giant. What this means is that the KLX140G uses full-size wheels unlike the KLX140L, which is meant for younger riders. It uses the 21-inch and 18-inch combination that is standard across almost all full-size off-road motorcycles.

The KLX140G uses a simple formula for power – a 144cc, air-cooled, single cylinder, four-stroke motor. Why the lack of sophistication? Because the simpler the engine, the easier it becomes to run and maintain the motorcycle. To dumb it down further, the fewer the parts, the more unlikely they are to break down. So, unlike competition motorcycles, engine life isn't 40-50 hours. It is closer to the regular street-going motorcycles.

However, one thing that stays similar to competition motorcycles is the chassis. It is an aluminium perimeter unit that is a lot like the frames used on the KX motorcycles. This frame is attached to a conventional, 33mm, Showa fork up front and a fully adjustable, single shock with Kawasaki's

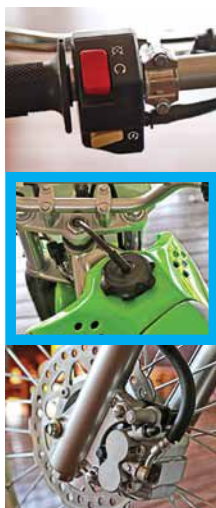




Uni-Trak linkage system at the rear. The front gets 190mm of travel and the rear, 200mm. This isn't incredible amounts of travel, but is adequate for most trail work. There are also disc brakes at both ends and most importantly, it also gets an electric starter.

But enough with the specs. How does it feel to ride? In one word – brilliant. I've always maintained that Honda's CRF230F was the friendliest, full size, off-road motorcycle out there, because most of the 150s felt too slow. But not the KLX. The engine delivers so much torque right from low down that you can climb ridiculous inclines on shifty surfaces without thinking twice. And it isn't slow either. You can carry some serious speed through the trails. Now I'm not talking about 140kph kind of speeds, but an 80kph seems doable without any stress. And the suspension? Oh man, for something that has only 190mm of travel, it can handle whoops and jumps pretty well. It never bottoms out and is incredibly absorbent.

It usually takes people a little while



Disc brakes and an electric starter. Very handy on those rigorous off-road trails

to get used to a new motorcycle. But not on the KLX. Within a few minutes on the trail, you will find your rhythm. And a lot of it has to do with the motorcycle's friendly ergonomics and size. For someone of average Indian height, the KLX isn't too tall. You can comfortably have one foot on the ground and also have both feet down on tippy toes. The seat is long and narrow and except for right up front, it is relatively flat too, allowing you to move around easily.

The KLX140G marries learner-friendly size, unimintimidating yet adequate performance and a puppy-dog like character. And at ₹3.91 lakh (ex-Delhi) it isn't super expensive either. Of course, like all the other off-road Kawasakis on sale here, the KLX140G too is not road legal and cannot be registered. This means you cannot ride this motorcycle to the Kawasaki service centre when the time comes. You'll need a truck every single time. On the plus side, not being road legal also means that ₹3.91 lakh (plus transport cost) is the landed price.

To me, the 140G is one of the best bikes to hone your off-road skills before you graduate to something bigger. Yes, you will have fun with it and learn your basic skills too. But you will also plateau in a while and want something bigger, faster and more sophisticated. But then again, isn't that the truth of motorcycling? You will always, eventually, want something bigger, better and faster. **VB**

SPECIFICATION

- 144cc, air-cooled, single cylinder
- 99kg
- 33mm forks with 190mm travel / fully adjustable mono-shock with 200mm of travel. Seat height: 860mm, Ground clearance: 315mm, Brakes: Single piston discs front and rear

VERDICT: A friendly motorcycle for amateur off-riders. Until you graduate to something bigger and faster, that is.

8

10



KTM RC 390

₹ 2.25 lakh (ex-Delhi)

WE SAY: YOU PAY A BIT MORE FOR THE 2017 RC 390. IS IT WORTH THE EXTRA SPEND?

Debabrata Sarkar

It's going to be an interesting few months as motorcycle manufacturers scramble to make model year changes to remain in compliance with Euro IV norms that are set to kick in this April. Hero seems to have got a jumpstart on everyone with their last couple of



Console remains the same, but seats are more comfy now

launches and now KTM gets in on the act too. For now we are being introduced to the pair of RCs that are on sale in the country, the 390 and the 200. You no longer need to try and find the numbers on the fairing to tell them apart as the 390 employs a side-slung exhaust to clearly set it apart from its smaller sibling. And that is not the only change with the 390 for the new model year, although it is the most visually notable difference.

The other bit that catches your eye are the new decals on both motorcycles – there is a better mix of black, white and orange as compared to the earlier scheme that was available. However, in case you are wondering, yes, both motorcycles get the same treatment. Both, the 390 and the 200 also get new mirrors, although that is easy to miss, unless you have a keen eye or use one regularly. This is where the list of changes for the RC 200 runs out as KTM have chosen not to include ABS or the slipper clutch even for the new model year. So, on with the RC 390 then.

Thumbing the starter button on the new RC 390 is slightly different now as a single touch of the button sets the



starter in motion and you are no longer required to hold on to it. As it settles into idle, you notice that it is a fair bit quieter than before, this becomes especially clear with the RC 200 around, which still uses an under-belly exhaust. The other big difference is the fact that the 390 now uses a ride-by-wire set up as opposed to a physical cable. Tweaks to the motor have also resulted in a 1Nm increase in torque, now at 35Nm, but it is highly unlikely that anyone would feel that bit of difference.

Out on the test track at the Bajaj facility in Chakan, the RC feels just as good and incredibly composed as before. Negotiating the tight first half of the track feels just as easy from lap one.





brakes hard and the 390 scrubs off speed rapidly, even before the ABS has a chance to come on. The difference becomes a lot more apparent when you switch to the RC 200, which still uses a 300mm front disc and feels rather inadequate now. Bottom-end grunt remains weak, but you never really notice it as it is so easy to pile on the revs. You can, however, still manage to go from 30kph to over a 100kph without any trouble, in case you do have an exceptionally stressful ride routine.

I will leave you to judge how good or bad the side slung exhaust looks, or how you like the way it sounds. For now, as emission norms get a strangle hold on engines, there isn't any escaping tweaks of this sort. However, we are happy about the fact that there has been no drop in power, although the RC 390 is roughly seven kilograms heavier now. Performance remains entertaining for a motorcycle of this size and the ride-by-wire, although good still feels twitchy when you try to hold lower speeds, not

OR TRY THIS



Yamaha YZF-R3

There isn't a direct rival to the RC, but the Yamaha comes pretty close. Its twin-cylinder motor is smoother but comes at a ₹1 lakh premium.



something many people would do while riding the RC. The bigger front disc makes a big difference and generally will make riding hard around a closed circuit easier. There is no doubt that the RC has been a great bike to sharpen your skills on, now it just got better and at a premium of ₹11,500 (₹2.25 lakh ex-showroom, Delhi) this is a welcome upgrade till the new motor arrives. The MY-17 RC 200 commands a ₹2,000 premium (₹1.71 lakh, ex-showroom, Delhi) for its fresh new livery. **7**

There is little hesitation as you lean into each corner. The suspension set up and the Metzeler tyres have been carried over from the 2016 version and feel just as good. Throttle inputs with the new ride-by-wire set up is smooth and easy to modulate. Although the shift light comes on fairly early, the rev happy engine is more than willing to take you all the way past 10,000rpm before bouncing off the limiter. It is only at the absolute top-end that you feel the vibrations become quite prominent. Mid-range refinement is pretty good though, but a slight twist of your right hand will see you sail toward the rev limiter in no time.

Flat out on the track, the RC feels delightful. You can lean into corners harder thanks to a narrower belly pan, which keeps the plastics from scraping, and smooth throttle inputs. The six-speed transmission remains pretty slick and in case you do overcook a corner and need to shift down quickly, the slipper clutch and ABS will lend you a helping hand. However, with the larger 320mm front disc and a new master cylinder, there is enough stopping power to keep hairy moments in check. Get on the



SPECIFICATION

- 373cc, single-cylinder, 43bhp, 36Nm, 6M
- 10 litres
- 147kg (dry)

VERDICT: A few small improvements make the RC 390 much nicer to ride and the larger front brake makes it easier to stop.

8

10



QUICK TWIN TEST

Suzuki Access 125 vs Aprilia SR 150

WE SAY: JAPANESE SOLIDITY VERSUS ITALIAN EXUBERANCE. CAN THE HEAD DEFEAT THE HEART?

Why are you comparing a 125 to a 150?

Convenience, practicality, low running costs and fun come standard with the New Suzuki Access 125. When we rode it, we knew it had the potential to take the fight to the Honda Activa 125. It was versatile, frugal, surprisingly quick off the line and a decent amount of fun, too. It met most expectations one would have from a scooter of this kind.

All right. What are they strutting?

The new Access 125 is 'New', because the original is still around. The new one was always going to be evolution over revolution, and that's what this is. It looks different – toeing the neo-retro border but not quite crossing over. Chrome has been used generously, but not tastelessly. It's a safe, plain design, and it looks fine. That said, it's no head-turner.

How do they go?

This one is 10kg lighter than the original, and even with the same amount of power as before, it's quite pacey. Weaving through serpentine city traffic is effortless, there's plenty of torque on tap and the pliant suspension soaks up protruding manhole covers and sharp road joints. Riding the Access is almost therapeutic. Past 70kph, you can feel the front lighten a touch, moving around a little more than you'd like it to.

But then comes the SR 150, an unconventional offering that rips the expectations sheet to shreds and invites the Suzuki to a fistfight. It's a different kind of scoot: it wants to go fast and it makes no bones about its intentions. It's a displacement mismatch, yes, but we know they're both ruddy good, and we need to know which is better.

The SR's minimal bodywork is peppered with cuts and slashes. It's all sharp beak and tapered tail. You can only have one in black or white, but that's okay, for it grabs attention regardless. This thing looks small and racy, which isn't something you can say about any of its peers. The large 14-inch front wheel only serves to add to its alien status.

Here, there's a lot more feel being delivered to your palms. You feel every pothole and lumpy surface you hit, but it'll cruise peacefully at 80kph all day, and it'll also go on to breach the 100kph mark. Not for a moment does it feel even mildly jittery doing a ton, the 14-inch front wheel aiding it to a great extent. It does those speeds even with a pillion on board, and the large front disc helps shed speed quickly.



1cyl, 124cc, 8.7bhp, 10.2Nm Fuel tank capacity: 5.6 litres

1cyl, 154.4 cc, 10.4bhp, 11.5Nm Fuel tank capacity: 6 litres



What about practicality?

You'll notice first up that the Access is a full-size scooter. It's longer than the original (with a longer wheelbase), has a seat big enough to accommodate a pillion comfortably and has a clean, detailed – if a bit bland – instrument cluster. There's a small pocket for odds and ends on the inside of the apron, two bag hooks, and the 21.8-litre underseat storage space can gobble up a full-face helmet. We checked. Twice.

In contrast, the Aprilia feels decidedly small. It has a rather compact foot board (the foot board is itself a little slippery), the dual-tone seat is only just big enough for two and the speedo and fuel indicator gauges look dated and out of place. Plus, space inside the underseat bin is also tight, and it'll only take a half-face helmet at best. Switchgear quality is more or less the same on both – par for the course.

So, which one takes the cake?

There's nothing wrong in wanting the Access. For all intents and purposes, the Access is a more complete being. It has more features than the SR, is more comfortable, more practical, is decent fun for a scooter and still returns 45kpl. It does everything we've come to expect from a scooter, and does it really well.

The SR does more than we've come to expect from a scooter. It doesn't pretend to be a scooter for everybody. Some things about it are painful, but the pain is part of living with the SR. If you had an Access and an SR in your parking lot and you had to choose one for the grocery run, you'd take the SR and wear the bag of groceries around your neck.



9

10

Aprilia SR 150

VERDICT: Faster and more fun than any other scooter on sale. Does what it says on the tin.

8

10

Suzuki Access 125

VERDICT: Quick, frugal and smooth. The scooter to have if the Aprilia's a bit too much for you.



Volvo V90 Cross Country

₹ 65 lakh
(est., ex-showroom, Delhi)

WE SAY: VOLVO READIES INDIA'S FIRST PREMIUM STATION WAGON WITH A TWIST

Agasti Kaulgi

Emergence of newer segments and body styles is proof that the Indian automobile market is evolving fast. Now, Volvo has decided to bring in its own iteration of a station wagon. One meant for those wanting something different, practical and versatile too.

India, get ready to welcome the country's first cross station wagon, the Volvo V90 Cross Country. Primarily, the V90 is a station wagon very closely related to the S90. Unlike the regular V90's 150mm clearance, this has 210mm under its belly. And there's also a smart AWD system to ensure grip on all kinds of surfaces.



At just under five metres long, space is huge, be it for people or luggage

The V90 is huge. Just shy of five metres in length, there's plenty of space in the cabin and boot. Rear legroom is almost as much as an S-Class, and boot volume is as much a full-size SUV (read Mercedes GLS or Audi Q7). Coming to the suffix of the V90, this really isn't one of those pseudo crossovers. There's cladding all round and enough clearance to dodge tricky patches when you wish you to venture off road.

The V90 Cross Country, when it comes to our shores in next three-four months, will be available in the top-spec diesel, the D5, with enough power and toys in the cabin to put the Germans to shame. In D5 spec, the 2.0-litre diesel engine will produce 232bhp and 480Nm of twist. That's 45 horses more than what the S90 had to offer. But those are just numbers; on the road, the V90 CC feels properly quick with no shortage of power across the powerband. The eight-speed gearbox sends power to the right wheel at the right time. Also, the AWD system does a great job of keeping things extremely safe and ensuring there's ample grip on all sorts of surfaces.

In terms of styling, the V90 does away with Volvo's design language of the past and the general idea of station wagons. It actually looks interesting and is made to appeal even to young buyers. Its 'Thor's Hammer' headlamps and ultra-long length give it plenty of road presence.

Inside, it's properly plush with all the premiumness that the XC90 has to offer and the choice of colours and materials is good enough to give the Germans real nightmares. At the centre of the



Properly plush on the inside. Enough toys to give the Germans nightmares

wood-finished dash is Volvo's signature touchscreen. It's larger in size than any rival's and solves all your multimedia, climate control and vehicle setting needs.

With India allowing the use of radar tech in cars, now you can also get the adaptive cruise control, lane assist and collision avoidance system in the V90.

The V90 currently has no direct rivals, and will appeal to a buyer who wants practicality, space and comfort in one package. At ₹65 lakh, (est, ex-Delhi), the V90 will break into the sedan and the SUV segment all at once. **17**



PHOTOGRAPHY: MANUFACTURER

SPECIFICATION

- 1963cc, 4cyl, turbo diesel, 232bhp, 480Nm, 8A, AWD
- Boot capacity: 1526 litres
- Kerb weight: 1966kg

VERDICT: Extremely dynamic in its character. Offers the practicality of an SUV and the comfort of a sedan all in one package.

8

10



Bajaj V12

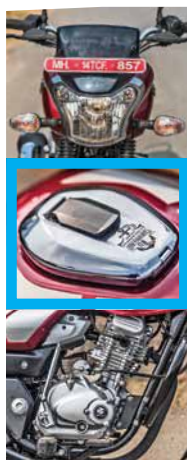
₹ 56,300
(ex-showroom, Delhi)

WE SAY: THE SMALLER V IS HERE TO MAKE WAVES IN THE 125CC COMMUTER SEGMENT

Christopher Chaves

PHOTOGRAPHY: PARAG PARELKAR

The 150cc commuter segment is a confusing place, it's easy to mistake one motorcycle for the other here. A Hero could be a Honda could be a Hero. And when Bajaj came into this confusion with the V15, people took notice. Of course, the INS Vikrant connection helped too. So much so that since its launch in early 2016, Bajaj has managed to roll out close to 20,000 units of the V15. But never one to sit idle, Bajaj has decided to apply the same formula to the 125cc commuter



Single-cyl engine is standard fare but makes for a lively ride

and has come up with this – the oddball-shaped, kilometre muncher V12.

To the untrained eye, the 125cc V12 looks identical to the marginally larger hearted V15, but in actuality, Bajaj has incorporated quite a few alterations on the new bike to keep costs in check. So, what's different you ask? Well, the front fork is thinner, the MRF treads are skinnier, the wheels are of a new design and the colourful digital fuel gauge of the V15 has been replaced with a more conventional analogue readout. Then there are a couple of aluminium bits from the V15 that are steel and plastic on the smaller V. Bajaj has also chosen to leave standard braking duties to drum units on both ends of the V12, but the company says the disc can be fitted at an additional cost of ₹1,500 at the time of booking.

A quick ride on the V12 left us quite impressed. Like the V15, the V12 is more biased toward economy and comfort with little, if any, emphasis on performance. But that doesn't mean it's downright lethargic either. For a bike of this stature and capacity, 10.5bhp is a decent output, and it feels so. It isn't the fastest 125 off the block, but it's lively and feels notably agile. The 11Nm of torque isn't bad either, with the engine allowing you to pull away from 20kph in fifth without knocking – a good thing in the city. The V12 makes you assume an upright riding position – which will make long stints in the saddle bearable. The smaller V comes with skinnier forks in comparison to the V15, but there's little difference in their way

Smaller V gets same dials as V15 but fuel gauge is an analogue unit here



of function. And that's a good, absorbent thing. The gas-charged rear suspension is commendable, making light work of some of Pune's finest undulated roads, while the light clutch feels good to employ when in traffic. Ride and composure out on the highway is good too. While we didn't get to test the fuel efficiency ourselves, Bajaj is claiming a real-world mileage figure of around 50kpl, on par with class rivals.

Overall, the bike is ergonomically sound and in our books, ticks enough commuter-focused boxes to ruffle a few well-established feathers in its segment. In fact, I don't really see much reason why someone would opt to buy the slightly more expensive and equally feasible V15.

SPECIFICATION

- 124.5cc, single-cyl, air-cooled, 10.5bhp @ 7500rpm, 10.9Nm @ 5500rpm, 5M
- Fuel tank: 13 litres
- 133kg

VERDICT: A radical-looking 125 that does everything expected of it well, but looks too similar to its bigger sibling.

7
10



YOU LOVE CARS. YOU LOVE GAMES. WE JUST CONNECTED THE DOTS.

Gentlemen, buckle up those seat belts and put the top down, because you're in for some ride. With TopGear.com, the online avatar of the world's favourite motoring show and magazine. With its irreverent and opinionated take on the automotive world, all the latest rumblings on wheels and a whole bunch of cool reviews and features, it's got everything you need to get your daily car fix. You know what to do next.

GAMES: Totally awesome time-killers @ **TopGear.com**
MAN LOVE CAR



mudra 8504

REVIEWS

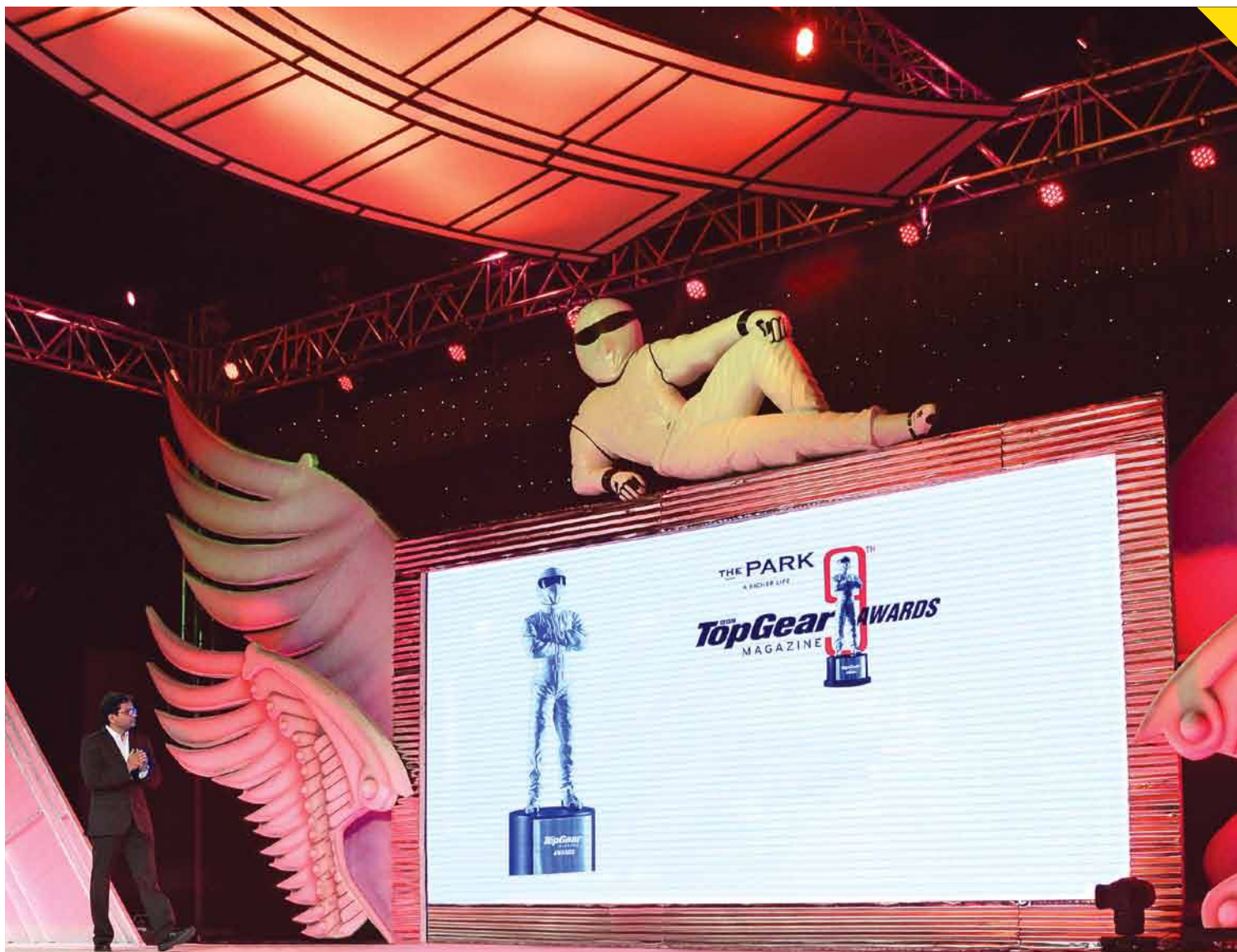
GALLERIES

VIDEOS

BLOGS

SHOP

THE ACTION CONTINUES WITH: PLANET TOP GEAR | COLUMNS FROM CLARKSON, HAMMOND AND MAY | WALLPAPERS AND MORE



Intake

EDITED BY AMAAN AHMED

Metal. Faces. Retro. Entertainment. Culture. **Every month**

TOPGEAR AWARDS 2017

Snippets from the hottest
night in the Indian auto space

Yet another edition of the TopGear India awards and we're almost a decade down the road from when we first started. For this year, given that number of cars launched is consistently on the rise, we had to bump up the number of categories to accommodate all the cars and bikes we wanted to hand over the Stig to. Of course, despite the additional categories, it was only a chosen few who got our very own 'Speed Racer'.

The night itself was a glamorous celebration of Indian automotive achievement through last year, with some special Bollywood masala thrown in and even a bit of Russian dance. The master of ceremony kept everyone in splits, with spot quizzes and even some dancing, spicing things up. And from where we stood, witnessing all the industry honchos walk up to the stage with heads held high and chests swollen with pride, this is what the proceedings looked like...



1



2



3



PRESENTED BY

THE PARK
A RICHER LIFE

POWERED BY

SBI Card
Make life simple

KNOWLEDGE PARTNER

HINDUSTAN UNIVERSITY
HINDUSTAN INSTITUTE OF TECHNOLOGY & SCIENCE

PARTNER

VICTORINOX



1. Hitoshi Kono, deputy MD and Shankar Srinivas, head of communications, Isuzu Motor India accept the Lifestyle Vehicle of the Year trophy 2. Sudhir Rao, MD and Ashutosh Dixit, director, sales and marketing, Skoda India, receive the Limousine of the Year award from Ashok Verghese (centre), director, Hindustan University 3. Sudeep Narayan, marketing and PR director, Volvo Auto India, takes the Stig for Value Car of the Year 4. G S Mani, vice president, Hyundai India, accepts the Stig for the Urban SUV of the Year from Debraj Sengupta, CMO and country head of Victorinox Watches 5. Michael Lendl, head of product and sales planning, Volkswagen Passenger Cars India, receives the Stig for the Hot Hatch of the Year from Ashutosh Sahoo (left), associate VP, marketing, The Park, Lodha and Vishnu Raj Menon (centre), Mr India 2016 6. Actor Kartik Aaryan strikes a pose 7. R S Kalsi, executive director, sales and marketing, C V Raman, executive director, engineering and T Hashimoto, executive director, sales and marketing, Maruti Suzuki India Limited accept the Stig for the All-Rounder of the Year



DRIVEN BY



VENUE PARTNER

SOFITEL
LUXURY HOTELS

PARTNER



WINE PARTNER





The jury round
in full flow at
The Park by Lodha





8. Yoichiro Ueno, MD, Saba Khan, head of corporate communications, Suniti Tekchandani, Honda Cars India accept the Stig for the Green Car of the Year 9. Roland Folger, MD and CEO, Mercedes-Benz India, accepts the Luxury SUV of the Year award from Kartik Aaryan 10. Ajinkya Firodia, MD, Kinetic Engineering Limited accepts the Stig for the Supersport Bike of the Year 11. Team Mercedes-Benz India strikes a pose on the red carpet 12. Kapil Sharma, head of communications, Ford India accepts the Stig for the Entertainer of the Year 13. Vimal Sumbly, MD, Triumph Motorcycles India, accepts the Stig for the Design of the Year 14. N Raja, director and senior VP, sales and marketing, Naveen Soni, VP, and Narender Kukreti, deputy GM, Toyota Kirloskar Motor accept the Stig for the Family Car of the Year from Jatin Ahuja (second from left), MD, Big Boy Toyz 15. Gaurav Sinha, head, PR, Audi India accepts the Stig for the Supercar of the Year 16. Pavan Shetty, director, Porsche India, receives the Stig for the Engine of the Year 17. Vivek Srivatsa, head, marketing, Tata Motors receives the Stig for the Compact Car of the Year





18. CV Raman, executive director, engineering, Maruti Suzuki India Limited accepts the Man of the Year award 19. Team Audi and Mercedes-Benz seem happy that neither has trumped the other's award count 20. Arun Malhotra, MD, Nissan India, accepts the Stig for the Quickest Car of the Year 21. Denver Fonseca, head, corporate communications, Sudhir Rao, MD and Tarun Jha, head of marketing and product, Skoda India, accept the Stig for the Car of the Year 22. Ranjan Mitra, head of product marketing and Sushant Balsekar, head, PR and corporate communications, FCA India receive the Stig for Off-Roader of the Year 23. Team Maruti bag their third Stig of the night for the Reader's Choice Car of the Year 24. Team TopGear strikes a pose 25. Joseph Paul, regional manager, Royal Enfield, accepts the Stig for the Reader's Choice Bike of the Year 26. Ashish Yakhmi, VP and head of marketing, Piaggio India receives the Stig for the Scooter of the Year 27. Tusharr Kumar, marketing manager, Ducati India accepts the Roadster Bike of the Year award 28. Ajinkya Firodia accepts the Bike of the Year award 29. All the winners assemble on stage to flaunt their trophies



Winter paradise



ICE DRIVE

VOLVO SAYS IT HAS EQUIPPED ITS CARS TO TACKLE ANY TERRAIN. WE DRIVE THEM ON A FROZEN LAKE IN SWEDEN TO KNOW WHAT THAT REALLY MEANS

WORDS: AGASTI KAULGI



Agasti putting on his best radio cabbie face for the camera



“R

emember to turn in early. Use the throttle to steer, not the steering”, says Roger Wallgren from Volvo’s vehicle dynamics team as he rides

shotgun with me in the XC90 T8. The setting outside the XC90 that we’re sitting in is actually extremely dramatic. The car’s thermometer shows its -14 degree C and what the XC90 is standing on, used to be a lake where the Swedes go fishing in the summer. But in the winters, the top 60cm of the water freezes and it becomes strong enough for vehicles to be driven on it.

As Roger explains, driving on ice is a different ballgame altogether. And for me, it’s the only surface I haven’t driven on before. “Whisper to the steering and the throttle, don’t shout”, he says. Well, what I’ve learnt until now about driving on slippery surfaces is all about to be put to test. Your general estimate of what the car will behave like is completely skewed, Roger reckons. Seconds later, I take off for a lap on a track made by Volvo on the frozen lake in the XC90 T8. The traction control has been switched off and the car has been put on the AWD mode. It’s like driving on a pool of oil; you really need to be gentle with the control.

Just as Roger sees me struggle on the track, and the car occasionally faces the wrong direction, Roger gives me another tip. “You’re the ►



‘It’s like driving on a pool of oil. You really need to be gentle with your inputs’



leader of the car, don't let the car lead you". And by now, I'm starting to understand exactly what he means. As I log in more and more laps, I'm starting to get the hang of how things work and what he means by using the throttle to steer. It is practically impossible to change the direction of the car without having a slip or putting it through a drift. And unlike on tarmac, the car doesn't grip the second you let go of the throttle. What you do now, will start showing its results after 50 metres. So, if the apex of the corner is somewhere around 10 car lengths away, you start turning in, and when you are actually on the apex, you must have already corrected. As my instructor, Roger explains, "The trick is to prepare for the next turn on the previous one." Yeah, like most other things, it's easier said than done. But with about an hour into the game, I'm slowly fine-tuning my technique and starting to keep the car on the track, all the way through the circuit.

Just as I start thinking of myself as Colin McRae, Roger says, "Now, you must have more fun. Get ready for a hot lap". I stop at the start of

the track and try to calm myself down. Trust me; I haven't been more nervous behind the wheel as I'm at this point in time. This time, I don't want to make the mistakes that I have in the past one hour: overuse of the steering, giving it a complete opposite lock to correct and kicking the throttle and the brake to change directions are things to be avoided. The use of steering is reducing as I spend more time on the frozen lake and my responses to the pedals are getting quicker and gentler.

There's a long, sweeping turn at the far end of the track, and for the many laps that I've done on ice, not once have I got the drift right all through the turn. But Roger has been noticing the



At this time of the year, there's snow as far as the eye can see. Drive easy



Enough Volvos to drift on top of a lake for all journalists

'I have never been more nervous behind the wheel than I am at this point in time'



The V90 Cross Country sends power to all four wheels, but slip it into Dynamic (so it sends more go to the rears), and it'll hang its tail out.

improvements in my driving style. He asks me to slowly increase the speed through the bends. And just as I enter the long, sweeping bend, Roger in an anxious voice says, "Hold the throttle! Hold the throttle! Brake. Back on the throttle. Brake, brake, brake. Power. Navigate with your stomach, Agasti!" I do exactly as he says, and as a result, it's the perfect slide. It's the longest slide I've pulled off in the past 14 years that I've spent behind the wheel. I feel like a wrestler, who has defeated his fiercest rival at a bout in the Olympics. A sense of victory has started to sink in.

At the coffee break, I ask Roger how does Volvo make its cars so weather proof. He says, the oils that Volvo uses remain in liquid state till -40 degree C. The engine oil, the brake oil, the gear oil, will all be fine even in the Arctic winters. All that needs a dash of anti-freeze is the coolant and the windshield washer fluid. And if it's a Volvo in Russia, Roger says, it's a dash of vodka that's used. While we have this chat, Roger is extremely confident of what he's saying and is confident about the car's engineering. And that confidence shows in the way the cars drive. The frozen lake that the track has been built on, is so slippery that if you try to walk, you won't be able to take two steps before slipping. It's insane how the studded tyres and the on-board

'It's the longest slide I've pulled off... ever. A sense of victory has started to sink in'

computers keep a two-tonne car from running away from the driver. Yes, there's plenty of slip, but spend a day practicing, and things start to get predictable.

Soon after the coffee, we get back into the cars and try to put in clean laps one after the other. My experience as a tester is put to test. Spins and embarrassment have left me with no choice but to be gentle with the controls. I think I've learnt a lot today. And just as I think I can do the ice drive well, Roger gets into the driver's seat and shows me how it's done. There's a reason why Scandinavians are such good drivers. This is the reason. **TG**



The 1912 Rolls-Royce 40/50HP Silver Ghost 'Throne Limousine' of the Nizam of Hyderabad and the gold-plated 1919 Daimler 45 HP 'Special'

Deccan Queens



CULTURE

NO SHORTAGE OF DAZZLING STUFF AT THE 2017 CARTIER TRAVEL WITH STYLE CONCOURS D'ELEGANCE. SUNGLASSES WERE A MUST

WORDS: SRINIVAS KRISHNAN / PHOTOGRAPHY: CARTIER



Actually I wanted to say, ahem, (*clears throat*) “*Je n’en crois pas mes yeux!*” followed by a violent shrug of the shoulders, raising of the eyebrows and ending with a pout. But nothing like that happened. Instead, what I ended up saying – if memory serves me right – was something that rhymed with ‘suck’ or ‘duck’ or ‘Trump’.

The reason for the uncalled-for interjection was the first view I got from the terrace of the regal Taj Falaknuma Palace overlooking the grounds – a massive lawn filled with gleaming chrome, distinctive metallic hues, terrific examples of coachbuilders’ art and prime automotive specimens of all sizes. It was a sight to behold, which is why I wanted to say in the international language of art, fashion and style “I can’t believe my eyes!” But I blurted out something else. So kindly pardon my French.

Such things happen when you are a lover of



3



4



5

1. Yashvardhan Ruia's 1929 Graham Paige Model 615 2. The 1939 Plymouth PB convertible sedan of Nawab Shah Alam Khan 3. Padma Lal's petite 1929 Triumph Super 7 roadster 4. Chief Judge Simon Kidston is a famous adviser on rare classic car deals 5. The 1936 Cord 810 of Zita and Viveck Goenka 6. Arjun Oberoi's 1947 Indian Chief 7. The 1936 Pierce Arrow 1602 of Diljeet Titus 8. Curator Manvendra Singh Barwani has reason to be pleased with himself 9. The well-preserved 1921 Rolls-Royce 40/50 HP Silver Ghost of Wankaner



6



7



8



9

vintage and classic cars and you're at what is easily the finest show of its kind to be held not only in the country, but one of the best in the world. This was the fifth edition of the Cartier Travel With Style Concours d'Elegance, held in Hyderabad.

So what makes this automotive beauty contest so special? Well, because it brings out exquisite machines from all corners of the country and puts them on display. To participate in the Concours, the cars and two-wheelers are spruced up, given extra licks of paint and lashings of chrome and buffed up to shine like jewels. Well, not all of them. Some entrants in the Preservation Class wear their patina with pride, showcasing their natural aging process instead of looking as if



they have barely rolled out of the showrooms.

But there's more to it. India's unique relationship with the automobile goes back to the beginnings of the automotive revolution. It was a thriving marketplace for all sorts of marques – some extinct, some rare and some very much alive and firing on all cylinders. What made our cars extra special was the level of customisation ordered by the royalty – so India hosts some of the most exquisite and unusual examples of coachwork unparalleled anywhere in the world. Again, the event is not just the one-offs; the show also pays respect to the mass-produced cars were available in India. That's right, even the Fiats and Ambassadors.

Over the years the Concours has been held, the ➤

One of the judges was motorsport luminary Jean Todt, now president of the FIA





10



11

10. The majestic ex-Patiala 1930 Rolls-Royce Phantom II 11. The one that started it all - the Ford Model T 12. A 1940 Indian Chief has an immaculate sidecar for company 13. A line-up of Veteran-Vintage motorcycles 14. A macho 1947 Ariel Square Four 15. Zita & Viveck Goenka's 1955 Buick Roadmaster Convertible 16. Lambrettas showing off their lines and colours 17. The 1949 Triumph 2000 Roadster of Shantanu Reddy 18. Dr Prakash's seductive 1962 Series 1 Jaguar E-Type 19. A Sapre's super-rare 1949 Bristol 400



12

levels of restoration have gone up substantially. While we always knew that India offered terrific craftsmanship, handwork and mechanical ingenuity, the professionalism and competence has gone up manifold owing to the international spotlight that these cars are basking in. Some of the cars that you see in the pictures here are perfect examples of this.

India's exceptional automotive culture reflects in the classes the machines compete in at the Concours. The eight categories are: Pre-War Classics (American/European), Pre-War Classics (Rolls-Royce), Post-War Classics (American/European), Américain Aérodynamique, Indian

Heritage Class, Roadster Class, Preservation Class and Exhibition Class. And for Motorcycles, it's Veteran-Vintage, Pre-War and Post-War.

With the Cartier Travel With Style Concours d'Elegance, the klieg lights are now focusing on India's automotive heritage, getting it the worldwide attention it always deserved. Credit has to go to the curator of the event, Manvendra Singh Barwani, who has managed to pull out of literally nowhere some very special and exceptional cars over the years, like a magician. It's also natural that the judges who evaluate the cars are also some of the biggest names from the world of automobiles, style, fashion and art.



13



14



15



16

These include Jean Todt of Ferrari fame and now president of the Federation Internationale de l'Automobile (FIA), Sandra Button, chairman of the Pebble Beach Concours d'Elegance, Charles March, who founded the famous Festival of Speed and the Revival at his estate in Goodwood, motorcycle racing legend Giacomo Agostini, leading automotive collector William E (Chip Connor) and even Peter Stevens and Gordon Murray – the design and engineering geniuses behind the McLaren F1, among other machines.

Speaking to the judges, a couple of insights about India's heritage emerged.

Many for example were simply awed by the fact that some cars have been part of the family for several generations – this kind of single ownership going for a whole century is something they have not often encountered in the West. The highly individualistic designs created by the

coachbuilders thereby creating rare one-offs is another highlight of what India possesses. And the rapidity with which restoration skills have gone up has also been noticed by the judges.

Some of the really special cars that starred in this year's edition was a rare 1949 Bristol 400 that was brought back from the dead by a dedicated and talented team, a 1914 Benz that has been with the same family since it was purchased new over 100 years ago, a 1921 Rolls-Royce 40/50 HP Silver Ghost that has been part of the erstwhile royal kingdom of Wankar, a 1941 Lincoln Zephyr and a 1936 Cord 810, among others. Beyond a point, you don't know where to

look. What the truck, man! **17**

For a full list of the winners of the 2017 edition of the Cartier Travel With Style Concours d'Elegance and more pictures and information, visit www.topgear.com/india



'The rapidity with which restoration skills have gone up has been noticed'



17



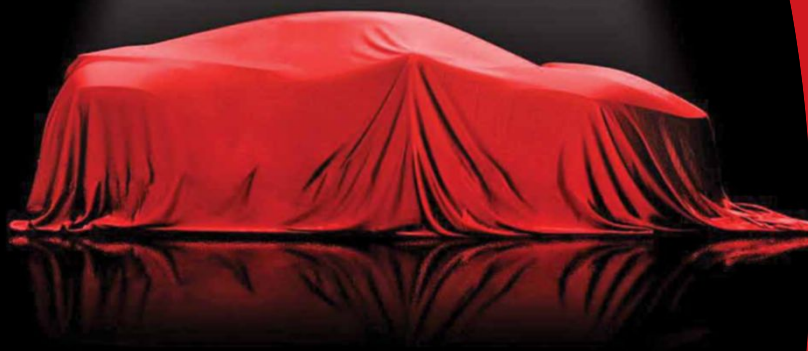
18



19

NEW METAL

Tata Motors is building a sportscar



STRANGE AS IT MAY SOUND, IT IS TRUE. AND WHILE TATA STAYS MUM FOR NOW, WE'VE GOT ENOUGH JUICY DETAILS TO ANSWER ALL YOUR QUESTIONS

WORDS: AMAAN AHMED



Is that right, then? A Tata sportscar?

It is. Tata invited us to a press-con to tell us about TaMo, its new sub-brand, and then revealed the picture of a cloaked concept. It doesn't give much away, but you can safely assume that's not the new Manza. The silhouette gives you an idea of the stance: the nose is low, there's a long hood and the cabin is small. The right ingredients for a sportscar. And if you can't make the connection between the maker of the Nano and its desire to make a zingy two-door, see the box at the bottom.

Why, though?

More like why not. You see, Tata is, of course, trying to make an impact with TaMo – supposed to be a low volume, low investment vertical that churns out products with new technologies in a relatively small amount of time. It's supposed to be a showcase for Tata's capabilities, but at the same time, think about this: who in the Indian car industry has thought, "You know what, let's make a sportscar people can actually buy." It's a completely unexplored space, and you have to applaud Tata for venturing where nobody has gone before.

What do you know about the car?

Tata has refused to divulge anything at this point, but our super-helpful sources tell us the design has been completed by Trilix, an Italian design firm Tata owns a majority stake in. Known internally as the 'Futuro', the sportscar is based on the X1 platform that forms the basis for the Bolt, the Zest and the upcoming compact SUV Nexon. Don't snigger, it'll be revised for the Futuro, but don't expect it to be feather-light, as use of exotic materials in the construction will only drive up the cost. Power will come from a mid-mounted (!), twin-turbocharged Revotron petrol of unspecified capacity, making around 180bhp and 300Nm of torque, with all of it being sent to the rear wheels only. It'll be offered with a manual as well as an automatic gearbox (with paddleshifts), and will have the latest in terms of in-car connectivity and some semi-autonomous driving features.

Good, but who'll buy a Tata sportscar for ₹50 lakh?

No one, and Tata realises that. The reason it's part of TaMo is because the investment will be relatively low, and from what we hear, production will be limited, too, to around 500 units or so. Cleverly enough, Tata is aiming for an under-₹20 lakh price tag. A low-for-a-sportscar price and limited numbers will see all cars being snapped up as quickly as Tata can build them.

When is it coming?

Tata will reveal the Futuro on March 7, at the Geneva motor show. It's supposed to arrive at Tata's Engineering and Research Centre, in Pune, for further development in a couple of months. We expect Tata to have a close-to-production car ready by the 2018 Delhi motor show, but production at the Sanand plant will begin later. Sales will only commence in 2019, so you can start saving up now.

Been there, done that

At the 2000 Geneva motor show, Tata stunned one and all with the unveil of the Aria roadster concept, and the next year, it revealed the Aria Coupe, which, for its time, was an absolute stunner. Based on the Indica platform, the Aria was supposed to usher in new-age tech, and was to have a 1.6- and 2.0-litre petrol engines making around 160bhp. The Aria did come – not in the form of the sportscar, but an obscenely-priced MPV, and the rest is... well, it's literally history.



5 THINGS YOU NEED TO KNOW ABOUT THE... New Ford Mustang

MORE POWER AND NEW LOOK FOR THE STANG, HERE LATER THIS YEAR



1 It's got more ponies
Ford has "thoroughly reworked" the 5.0-litre V8, promising that it'll rev higher and punch harder with better torque, more horsepower and improved fuel efficiency. Torque rises on the 2.3-litre EcoBoost Mustang too, thanks to overboost tech during "wide-open throttle acceleration" (read: flat out). There's only one tiny snag: Ford hasn't yet confirmed figures for either variant. Place your bets...



2 It's had a nose job
The bonnet and grille have been remodelled with new vents and refined aero, it comes with LED lights front and back, a new rear bumper and optional performance spoiler. The 2.3-litre 'Stang gets a dual-tip exhaust, while the V8 GT gets quad pipes. There's also more alloy wheels to choose from, new colours – including Orange Fury – and a new centre console with a 12-inch, fully customisable digital LCD screen in the dash.

3 It has many gears
Out goes the old six-speed automatic, and in comes a brand-new 10-speed automatic gearbox, available for both engines. It shifts faster, has "significantly reduced friction losses", comes with paddles, and features four different drive modes. The manual gearbox for both engines has been upgraded to handle the increased torque, while the V8 car's 'box gets a new twin-disc clutch and dual-mass flywheel. Ford's been busy.

4 Stiffer, comfier... but safer?
All Mustangs get new shocks for – we're promised – a better ride, while a new cross-axis joint at the back helps make it stiffer. Stabiliser bars improve response and handling, and Ford's MagneRide adaptive dampers are available as an option for the first time. There are new active safety systems too, which Ford will no doubt hope up the existing car's two-star Euro NCAP rating by a factor of many.

5 A hybrid Mustang is coming
By 2020, the Mustang will be available with a dual-power set-up, able to deliver "V8 power and even more low-end torque". We suspect this won't be entirely popular. It's not the first time its legacy has been tainted – the third-gen "Fox-body" Mustang nearly went front-wheel drive, save for the vehement protests from a downtrodden fanbase, and the fourth-gen was offered with a 3.8-litre V6 with a mighty 145bhp.

01



02



03



04



Lifestyle Show off

IF YOU'VE GOT STYLE,
YOU MUST STRUT IT

01 Trendlight

Corneliani's Spring-Summer 2017 collection blends traditional craftsmanship with modern technology. Corneliani boutiques are in Delhi and Bangalore, and prices can be requested.

02 Eyestyle

Want a pair of spectacles that's reliable, and hard-wearing? Stepper Eyewear has got you covered. Materials used include polymer materials and Beta-Titanium, and these also help with the ultra-light weight of the frames.

03 Star power

If you're one of those people who like to live in denims, there's good news. G-Star has just revealed its summer collection, a range of denims inspired by Motocross pants from the '60s.

04 Looking racy

Porsche's stylish eyewear is perfect for the fashionable motorist. If you like fast-paced driving and prefer your fashion to reflect that passion, this brand is meant for you.

01



02



Fragrances

Scent sense

BECAUSE WELLBEING IS ABOUT
THE OLFACTORY EXPERIENCE

01 Roberto Cavalli Uomo: The new perfume opens with a distinctive note of black violet. Contrasted with a very masculine counterpoint of hot and sexy saffron, it exerts a stirring power on the senses.

02 Eternity Now Calvin Klein: The fragrance opens with unexpected spicy ginger, refreshing coconut water, and star anise. The middle notes come to life with crisp star fruit, cedar leaf, and patchouli. The bottom is a warm sensual embrace of Moroccan cedarwood, tonka bean, and Madagascar vanilla.

03 Gentlemen only Givenchy: The Gentlemen's only Absolute combines the sophisticated notes of bergamot with saffron, nutmeg, cinnamon and sandalwood, and a hint of vanilla.

04 Davidoff Horizon: This fragrance has a timeless, unique signature. Horizon has energetic and vibrant top notes of grapefruit, rosemary and ginger contrasting against the down-to-earth Vetiver and Patchouli.

03



04





Watches

Wrist reward

RETRO RACING CARS PROVIDE THE INSPIRATION

01 AUTODROMO MONOPOSTO

If you like cars and watches, then not only are you reading the correct page of this magazine, but you've probably got a hankering for one of the Big Three race-inspired time tellers. Heuer Carrera, Rolex Daytona, Omega Speedmaster. But before you blow millions on one of those, consider for a moment American brand Autodromo, run by a man who spends every spare moment driving old racing cars, and the rest of his time dreaming up watches inspired by them. This Monoposto is a rerelease of his first watch, only now it's powered by an automatic movement and, for the first time, features a chronograph function. Then there's the handmade leather strap and roller buckle, which are reminiscent of the leather bonnet straps on early Grand Prix cars.



02 TUDOR PELAGOS "LEFT HAND DRIVE"

Most watches are made for right-handers, with the crown at 3 o'clock so – assuming you wear it on your left wrist – you can alter the time with your strongest hand. This one's the other way around, so lefties can twiddle the knob with less kerfuffle.



03 OMEGA SEAMASTER PLANET OCEAN DEEP BLACK

This has all the hallmarks of a proper diving watch: waterproof to 600m, extendable bracelet to fit over a wetsuit, rotating bezel and an escape valve for expanding helium molecules. Wear it while doing the dishes.



04 SEIKO SPIRIT RIDER'S CHRONOGRAPH

The latest collaboration between the Japanese watchmakers and Italian design gurus Giugiaro. The face is off-kilter, so it's easy to read while gripping handlebars. It's limited to Japan, but some eBaying should bag you a future classic.



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

Gentlemen, buckle up those seat belts and put the top down, because you're in for some ride. With TopGear.com, the online avatar of the world's favourite motoring show and magazine. With its irreverent and opinionated take on the automotive world, all the latest rumblings on wheels and a whole bunch of cool reviews and features, it's got everything you need to get your daily car fix. You know what to do next.

CAR REVIEWS that put you in the driver's seat @ **TopGear.com**
MAN LOVE CAR



mudra 8507

[CAR CHOOSER™](#)[REVIEWS](#)[GALLERIES](#)[VIDEOS](#)[BLOGS](#)[GAMES](#)[ONLINE STORE](#)

THE ACTION CONTINUES WITH: PLANET TOP GEAR | COLUMNS FROM CLARKSON, HAMMOND AND MAY | WALLPAPERS AND MORE

01



02



03



04



Gear Electric fun

GET FIT AND KEEP THE ENVIRONMENT CLEAN TOO

01 eRideLite: Bangalore-based FuelADream's electric bike called eRideLite gets disc brakes on both wheels, shock absorbers up front and a headlight, among others. It boasts a top speed of 25kph in electric mode and a range of 50km, on a single charge. ₹23,900

02 Under Armour Speedform Veociti RE: The lightweight shoe links to the MapMyRun app, and in addition to gathering data as you run, the pair will tell you how tired your muscles are even before you start your workout. ₹10,000

03 Columbia Men's Imperial Death Trooper Jacket: This limited-edition jacket is straight out of the latest *Star Wars* film – *Rogue One*.

This waterproof, breathable rain jacket is fully seam sealed. ₹30,500

04 Hylete Icon 6-in-1 Backpack: Hylete's Icon 6-in-1 Backpack offers unique conversions: a backpack, extended backpack, small duffel, large duffel, removable daypack and messenger bag. ₹17,000

TESTED



Gadgets

10 steps ahead?

THE V20'S GOT MORE DIGITS AND MORE POWER, BUT CAN IT BEST THE BEST?

LG V20

On paper, the V20 – launched at the fag end of 2016 – seems to have what it takes to take on rival flagships – a qHD display, a (nearly) top-of-the-line chipset and a dual-lens camera, among other things. What's more, it's even packing a removable back panel (yes, in 2017!) and the capability to record high-quality audio. But all of this is on paper. In the hand, it feels a bit ordinary. It's a solid device capable of withstanding a few knocks and drops, but the design is nothing to write home about. It's a large smartphone, so one-handed use is a bit tough. The display itself is bright and crisp, performance from the Snapdragon 820 processor is snappy, and the cameras – both front and rear – can be used to click wide-angle pictures, which lack a bit of detail, but let you capture pictures you otherwise wouldn't be able to. It runs on Android Nougat, but with LG's heavy user interface on top, so most are left guessing what OS it's running. It even comes with a sweet-sounding headset from Bang & Olufsen, but you do wonder how much does that add to the V20's ambitiously high price. You see, while it's a perfectly good device, the V20 doesn't stand out in any one department. Battery life is just about all right, the camera, while unique, is not among the best and its rivals – the Google Pixel and Apple iPhone 7 – are just better phones overall. LG will need to do more to fight the best. **₹55,000**



CAMERA

16MP shooter for standard shots, and the 8MP cam for wide-angle (also fish-eyed) pics. Take a little too long to focus in low light.



FINGERPRINT SENSOR

It's placed at the back and is quick, but it also doubles up as the power button, which is an arrangement that takes some getting used to.



SECOND DISPLAY

A 2.1-inch always-on screen displays app notifications. It's a useful addition that relays important info without draining the battery.



ICONS OF THE ROAD

MORRIS MINI-MINOR

Chuck Morris

SO HEROIC, YOU COULD MAKE A
MOVIE OUT OF IT. OH, WAIT...



BY
SRINIVAS KRISHNAN

Attention, class! Have you all watched the movie *The Italian Job*? Not the 2003 remake, you sillies, I meant the original. Hmm, just as I suspected, only a few hands are up. Okay, you, you and you go home. As for those who haven't seen the 1969 version, it's detention time. Stay back in school and watch the Mini Cooper chase sequence ten times and write a 5,000-word

essay about how entertaining and remarkable the stunts were – the three Minis doing some crazy stuff in the unlikeliest of places... arcades, corridors, sidewalks, steps, subways, apartment terraces and even sewer pipes. Extra points will be given to those who can provide compelling arguments as to why Fiat would agree to its competitor being filmed in its own backyard...

Frankly, the latter is still a mystery to me. The movie was shot in Turin, which is indeed Fiat's backyard, frontyard and middleyard. Heck, even the sky above Turin belongs to Fiat. Segments of the chase of the three Mini Coopers in red, blue and white were even filmed at the Italian carmaker's iconic Lingotto factory rooftop test-track. Although the 1969 movie had gratuitous plugs of Fiat and its little putterettes, the star of this all-time classic, to me, is undoubtedly the Mini, not Michael Caine.

Many, many decades later, here I am, driving a regular Morris Mini-Minor – not even a souped-





Clever interior tricks mean you can grin and 'bare' it. Little stalk has its own turn indicator lamp!

up Cooper – and I understand perfectly well why the Mini was so integral to *The Italian Job*. It just lends itself to doing something naughty. It's so diminutive that new spots open up for you in traffic. You feel like you can also drive it on sidewalks or on jogging tracks. I even fantasised about driving it inside a mall. And it's not just the size of the Mini that makes you want to go boldly where no car has gone before.

It is such a mischievous little runt dynamically, too. You get in, crank it up, start shifting through the four gears and bingo, you're already taking corners like Timo Mäkinen at Monte Carlo. The Mini does that to you. If you hear any of your friends say that his new-fangled sportscar feels like a go-kart, challenge him whether he has ever driven the original Mini – nothing still comes close to it. It is indeed like a go-kart but also with a few creature comforts thrown in, like a roof, a horn button, windscreen wipers and even an ashtray or two. The steering

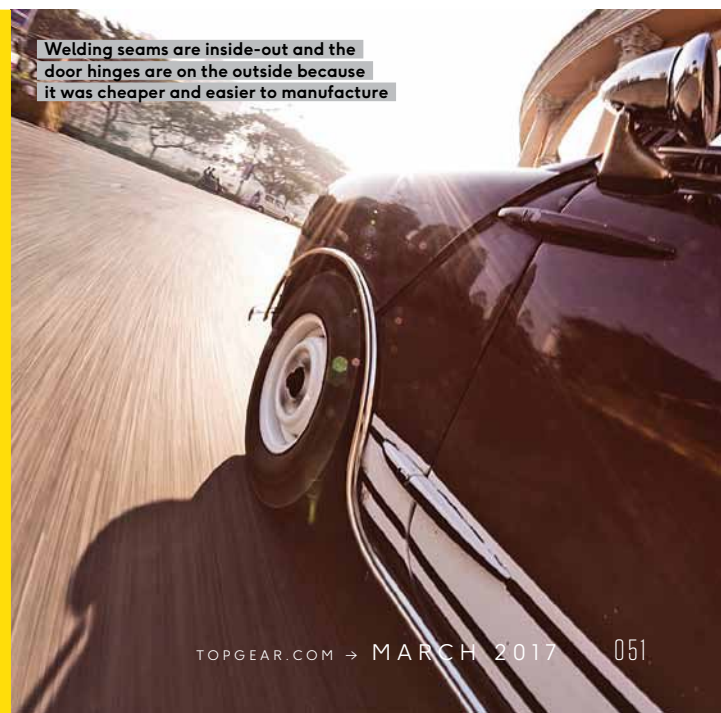
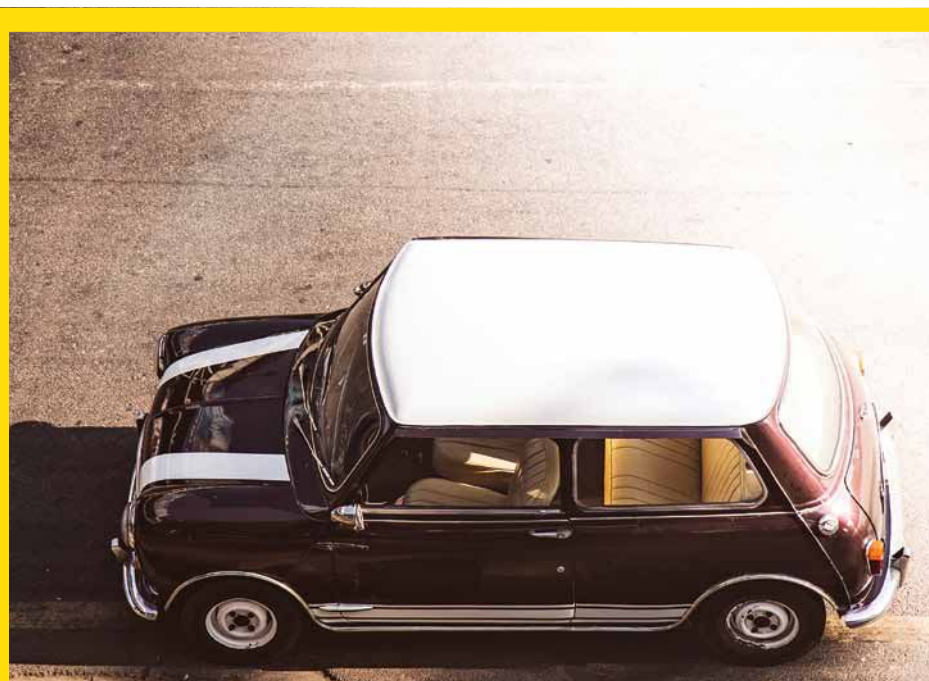
feels directly connected to the wheels and your inputs are telepathically transferred. You are seated so low that the phrase 'seat-of-the-pants' seems to have been crafted after people drove the Mini. No, speed-breakers are not a problem because by the time your front wheels are through, the rear wheels are already there!

The 848cc in-line four develops 34bhp at what was then considered a high 5,500rpm and 60Nm of torque at 2,900rpm – in fact, this carryover engine was made less powerful during its development period because it seemed like the responsible thing to do! But within just two years of its launch, racecar builder John Cooper, convinced of the Mini's superb dynamics, got the British Motor Corporation to give the car more muscle – which led to the first of the Mini Coopers being introduced in 1961. And before you knew it, the Mini was running rings around more powerful competition at racing circuits and in rallies, earning its giant-killer reputation. The ➤



WHY THE MINI?

The Mini was the first car to combine front-wheel drive and a transversely mounted engine with the gearbox below it placed in the oil sump – all in a package merely ten feet long. It was engineered to be a 'proper' car as opposed to the bubble cars buzzing out of mainland Europe as a fallout of the oil crisis. But the outcome of this incredible feat of packaging was a spirited midget that was agile, responsive and irresistibly cheerful to drive. Its popularity cut across classes – if Peter Sellers drove it, so did his housekeeper. The Mini was the cool symbol of the Swinging Sixties while the hot Cooper was its evil twin. From 1959 until the end of its production in 2000, 5.38 million Minis across brands and variants were produced, making it the most popular British car of all time. Small wonder that many consider it to be the car of the 20th century.



Welding seams are inside-out and the door hinges are on the outside because it was cheaper and easier to manufacture



lack of horsepower was more than made up for by the excellent handling, agility, perfect power-to-weight balance, size and, of course, a tenacious attitude.

The Mini, in its debut as the Morris Mini-Minor and its twin, the Austin Se7en, was not only an engineering tour de force, but a phenomenal feat of automotive packaging, too – despite its compact external dimensions, it could swallow a lot of stuff. At its launch, its large-heartedness was demonstrated by making three large men, two women, one baby, two poodles and lots of luggage fit inside. Yes. Though the Fiat Nuova 500 that you have seen on these pages a few issues ago was smaller, it was the Mini that became the template for future small cars – yes, your papa's little Fronte Maruti, too. Yet, success

was not guaranteed. It was only after celebrities who symbolised Cool Britannia of the Swinging Sixties – the Beatles, actors, supermodels (and at the insistence of my son) Mr Bean – adopted it, that gave the Mini an even cooler reputation. Like the Strolling Bones, sorry Rolling Stones, it would become an icon in its own rather long lifetime of 40-plus years.

And on October 4, 2000, when the last Mini – the 5,387,862nd car to be precise – rolled out of the assembly line accompanied by smoke and lights, the background music was set to the tune of... yes, the theme of *The Italian Job*.

Class dismissed. **TB**

We'd like to thank Anand Puranik for allowing us to drive and shoot his Morris Mini-Minor.



1 The internal codename for the Mini was ADO15 – Austin Drawing Office Project 15. But its road-proving engineers also called it Sputnik. Like the orange USSR satellite going around up in the sky, the orange Mini prototype was also doing its rounds at the testing grounds.

2 That large circular speedo is there for a reason – it covered a rather big hole. As part of its manufacturing process, the Mini's body shell had to go through rust-proofing, called a rotor dip. This involved mounting the body on a spit (like a roast pig) for ease of rotation while dipping it in various fluids. The 21st century Mini of course has it, too, but it's just a cosmetic nod to the original.

3 The legendary Alec Issigonis, the genius behind the Mini, was known to be extremely imperious, egoistical and arrogant. Naturally, he was also known by several names like Arrogonis or The Greek God (owing to his Greek descent father). But even before the success of the Mini, the popularity of the Morris Minor had already led to a swollen head. His colleagues had dubbed him Issigonyet.



4 Comedian, actor, musician and writer Spike Milligan was quite impressed with his Mini. In his congratulatory and effusive letter to the chairman of British Motor Corporation, Leonard Lord, he wrote: "You have my permission to use my name in any publicity for this motor-car. Gratis."



Boot was to be kept open to carry extra luggage

PHOTOS COURTESY: BMW ARCHIVES

Ask Uncle TopGear

Our mysterious agony uncle helps solve your dilemmas. Sorry if he gets a bit grumpy



When do you think India will ever see zero percent fatalities on the road?

Rishi

I can't predict that. The first step would be for you to stop driving. We can take it from there.

I have a peculiar problem. If I park my car in the open, it gets too hot. If I park it under the shade of a tree, it's full of bird poop. What's more harmful for the car? Heat or bird poop?

Ramesh

What's more harmful for a car is an owner that despite having a choice of parking space is still worrying about it.

How does one qualify to do what you do?

Ravindra

Don't worry. It's not too difficult. You simply need to be not too good at doing anything of any use. I have a gut feeling, you'd be a natural.

Do you only answer car and bike questions, or do you answer personal questions too?

Praveen

I think I know where this is going. And no. You have no hope of getting a girlfriend. You can continue collecting car posters.

What's your opinion on speeding?

Sukhbeer

Medicines that act quickly are great. Doctors who can diagnose a disease quickly are great. Salman Khan movies that get done in 18 minutes instead of 180 minutes are lovely. But in some cases, speed isn't good. If you get done speedily in bed, that's not very good, for instance. If you are back for the night quickly after a date, that isn't good, either. So, what speed are you talking about?

Do you support the Modi government?

Gracy

If he bans needless letters containing needless questions, I most definitely will support him.



Left-foot braking can free up your right leg for extracurriculars. Calling all yoga enthusiasts

Dear Uncle TG

I keep hearing a lot about left foot braking. What is this exactly?

Kavya

I keep hearing a lot about it too. And your question finally piqued my curiosity enough to do a lot of research on it. Here's what it is: using your left foot on the brake pedal, instead of your right foot. I can't fathom any other explanation for it.

How good a driver are you?

Tarun

Modesty, they say, is dishonesty. So, I won't lie. Terrific, to answer your question. The only scratches and dents my car ever receives is when it's parked right beside my neighbour's grand gate.

I feel these days, doors of cars don't open as widely and as comfortably as doors of cars that were older. What kind of socio-economic factors do you think resulted in this automotive trend?

Kunal

I feel these days, girth of people is widening much faster than back in the day. No social science needed to explain this, it's just our unhealthy lifestyles.



EMAIL US YOUR QUERIES FOR UNCLE TG...

askuncletopgear@topgearindia.net



Says hello to Tata Motors. No. He hasn't forgotten how to spell

Sriram Narayanan

Seems like my parents' and the generation before theirs did have it difficult. I am earning not too bad a living doing what I do. But if I were looking for work in the 1950s or even the '80s, unless I did well in medicine or law or some such, I'd have to be a salaried employee. And there were two good options if you wanted the 9-5 drill with an assured salary. Work with the central or state government or get a job with the Tata Group.

There are still families who'd rather you work with TCS than Google or Amazon. And the goodwill, quite naturally, trickles down to Tata products. Except their cars. India, in the '90s was impressed with the Tata Mobile, Sierra, Estate and the Sumo. But quite obviously, it was the Indica – space of an Ambassador and as compact as a Maruti 800 – that was to take them places. And I can bring down all of Tata cars' problem in one line. Every time a new generation of the Indica/Indigo/Safari comes along, one thing holds true. You get the feeling this is how the first-generation Indica/Go/Safari should have been. And yet, there will always be some rough edges to work on for the next generation.

So you can imagine my skepticism when Tata Motors invited us to 'reveal the future'. And with the techno-funkery of the invite, it seemed like a self-driving, 100kpl, hybrid supercar. Or cars on the moon perhaps. Honestly, the first hour or so of this unveiling was rather disappointing. Apparently, Tata Motors' gameplan hinges on strategic themes including structural improvements, agile cost management, new business models and tech, customer centricity and a lean and accountable organisation. Really? After three decades

of being in the auto business, you finally adopt cost management and customer centricity as key strategies? To add on to the rainfall of the obvious were revelations like the 'times are changing, new segments are being formed, sedans are under pressure from SUVs, people are shifting to premium hatches' and the like.

And nobody from Tata Motors wanted to address the elephant in the room. The Nano. Of course, the irony. My point is, that first hour or so where Tata Motors was spewing obvious after obvious, I was beginning to think they decided to have an internal meeting with the press in attendance. It's a bit like a kid who's not been doing well academically telling his parents, from now on I am going to spend more time studying and you shall see the results the following year. Well, if Tata Motors is now going to implement customer centricity and accountability within the organisation, well, good for them. But unless there are visible results to show in the products and services, this 'Future is here' meet was rather pointless. Only two things became evident. One, Tata Motors is going to trim down to a total of two platforms from the current six. Well, if it can offer competent products with these two platforms, all the best to them. Two, the birth of TaMo. A kind of special ops division within the company that (by the time you read this) is going

'Tata Motors' unveil seemed more like an internal meeting with the press in attendance'

to reveal a pathbreaking product at the Geneva motor show (silhouette looks like a sports car).

TaMo is the low-cost, low-volume, fast-track division that will develop niche products without going through the complexities of approvals they'd need for mass-market cars. Sounds like a hotbed for innovation and excellence then. But don't Tata Motors' mass-market cars need innovation and excellence desperately?

Honestly, there's a whole lot of us who'd like to see a world-class Tata car. And if that's going to be a simple, moderately-powered, rear-wheel-drive, fun sports car, even better. But of all the cool names you could have thought of, couldn't you come up with anything better than TA ta MO tors?

sriram@topgearindia.net
The views expressed in this column are solely those of the author.



DECODING DRIVERLESS CARS

#08 | Why most people will love autonomous cars

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

If you have read all the columns in this series then you'll know driverless cars aren't all that bad. And as they keep improving, they'll find more takers.

One feature that everyone will love is how an autonomous driving computer (ADC) controls the suspension of the vehicle. When you're driving, the ADC stiffens the suspension so that you 'feel' speed breakers, potholes and other road irregularities. This is to keep you alert and make you drive a bit more responsibly.

On the other hand, when the ADC is in charge of the driving; it'll soften the suspension to make you feel comfortable. You'll barely notice when your car hits a pothole. Thus, you could doze off or reply to an email in comfort.

Another feature that could make you fall in love with an autonomous vehicle is that it can be controlled from anywhere in the world. Let's say you've added a friend as a trusted person to your car's log, and he could control your car remotely. For example, if you fell asleep on your

way back home from office after a long shift, the ADC will alert him and he can control your car even if you're miles away from him.

This feature is going to become popular among logistics firms if they employ

'Routes can be set on ADCs and car logs can track driver performance'

autonomous trucks for delivery. In case of emergencies where the ADC of a vehicle finds it difficult to take control, someone can come aboard and control it from a remote location. For example, a delivery firm could drive its trucks from a remote control room.

The car keeps a log of where it has been driven to and also provides its location

in real time. In addition to this, it has a destination limitation feature, too, which will be appreciated by car fleet owners and your parents. How, you ask. Well, here's how: a car fleet owner can use car logs to assess the performance of a driver. He will come to know which driver drives faster in traffic and which one is good on mountain roads. Thus, he will assign duties accordingly. And as for your dad, he can use the logs to check where eventually you take his car after telling him you're just 'visiting a friend'.

A car fleet owner can bar his drivers from driving on certain routes, and the ADC, like a faithful servant will follow his orders and won't let a driver deviate from his intended path. Plus, the ADC can also register a time restriction, so if papa thinks you should not be driving out post 11pm, he can make sure you don't.

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



On an epic adventure

We have reached the mid point of our Nexa Journeys on Asian Highway 1. Here's what has happened so far

INDIA
MYANMAR
THAILAND

3 NATIONS | 10 TRAVELLERS
| 1 MEGA HIGHWAY |



From Delhi to Moreh, traversing picturesque places such as Varanasi, Jorhat and Khonoma, India's vast diversity was evidently apparent





NEXA Journeys

ON ASIAN HIGHWAY 1

Driven by

S-CROSS

The banks of the holy Ganga is like a small little ecosystem in itself



Pallavi Sharda gets in a selfie with tribals from the village of Khonoma

Almost everyone you know would have done a trip from Delhi to Bangkok in roughly four and half hours. Flying, of course. But that is too easy for our group of 10 travellers and adventure seekers, who have now made it to a rather elite list of people in this world to have done this massively long and seemingly undoable trip, by road. A convoy of five S-Cross crossovers was flagged off from the Maruti Suzuki headquarters in Vasant Kunj on a chilly January morning. At the wheel of each S-Cross were individuals with rather diverse professional interests but one common love – road trips. And as they put it in their own words – “the longer the trip, the better it is”.

As with any Nexa Experience, Nexa Journeys is about going that extra distance and doing what most can only imagine doing in their wildest dreams. Experiences that we aspire for most of our lives but are not able to convert into reality. The Asian Highway 1 is an epic road that travels from India to Thailand, via Burma, and further. In this first edition of Nexa Journeys, our adventurers took

it upon themselves to drive east from Delhi, across most of the northeast states of India and into Myanmar.

The cars were stock and required no major mods. But a lot of prepping was done by this group of travellers as they left their daily life behind for this ride of a lifetime that was to cross man-made boundaries and take them to places they had never visited or experience cultures and beliefs they probably had only read about. Now was the time to live all of it.

The first major stop for these bunch of merry travellers was after almost 800km of driving from Delhi to Varanasi. The congested roads, of what is one of the oldest and holiest cities of India, can be intimidating for any outsider. Every inch of the road is occupied by vehicles, cyclists, rickshaws, pedestrians and even cattle. Our band did well to manoeuvre through this city. The convoy of electric blue S-Cross crossovers, quietly working its way through all the chaos, was quite a sight for the locals. Of course, a visit to the banks of the Ganges was first on the agenda, so was some chaat-hopping through the smaller bylanes. The latter was one of the highlights for our celebrity chef Saransh Goila who took it upon himself to take



NEXA Journeys

ON ASIAN HIGHWAY 1

Driven by

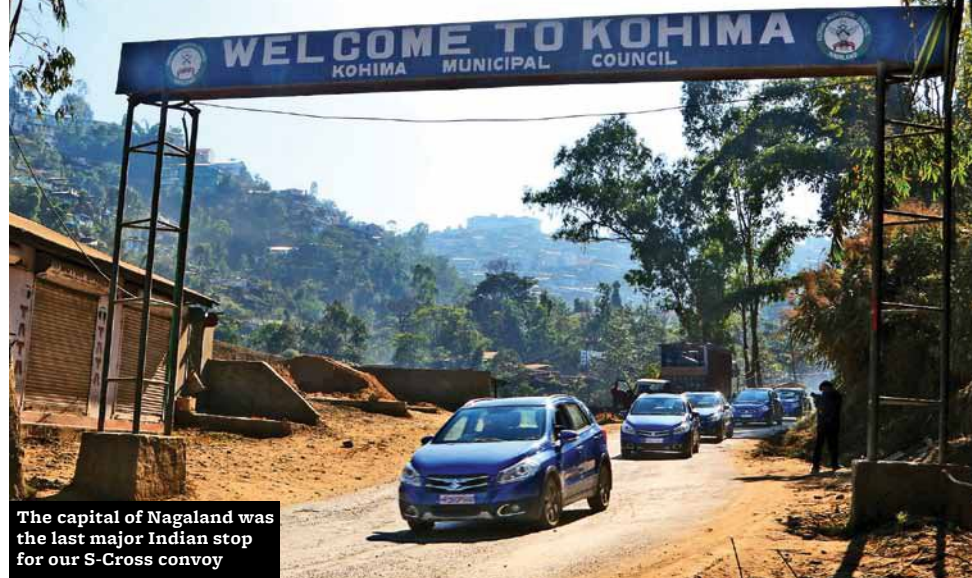
S-CROSS

the group to some of the food hotspots there.

From Varanasi, the convoy had a more daunting drive ahead. Next stop was Jorhat, close to the Assam-Nagaland border. That was almost 1,400km of arduous driving – a true test for the cars as they encountered everything from smooth roads to pothole-riddled highways along the states of UP, Bihar and into Assam. One of the reasons for this stop was also to make a small detour to Majuli, the largest river island of the world on the mighty Brahmaputra. A visit to the Sri Sri Kamlabari Satra, the house of worship for the local Vaishnavite sect was an emotional moment for fellow traveller, actress and danseuse Pallavi Sharda, who had an opportunity to learn the Vaishnavite ode to the gods – a traditional dance that had so far been only a purview of men.

From Jorhat, the Nexa Journey continued into the hilly state of Nagaland. It was a relatively shorter drive – just under 200km. But the final few kilometres was a real test as the convoy dodged crater-sized potholes on the road. The overall scenery was better though as the road snaked through forests and ghats. The torque from the diesel engine was a boon here, allowing the drivers to get away with less gear changes. As some of them mentioned later that they “simply engage third and let the engine’s mid-range do the rest”.

The convoy reached Kohima just after sunset. Tired, more from the bad roads, than the actual driving, the



The capital of Nagaland was the last major Indian stop for our S-Cross convoy

convoy was greeted by a beautifully starry sky and a full moon. It was a sight for sore eyes, especially with the sky merging with the hills littered with homes with their own twinkling lights. There was a lot to do at Kohima, like visit the WW II War Memorial and a visit to Konhoma, the cleanest village of India where our guests were welcomed by a traditional dance and treated to local food. Canadian singer Natalie diLuccio, who is undertaking a road trip in India for the first time culminated the visit to the city with a beautiful choir rendition at the local church.

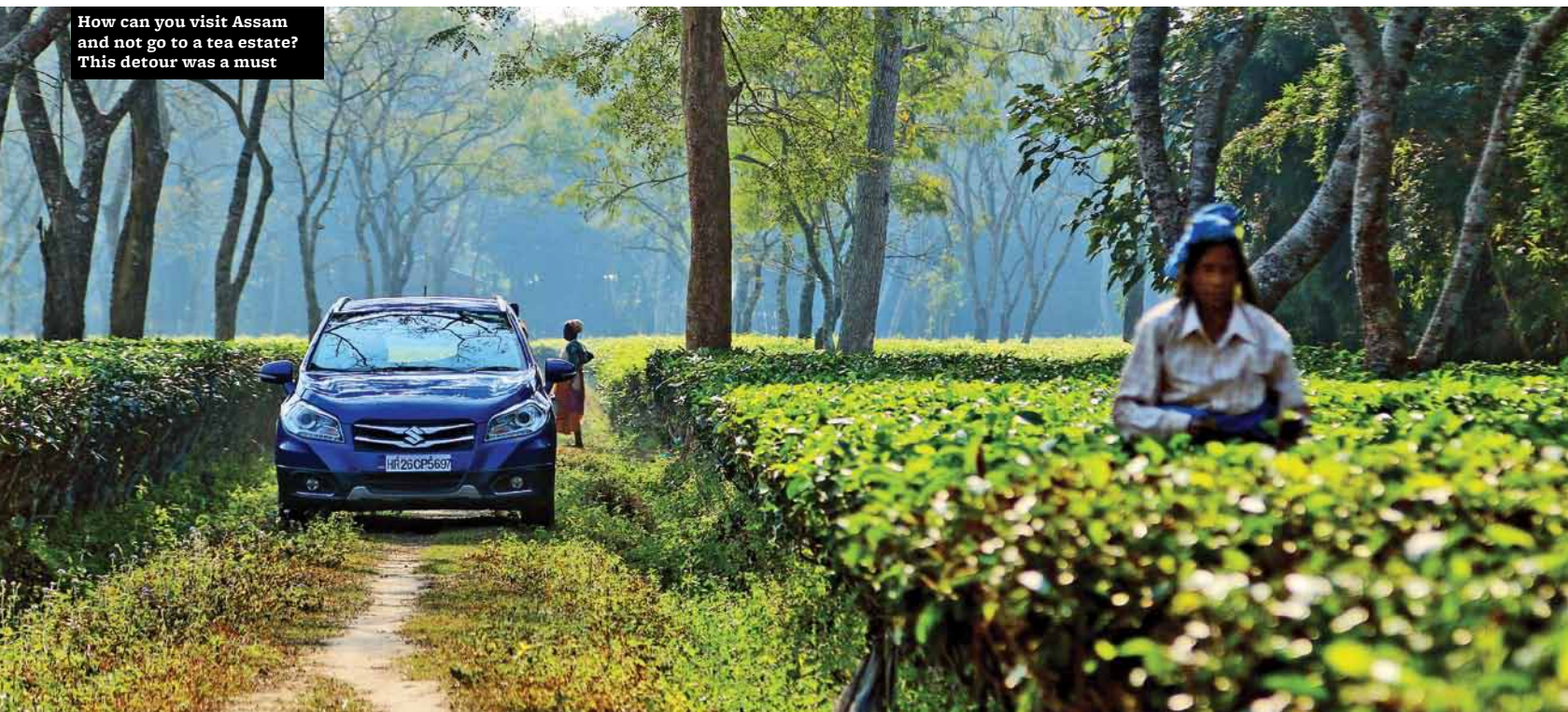
After Kohima, the team of five S-Cross crossovers and their occupants started another long drive to the border town of Moreh. The 250km drive took almost an entire day but everyone was more excited about finally being on the verge of driving into a neighbouring country.

The next day, after some paperwork, the convoy was across. Interestingly, it was a small, single-lane bridge over a stream that takes people into Myanmar. Locals



Saransh tries his hand at the Mithun, a traditional Naga wind instrument

How can you visit Assam and not go to a tea estate? This detour was a must





Natalie diLuccio at the Second World War memorial in Kohima

are issued special IDs for frequent movement between the two countries. While soldiers stand guard on either side, they were also friendly and understanding and amused that this convoy of S-Cross crossovers was on its way to Thailand. Into Myanmar, the next hundred-odd kilometres was a dream drive with nice, flowing tar roads lined by beautiful, flat farms on either side. The convoy had a quick run through this and were slowed down by wooden bridges that appeared at regular intervals – a characteristic of old Myanmar.

Of course, no one was complaining. It had been a fulfilling drive so far running through the various terrain and experiencing the varied cultures on offer. Even the S-Cross crossovers were holding off well. The team was half way through their epic journey, headed to the city of Monywa, at the time of going to press. The journey continues. **(To be continued).**



Actor and dancer Pallavi Sharda displays one of her many skills



As grand as the gateway into Myanmar is, leading to it is a humble, single-lane bridge

MEET THE TRAVELLERS... >>



PALLAVI SHARDA
Actress and danseus



NAVED FAROOQUI
Media consultant



KUNAL KUNDU
Musician



SARANSH GOILA
Chef



NATALIE DI LUCCIO
Singer



MADHURIMA ROY
PR and content writer



SAI SANIL
Cinematographer



TARAS TARAPORVALA
Fashion photographer



GIRISH KARKERA
Automotive expert



HUSSEIN KACHWALA
Drag race driver

Replacement Killer

Will the all-new E-Class
carry forward the legacy of the E?

WORDS: ASHOK GEORGE
PHOTOGRAPHY: RAJEEV GAIKWAD



Replacements are a tricky business. Look at the Batman movies. They've been through so many Batmen over the years – more than 30, if I remember correctly. And while a few got it right, the rest were downright disasters. Remember Val Kilmer's Batsuit with the nipple? Oh and let's not forget the cow horns on Lewis Wilson's head. So yes, replacements can very easily blow up in your face. But this is not one of those stories. This story is of a replacement that was executed perfectly – the W213.

I'm going to be honest here. I've never been a big fan of the E-Class. To me, it always felt like a bit of a boat – large and unwieldy. Of course, there are hardly any E-Classes that are self-driven in our country. But even from the back seat, the high window lines and the dark interiors didn't really work for me. Needless to say, the thought of driving the W213 on Goa's

'That the W213 is nothing like its predecessors became evident within minutes of driving it'





narrow roads wasn't exactly getting me all excited. But now, I stand corrected and how.

As I said before, my primary complaint about the E-Class has always been that it made its size obvious. So much so, that if I had one, I wouldn't even consider driving it myself. Unless, of course, it was the AMG. Then, I wouldn't let anyone else drive it. Why? Because, well, AMG! But I digress. To get back to the point, the new E-Class is nothing like its predecessors – something that became evident within minutes of driving it.

Despite being only available in the long wheelbase version (makes sense since India is a primarily chauffeur driven market), the W213 is super manageable. From the outside, it looks like a proper limousine, thanks to the 5063mm overall length. But the moment you start driving, the car shrinks around you. Before you know it, you'll be pushing through spaces an E-Class has no business being in. Before long, the locals were staring at me, all impressed by my great driving abilities. Or maybe, they were just impressed by the new car. Because, believe me, it is good looking. The older E-Class was looking a bit long in the tooth despite Merc's best efforts to hide its age with that mid-life facelift. The new car gets the family face. The headlights and tail-lights look a lot like those on the younger and older siblings unless you look real close. In my opinion, the whole package looks a bit too much like the C and the S. But then that's not a bad thing since they're both great looking cars. But what really stands out (again) is the sheer size of the thing.

And that size truly manifests itself when you're seated inside, at the back. With 320mm of rear legroom, the W213 EWB is more spacious than most apartments in Mumbai. And thanks to that reclining back-rest (up to 37 degrees), the rear seat is a zone of ultimate relaxation and peace. The only things missing are those massage functions and a leg rest. But then who'd buy an S-Class if you had those options in the E.

And since we're taking about the S-Class, I'll also say that the new E's interiors are dangerously close to S-Class territory. The plush leather and the open-pore, black, ash wood finish combined with the 64-colour ambient lighting makes you feel all special inside. It also makes you feel guilty and wonder what makes you worthy of such luxury. And as if that wasn't enough, Merc's thrown in a 13-speaker Burmester sound system, a 12.3- ➤



Burmester audio, touchpads on the wheels and a 37-deg reclining rear seatback





Only the E 350 d
and the E 200 will
make it to India

inch hi-res infotainment screen that can put your smartphone to shame, the trademark panoramic sunroof, touch pads on the steering wheel to control the infotainment system and three-zone climate control with those C-Class like horizontal slat air vents. Yes, I think it's quite ridiculous too.

And it's not just the insides. The incredible sense of luxury doesn't end there. It only gets carried forward with the way the W213, quite literally, glides on the road. If this were Salem, Merc would have been burnt at stake for the black magic that is Air Body Control. The ride quality it offers is so good that you could play Jenga inside. Even on the worst of Goa's roads, the car transfers nothing to its occupants. And it manages this without wallowing or excessive body roll around corners. I'm telling you, this Air Body Control is magic.

But it doesn't end there. As with all other Mercs, the new E too comes with driving modes – Eco, Comfort, Sport, Sport + and Individual. Each of them have different combinations of suspension stiffness, steering weight, transmission shift points and throttle response. Eco and Comfort are the gentlest of the five. Sport is a bit more aggressive. But in Sport +, you notice a serious difference. The suspension becomes more taut and the throttle response, more direct. The transmission holds revs higher and this means that the 3.0-litre turbo V6 under the E 350 d's hood (India gets only the E 350 d and E 200) delivers the 255bhp and 620Nm with more aggression and urgency. And for something that cossets you in such luxury, the performance is quite alarming. In fact, Merc claims it'll hit 100kph in 6.6 seconds and hit a top whack of 250kph. That's serious performance for a long wheelbase sedan.

And for a long wheelbase sedan, it doesn't handle too badly either. Of course, it is no corner carver. You do feel the extended length a bit under hard cornering, but the W213 will never shy away from being hustled.

However, hustling isn't what this car is made for, obviously. This car is built for that plush back seat and being such, it is best enjoyed in Comfort mode, sitting in the back seat. And it's so good, that I can even see a few potential S-Class customers buying this one instead. And that's saying something. But the problem with this is, it'll also push the price closer to that of the S. I'm expecting somewhere around the ₹85 lakh mark and upwards. But the extra money isn't for nothing. Because in the W213, Mercedes has a worthy successor to the W212. It has a successor that has the capability to remain the most sought after model in Merc's portfolio. And in that sense, it is a great replacement for the older car. A bit like when Daniel Craig took over from Pierce Brosnan. Quite the upgrade. **7.7**

9/10

MERCEDES-BENZ E 350 d

Engine: 2987cc, V6, turbodiesel

Power: 255bhp @ 3400rpm

Torque: 620Nm @ 1600-2400rpm

Transmission: 9-speed auto

Length: 5063mm

Wheelbase: 3079mm

Price: ₹85 lakh (estimated, on-road)

Pros: Great ride, great interior, great driveability


Cons: Will be expensive

Bottomline: The new E-Class is better than its predecessor in every way.

It might even have inched into some of the S-Class' territory.



‘The new E is so good
that it makes you wonder
what makes you worthy
of such luxury’



Fire in the hole

While most small cars follow popular trends, with its latest, Maruti threatens to blow the segment wide open

WORDS: DEVESH SHOBHA
PHOTOGRAPHY: RAJEEV GAIKWAD





‘With the Ignis, Maruti has done what’s right, not what was easy. And that’s why it looks and feels the way it does’



I do not listen to music; not when I’m alone at home neither when I’m driving; my iPhone doesn’t even have a playlist. However, if I’ve company when I’m driving, I do not put a dampener on things and let others play their favourite music. For instance, Rajeev and I were on our way back to Mumbai from Delhi – a two-day, 1600km journey. And since the trip had popped up from nowhere, neither of us had come prepared, which meant our in-house Bollywood buff (not me) wasn’t carrying his iPod. It’s another story that his iPod now belongs to his wife.

Anyway, Rajeev insisted we listen to the radio and for hours, we were subjected to RJs relentlessly trying to tickle our funny bones and playing dreadfully remixed Bollywood songs. Most of the evergreen melodies from the ’70s, ’80s and the ’90s have been brutally butchered by budding music composers of today, and it was after being subjected to these dreadful songs that I realised, originality is absolutely rare these days. Be it Bollywood or the automotive industry, it’s really hard to find an original song or a product that will strike a chord almost instantly. While most “new” cars today share quite a lot within the family, a few of them even take design inspirations from

cars already on sale. However, the one that we’re driving here, isn’t just any sheep in the small car flock.

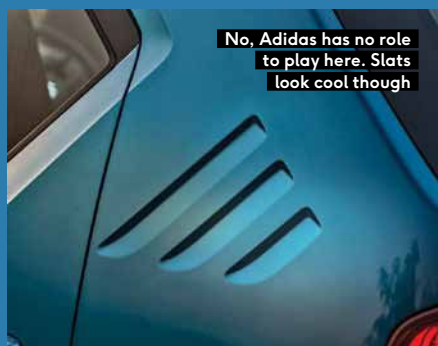
It’s a car that doesn’t follow a template, but is yet quite practical. And guess what, it comes from the carmaker that literally put India on wheels. Yes, it carries the Maruti Suzuki nameplate and if originality is rare, the Ignis is an extraordinary example. The stylish little Suzuki doesn’t share its design language with the current crop of Marutis. The only element you may have noticed before are the three slats on the C-pillar. No, Adidas has nothing to do with the Ignis, but those slats hark back to Suzuki’s popular small car from the late ’70s, the Cervo.

Thankfully, that’s the only element Suzuki decided to hold on to from the past as the rest of what you see on these pages is quite unique. Maruti states its latest small car has been ‘Made for Millennials by the Millennials’ and that shows in the way it’s been conceptualised – the Ignis isn’t anything we’ve seen on the roads before. And since for a majority of us, car buying is a process that involves the entire family, good luck trying to convince your granddad about that unusual derriere – its unconventional design is sure to have polarised opinions.

But once you get past that and step inside the cabin, the Ignis doesn’t need any more convincing. As per small car and



Great fit-finish and quality here. One of the best from Maruti yet



No, Adidas has no role to play here. Slats look cool though



Maruti's own standards in the past, the inside story is quite refreshing – it's funky and cheerful, and to be honest, it's the best we've seen from a Maruti in terms of design. The best part, it all feels well put together – no signs of saving costs here. It's even more impressive because it'd have been easier for Maruti to explore its existing parts bin and share components with other small cars. But with the Ignis, Maruti has done what's right and not what was easy. And that's exactly why the Ignis looks and feels the way it does, inside and out.

Another aspect of the Ignis worth appreciating is the overall space and seating comfort. It may look compact from outside, but it's spacious enough to seat four adults and still have some space for your pet. And you'd be surprised with the kind of rear leg room the Ignis has to offer – an average Indian wouldn't be cramped for space and to achieve that with a wheelbase that's only 13mm longer than the Renault Kwid's, is commendable.

If there's something the Ignis is guilty of sharing with other Marutis then it's the engine-transmission combination. We wouldn't blame Maruti for doing that, though. The K12 motor lurking under the hood is probably one of the best 1.2-litre petrol engines in India – smooth and refined. Plus, at 860 kilos, the lightweight Ignis always promised a peppy drive ➤





Two pedals

Ignis is the only small Maruti to get automated manual transmission options on both petrol and diesel variants. We've sampled them and were impressed with the advancements Maruti engineers have made with the AMT tech. Both the diesel and petrol variants are good to drive and we're amazed with the AMT's willingness to shift cogs. Maruti has cut down the reaction times for its AGS and the moment you floor the accelerator pedal for a quick dash, the AMT will happily downshift a couple of cogs almost instantaneously. It's obviously not dual-clutch quick, but quick as per AMT standards. Also, if you are driving with a light foot, the Ignis won't nosedive as it chooses higher gears – this is something most AMTs need to learn from this little Maruti. However, we wish the diesel motor had been quieter when teamed with the AMT as things get really loud compared to the manual variants. And for now, Maruti isn't offering the AMT in the top-end Alpha variant and that means it misses out on the SmartPlay infotainment system along with a few others. Apart from these little issues, the AGS-equipped Ignis gets our vote. In fact, with its compact dimensions, tiny turning radius and superior AMT tech, the Ignis has the potential of being an exceptional city weapon.

Photography: Somdutta Nawkar



Maruti's AGS is quicker to shift than most other AMTs in our market



when teamed with the K12. And that it surely does. It may not feel hurried when driven fast, and that's down to the engine tune that develops power in a linear manner. But it can quickly rush to its redline if you want it to and we urge you do that as it sounds surprisingly good for a small motor.

The Ignis also comes with a 1.3 DDiS diesel, which, although nice and peppy, is now starting to show its age and sounds a little gruff. However, with 190Newtons on tap, the motor has enough grunt to tackle your everyday needs and it feels extremely relaxed at high speeds. We are truly amazed with the kind of driveability the Ignis offers – there's the lightweight construction and finely tuned motors working their charm.

Being unique is not only about being noticed, but it's also about being remembered and the Ignis, just like the Zen, the A-Star and the Swift, is a car that will definitely be remembered for being exciting. Introducing Maruti's fifth-generation 'A'





‘The Ignis won’t just be noticed but will also be remembered for being an exciting little car’

platform in India, the Ignis gets its spot on as far as ride and handling go. For a car this size, the ride is super cushiony and it always stays nice and flat. Handling too, isn’t bad considering its tall-ish stance and skinny tyres. Yes, there is body roll, but not enough to slow things down and when compared to some of its peers, the Ignis can hold on to its lines exceptionally well, egging you to push it further. Be it high-speed cruising or finding your way through thick urban traffic, the Ignis takes everything in its stride with aplomb.

Overall, the Ignis has a unique character, something that helps it stand out in a crowd of compact cars. And with prices starting from ₹4.6 lakh for the base petrol, going all the way up to ₹7.8 lakh for the top-end diesel (all prices, ex-showroom, Delhi), Maruti has positioned the Ignis quite well. For that money, you get a trendy looking compact car that’s great to drive, has a comfortable ride, gets cool and spacious interiors and doesn’t disappoint as far as road dynamics go. It has a completely different take on compact cars, something that doesn’t really have a direct rival as of now. Oh wait, there’s the Mahindra KUV100, but never mind. **7/10**

9/10

MARUTI IGNIS

Petrol		Diesel
4cyl, 1197cc	Engine	4cyl, 1248cc
82bhp	Power	74bhp
113Nm	Torque	190Nm
5M	Transmission	5AMT
825-860kg	Kerb weight	940-960kg
LxWxH (mm): 3700 x 1690 x 1595		
Wheelbase: 2435mm, Ground clearance: 180mm		
Boot space: 260 litres, Fuel tank: 32 litres		
Price: ₹4.6 lakh – ₹7.8 lakh, ex-showroom, Delhi		

Pros: Design, ride comfort, driveability

Cons: Three at the back is a squeeze

Bottomline: Here’s a Maruti that’s hard to fault. The Ignis has unconventional looks, funky cabin, peppy performance and impressive ride and handling on its side.

Soft skills

With the Tucson challenging the time-honoured CR-V, all hell breaks loose in TG's battle between the soft-roaders


WORDS: AGASTI KAULGI / PHOTOGRAPHY: RAJEEV GAIKWAD

experts










Only five ratios to play with but every shift is completely seamless



Yes, the dash design is neat but can't match the Hyundai on class

“Big SUVs with petrol engines? Better get those deep pockets ready”



In the past one year, I've driven more petrol-powered SUVs than the total number of cars I've driven during my life. Until last year, it was almost unimaginable that big, brawny machines could be powered by anything apart from sticky fuel. Yeah, a few things acted as catalysts to change the perception of petrol engines in people's minds; such as the diesel ban in Delhi and the uncertainty that followed, even after the ban was lifted. But through all this, if there's one SUV that has stood strong and made people reconsider their opinions about petrol SUVs, it has to be the Honda CR-V. With the previous two generations that have been on sale in India, it developed a cult following for an SUV that rewrote rules of refinement.

The CR-V has enjoyed a free run for the past few years, with no other petrol-powered SUV in its way. But all of that is going to change. The Hyundai Tucson, with its sharp styling and long feature list, is here to challenge the time-tested CR-V. First up, the CR-V has a few aces up its sleeves that will give the Tucson a thing or two to worry about. Such as the AWD system and a sunroof. And yes, an option of two petrol engines to match your requirements.

What you see here is the most powerful CR-V. It's powered by a 2.4-litre four-pot engine that makes 188bhp and 226Nm of torque. Yeah, at this point in time, you might think that it's unfair to compare the 2.4-litre CR-V to a 2.0-litre Tucson. But look at it this way, Honda has been nice enough to let you have an option and choose a more powerful engine if you wish. Of course, what goes without saying is that Honda demands a premium for this. How much? At ₹26.52 lakh (ex-Delhi), it is exactly ₹4.73 lakh more expensive than the Tucson. Does it justify the price difference? Does it offer much more than the Korean SUV to justify almost half a million bucks? ►

To answer all these questions, we took these two SUVs to the country's fastest highway and also spent a full day driving them through some rough roads to see which one emerges on top. The Hyundai Tucson employs a 2.0-litre petrol block that generates 154bhp and 194Nm of twist. Yes, it's the same engine the Elantra uses, mated to the same six-speed automatic gearbox. The power delivery is smooth and the refinement levels are great. At low engine speeds, it's almost impossible to hear the engine at work. And when you show it some beans, it'll happily rev right up to 6,500rpm to get all those horses galloping. The transmission, though, isn't the best in class. It utilises the old-school torque-converter technology and takes a little more time to change a cog than you'd want. Still, it has six ratios at its disposal, which it makes good use of to offer more flexibility to the engine.

The CR-V makes 34bhp more than the Tucson, but that's only on the spec sheet. Out on the road, the difference in power is negligible. The Tucson can keep up with the CR-V and stay right on its tail, even with the CR-V's throttle completely opened up. But it does have an edge over the Tucson when it comes to cornering hard and finding more traction while soft roading. It tends to understeer less than the Tucson and manages to stick to its line with far more poise than the Korean. And although with only five ratios to play with, the gearbox makes the engine work a bit harder to keep up to speed, the process of shifting cogs is utterly seamless, and gives you a jerk-free change every time, no matter where the tach needle is pointing. It's almost as smooth as a CVT. And yes, you'd be a bit less



'The CR-V is refined while the Tucson is stylish and feature packed'



The Tucson exudes a premium feel from every inch of the cabin



Flexible with six ratios but torque converter is a bit slow to swap cogs



scared if you venture into mucky areas as compared to the Tucson.

Both these SUVs aren't really drivers' delights. There's a certain amount of vagueness to both steering units. They're a bit light, but what comes to the rescue in the Tucson is the Drive Mode button. Once in Sport, it weights up the steering a bit to give you a tad more confidence while at high speeds.

The ride quality in both these SUVs is good. Really good. The process of absorbing bumps is done with absolute ease. Though the CR-V is almost there, the Tucson is a notch higher when it comes to ride quality. There's noticeable body roll in both of them, but here too, the Tucson has a slight edge.

When we drove the diesel Tucson, we were surprised with the sort of technology that Hyundai was offering in this urban SUV. It had things that you saw only in premium German SUVs until now – say the e-brake or the auto hold, or even the electric tailgate for example. But sadly, the petrol Tucson is not available in the top-spec and misses out on the electric tailgate, auto hold, e-brake and traction control. As compared to the Honda, it doesn't have a sunroof, but offers auto headlamps and wipers that the CR-V doesn't have.

Both these cars have spacious cabins,

and neither manufacturer has thought of cramming in a third row to make the brochure more flowery. And that leaves a lot of room for luggage. Although it is subjective, I like the Tucson's cabin more than the CR-V's, for the way things are put together and the overall dashboard design.

Coming to the question that we asked at the beginning. Does the CR-V justify the additional ₹4.73 lakh that it demands? Well, the AWD system is a plus and comes in handy on the road and even when you venture off smooth tarmac. But even with it, it's not that the CR-V has razor-sharp handling. In terms of performance, despite having 34 horses more, it isn't much quicker than the Tucson. And yes, despite paying a premium, you don't get auto headlamps or Android Auto and Apple CarPlay. In terms of design, too, the CR-V, with its rounded and curvy shape, doesn't win over your heart as easily as the Tucson does.

So, do we have a clear winner? Yes, the CR-V is a tad more refined and offers an AWD system. But it doesn't make up for the additional money it demands. The handling, too, is neutral and gives you absolutely no reason to spend that extra buck to get this Japanese SUV. You'd be better off with the Korean. **7/10**

7/10

HONDA CR-V 2.4-LITRE AT

Engine: 2354cc, 4cyl, petrol

Power: 188bhp at 7000rpm

Torque: 226Nm at 4400rpm

Transmission: 5A, AWD

LxWxH: 4545x1820x1685mm

Price: ₹26.52 lakh

(ex-showroom, Delhi)

Pros: Refinement, AWD system

Cons: Design, steering feel, price



7/10

HYUNDAI TUCSON P AT

Engine: 1999cc, 4cyl, petrol

Power: 154bhp at 6200

Torque: 194Nm at 4000

Transmission: 6A, FWD

LxWxH: 4475x1850x1660mm

Price: ₹21.79 lakh

(ex-showroom, Delhi)

Pros: Cabin design, price

Cons: Lacks AWD



Bottomline: Tucson matches the performance of the CR-V despite having a smaller engine. Is better to drive and much more affordable



The green schnell

It's conquered the 'Ring. So how well will the sportified AMG GT R handle Portimão?

WORDS: OLLIE MARRIAGE / PHOTOGRAPHY: ROWAN HORNCastle



Intimidation, it turns out, is green. And wide, loud, long of bonnet, short of temper, fat of tyre and hairy of arse. Yes, the AMG GT R is a supercar. It conforms to all the tropes except the one that demands the engine should be behind the driver.

So here it is on a track, creating balls-out smoky mayhem, thrashing a set of Michelin's finest, the vapourised remains of which are filling my nostrils and fugging the cockpit. It's up for a spot of bad behaviour, the GT R. Which ought to come as no surprise. Ladies and gentlemen, we have surely reached peak AMG.

But apparently we haven't. Merc is keen to point out that this is actually a precise track machine. Fast laps, rather than smoky ones, are what it is designed for. It proved this recently by getting around the Nordschleife in 7:10 – ahead of a Viper ACR, Lexus LFA Nürburgring and Ferrari 488 GTB. And that's before we get started on the really exotic stuff such as a Pagani Zonda F Clubsport or Gumpert Apollo Speed.

So what's the truth here? Where does the GT R fit into the supercar hierarchy? And what sort of machine is it? A track-focused 911 GT3 RS rival or something with more bandwidth? We've got to grips with the standard AMG GT, and I find it a bit of a handful. It's a snatchy, fighty car on a bumpy road, and the margin for error, between quick, direct steering and lively back axle, is small. But a few months ago, I had a passenger ride in the GT R alongside AMG boss Tobias Moers, and came away sensing it was more approachable and had a bigger sweet spot than the standard car.

What is absolutely true is that a vast amount of effort has been poured into it. There's a new nose, inspired by the old 300 SL Gullwing racer that won the Panamericana road race in Mexico in 1952, and largely carried over from the GT3 racer. It could be more in-yer-face, but as yet I can't work out how. You can read more about the flaps in the lower airdam and the underbody aero panel later, but topside we have carbon-fibre front wings to cover

the enhanced track widths. Wider wheels and special Michelin Pilot Sport Cup 2 tyres are held further away from the body by double wishbone, forged aluminium suspension and controlled by new coilover adjustable spring/damper units.

Past the carbon-fibre torque tube (40 per cent lighter than the GT S's aluminium item), carbon roof and extra carbon bracing underneath the exhaust (itself now titanium and 6kg lighter), and on to the rear. Where you'll find the transmission (contributing to a rear-biased 47:53 weight distribution) and a whole new back axle. Now 57mm wider, it features rear-wheel-steering. The idea is to sharpen turn-in and improve high-speed stability. Despite all the mods and the chunky rear wing, all-up the GT R is 15kg lighter than the GT S.

That's a heck of a lot of work done to create a skid chariot, so let's take AMG at its word and assume this car is a proper lap chaser. We're at Portimão in Portugal's deep south, and it's fantastic: a plunging, twisting rollercoaster of a track and – what's this? – the GT R is behaving itself. I suspect the GT S would be a lairy thing around here, the front and rear axles feeling like the ends of two different cars: an engineering cut 'n' shut. But in the GT R, the axles are much more harmonious, there's a feeling that whatever you do to affect one end (i.e. steer or accelerate) has an instant effect at both ends.

The steering is quick, but there's no sense that the rear end can't keep up, might suddenly snap out of line or buckle under the pressure. The signals you get through your backside, hands and feet are much more positive, and that boosts your confidence. The car reacts more precisely to your inputs, so trimming your line through corners soon becomes second nature. Ok, there's not much steering feedback, but the GT R makes up for this by all the components working well together.

The combination of those sticky Michelins and the extra width gives the AMG bite at the tarmac. As do these optional carbon-ceramic brakes. Only if you brake while carrying too much speed into a corner does it understeer, and coming out the other side, you can rely on the new nine-stage traction system derived from AMG's GT3 racer. It's like Ferrari's SSC, but it works the torque-vectoring to →

'The GT R feels rampant on the circuit, a proper blood-curdling event of a car'

Wing manually adjustable.
Ideally by someone who
understands how wings work







New front grille packs more blades than a Gillette multipack

give you the fastest exit, all four tyres working hard, car neutral. It's very satisfying.

The GT R feels rampant on a circuit, a proper blood-curdling event of a car. It seems on the verge of running away with you, but has the manners and talent to rescue itself. I didn't particularly notice the shorter gearing, but left to its own devices the seven-speed gearbox made good decisions. When I did the paddle-pulling myself, downshifts seemed slightly more hesitant, but you want them, just so you can hear the revs flare once more.

The engine is a mighty thing. I doubt there's a better-sounding turbo'd car. The noise is colossal, a hollering, deep V8 bellow that comes up from the very bottom of its engine block. And the thrust that accompanies it is equally impressive. The way it punches forward once you've got 2,500rpm on the dial is astonishing, easily enough to get that back end moving. With your view out framed by the broad windscreen and long bonnet, your ears full of V8 and the suspension batting away the worst that Portimão has to offer, the GT R feels very good. It's not quite up to Porsche 911 GT3 RS levels of tactility and poise – largely because it weighs around 150kg more, but I'm beginning to suspect it has a broader repertoire than just track whip.

Goodbye sunny racetrack, hello rainy mountain summit. The GT R should be deeply uncomfortable right now. But you know what? It's not. Again, it's the suspension upgrades that underpin the progress made. It was quiet and unruffled on the

auto-estrada, calmer than I'd anticipated, and less tiring than the GT S, simply because you don't have to concentrate so hard to keep it in a lane.

It soaked up distance, and when confronted with single-lane, rough stuff, what struck me was how much chassis rigidity had improved, and how much more absorbent the ride was. The stiffer platform has allowed AMG to soften the springing. Bucking and pogoing has been drastically reduced – not totally eradicated, but it's well controlled by the dampers, and the extra width has enhanced stability. So not just travelling faster, but more in control, too. And it's such an event to drive – and so unlike any of its most direct rivals. They're all mid-engined, but having the engine up front pulling, rather than pushing – and the heavy mechanicals (engine and gearbox) sited ahead and behind you – does give the GT R a different feel.

So what is it then, the GT R? In essence, a considerably better AMG GT. Not only more track emphasis, but much better manners everywhere. More bandwidth, envelope pushed. Price aside, I don't think it has any drawbacks over a GT S. The seats are fantastic, the driving position low, snug and secure, it rides better and is more stable. It's hugely amusing, too – slightly less grown up than an Audi R8 or Porsche 911 Turbo. A proper charger, confident and proud. Intimidating? Not as much as the Green Hell Magno paint suggests. **TG**

Turn over to read about all that has gone into the making of the GT R →

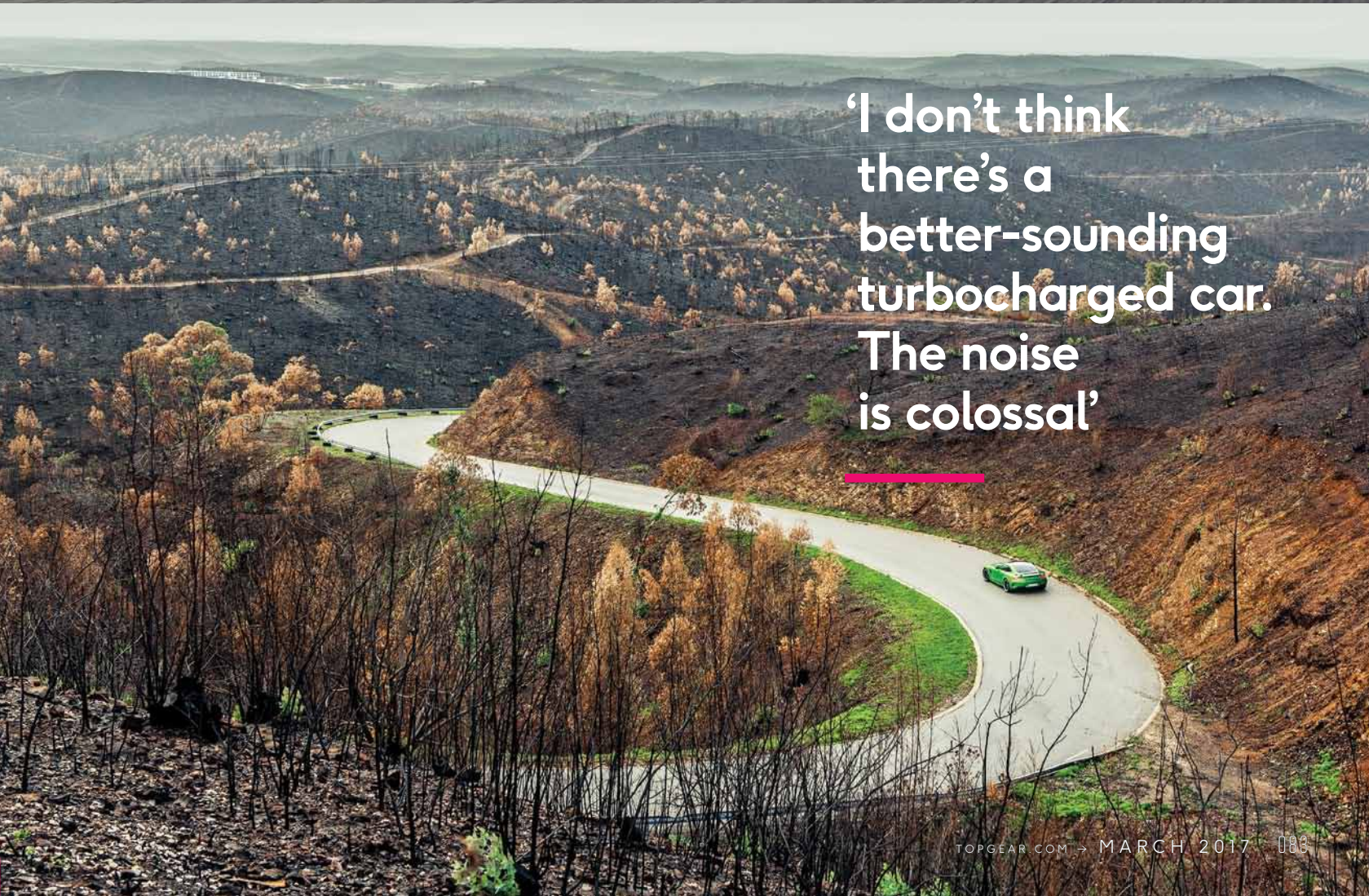


Team green paint with yellow belts for a truly phlegmy vibe



Back to Black

AMG boss Tobias Moers confirmed that an even more hardcore Black Series GT R will join the range in a year or so. No details yet, but expect significant weight saving and even more power



'I don't think there's a better-sounding turbocharged car. The noise is colossal'



THE ENGINE BIT

So far back is the engine in the AMG GT R, that it's basically mid-engined. It uses the same 4.0-litre twin-turbo V8 as the standard GT, but the turbochargers nestled in the engine's vee are new, boost has been increased from 1.2 bar to 1.35 bar and

they can spin up to 186,000rpm – that's 3,100 revs per second, fact fans. There is a little lag at low revs, but above 2,500rpm the turbos spool up fast and deliver massive mid-range torque.

Elsewhere in the engine the compression ratio has been altered, the combustion has been remapped, the exhaust ports modified and the cylinder liners now wear the same

Nanoslide coating as Lewis's F1 car to reduce wear and friction. The overall result is an extra

74bhp and 50Nm – the latter arrives fractionally later, but is held all the way to 5,500rpm.

A 13.9kg carbon-fibre torque tube (40 per cent lighter than the GT S's aluminium item) surrounds a 4kg carbon driveshaft that takes all that power rearward to the gearbox – which, you guessed it, has come in for some alterations. First is now longer, seventh shorter and the final drive ratio is lower, too. Shifts are sharper, and Race Start (what AMG calls launch control) uses higher revs and a more aggressive strategy.



FAMILY FORTUNES

	GT	GT S	GTR
			
BHP	456 @ 6000rpm	503 @ 6250rpm	577 @ 6250rpm
NM	599 @ 1600–5000	649 @ 1750–4750	699 @ 1900–5500
0-100/MAX	4.0secs/304kph	3.8secs/310kph	3.6secs/318kph
PRICE	NA	₹2.4cr (ex-showroom)	₹3.2cr (est., ex-Delhi)

IN DETAIL



Stubby gearlever is surrounded by buttons to adjust everything from exhaust to suspension



Carbon-ceramics are a cost option. Fade-free on track and also save 15.3kg in total



Nine-position traction-control knob in the centre of the dash allows you to control slip angle



LED headlamps are standard and include adaptive high-beam technology

REAR WING

Along with the pumped-up arches and vertically slatted grille, the rear wing is one of the GT R's signature features. It delivers up to 40kg of downforce at 250kph, and the angle of attack can be manually adjusted. Built around a carbon core, the standard finish is black plastic, but a carbon-weave finish can be specified

ACTIVE AERO

Unseen under the engine, an electrically operated carbon panel pushes 40mm down into the airflow at speed, decreasing the amount of air passing under the car, and lowering air pressure. This hidden feature delivers as much downforce as the rear wing itself – about 40kg at 250kph

DRAW FACTOR

One of the achievements AMG is most proud of with the GT R is that despite the rear wing, wider tyres and larger frontal area, it actually has a lower drag factor than the GT S. The difference isn't massive (0.354 plays 0.367Cd), but speaks volumes for the detail work – especially given that at maximum speed it has 155kg more downforce than the GT S

AIRPANEL LOUVRES

Slats in the lower airdam open and close in less than a second, either to increase cooling air into the radiator and engine bay, or to improve airflow – when closed they channel more air under the car into the path of the active aero

THE AERO BIT

Function and form. How the GT R bends air to its will

HEAVYWEIGHT HUSTLE





Tata Motors says the Hexa is a bit of both; a people mover and a sports utility vehicle. So in this big car brawl, we pit the crossover against a formidable rival – the Toyota Innova

WORDS: DEVESH SHOBHA /
PHOTOGRAPHY: HIMANSHU PANDYA

M

arcus Tullius Cicero, a Roman philosopher once said, "If you have a garden and a library, you have everything you need." He wasn't completely wrong. But had he been an Indian

living in a joint family, he would know the importance of having a big, comfy seven-seater parked alongside that garden. As most of us would agree, being a part of an extended family has its own pros and cons. No, we aren't going to list them out here, save for this one – the need to travel together. And that need is what has made the Toyota Innova a household name.

Let's face it, the first-gen Innova had everything you could ever ask for in your big family car. And now with the Innova Crysta, Toyota has set the MPV bar even higher. It has gone premium, continues to be highly practical, and you'll most likely have to abandon it mid-life as it has a reputation of soldiering on for at least five lakh kilometres. So then, the best MPV India has ever witnessed, and it could go on and dominate the segment for years to come, unless someone decides to disrupt the Crysta party.

And I think we've finally found that spoiler. Enter the Tata Hexa, a 2.2 tonne behemoth that doesn't follow the traditional rules of MPVs. Its butch looks, for instance, isn't anything like what we're used to among our people movers and that's just the beginning. It's got space, ride comfort and quality going for it and does everything you'd need your MPV to do. But the question to ask here is, does the Hexa do it better than the Innova Crysta?

Surprisingly, the answer to this one is yes, though by a narrow margin. We won't get into aesthetics here as we've seen in the past, MPVs don't need to look pretty – they need to be practical and that both the cars are. These are XXL vehicles, which means both cars are spacious and while the Innova has slightly more legroom in the middle row, you won't be complaining sitting in the Hexa. But when it comes to overall cabin quality, wait for it, it's not Toyota but Tata who has the edge here.

The Hexa's cabin may look simple compared to the flashy

Innova's but it's the one with better quality and fit and finish. The Hexa doesn't stop here, it is also the one with better seat and ride comfort. With supportive seats and superb dampening, the Hexa makes the Innova feel a bit stiff and jittery. The Tata simply irons out the rough stuff and there's no catching up with the Hexa as far as ride comfort goes. The equation changes a bit in the handling department, though. Both are big MPVs and their bodies do tend to pitch and roll. But the Innova feels slightly better composed around corners and with its light steering, driving in urban conditions isn't tiresome.

The Crysta continues to score over the Hexa with driveability, too. There's nothing wrong with the 2.2-litre Varicor motor, despite 154bhp and 400Nm on tap, it's the 2280kg of mass that hampers the Hexa's overall performance. While the 1870kg Innova with its bigger 2.8-litre motor and six-speed auto 'box offers better low-range punch, the Hexa with its six-speed auto or the six-speed manual takes a couple more vital seconds to build up speed, and it's all the more evident when scaling gradients or while trying to pull off an overtake. The Tata makes you constantly shift cogs and that's where the Innova has the tiniest of advantages – it has the more flexible motor. However, the Hexa comes back with a stronger mid-range and doesn't run out of steam easily. Plus, it also feels smoother and more refined of the two motors here.

Overall, the fight between the Hexa and the Innova turned out to be a closer one than expected. The Innova Crysta still has driveability, space and Toyota's unmatched reliability going for it. But Tata has learnt from its mistakes and has made a well-rounded product in the Hexa that offers similar features to the Innova, has superior ride and cabin quality and isn't at a huge disadvantage as far as driveability is concerned. Plus, at ₹21.56 lakh, on-road, Mumbai, the Hexa is ₹5 lakh cheaper than the Innova Crysta, making the Toyota a pricey proposition.

So, as far as people movers go, the Hexa wins the bout against the Innova Crysta by a small margin. It's now time for the Hexa 4x4 to get off the beaten track and take on the Mahindra XUV500 AWD. →



The Tata's cabin has better quality and fit-finish. Yes, really





The Crysta is more interesting inside but not as well put together

7/10

TATA HEXA XT

Engine: 4cyl, 2179cc, turbo-diesel, 154bhp, 400Nm, 6-speed auto, RWD

Fuel tank: 60 litres,

Wheelbase: 2850mm,

LxWxH: 4788mmx1903mmx1791mm

Kerb weight: 2280kg

Ground clearance: 200mm

Price: ₹21.56 lakh (on-road, Mumbai)

Pros: Cabin quality, fit and finish, ride comfort, space

Cons: Low-end driveability

7/10

TOYOTA INNOVA CRYSTA

Engine: 4cyl, 2755cc, turbo-diesel, 172bhp, 360Nm, 6-speed auto, RWD

Fuel tank: 55 litres

Wheelbase: 2750mm

LxWxH: 4735mmx1830mmx1795mm

Kerb weight: 1870kg

Ground clearance: 167mm

Price: ₹26.61 lakh (on-road, Mumbai)

Pros: Space, driveability, reliability

Cons: Expensive



Bottomline: The Innova Crysta continues to be a brilliant MPV, but the Hexa outshines the Crysta where it matters. Tata Hexa, take a bow.

HOME **ADVANTAGE**

As a seven-seat crossover for around ₹20 lakh, the Mahindra XUV500 has enjoyed a largely unchallenged stint so far. But now Tata has arrived with a rival which is all set to change that

WORDS: DEVESH SHOBHA / PHOTOGRAPHY: HIMANSHU PANDYA



The Hexa may have spent a lot of its energy fighting it out with the Innova Crysta for the ultimate MPV title, but that doesn't mean the Tata has run out of ammo. It still has another weapon in its arsenal, called the Super Drive Modes. Available only on the 4x4 MT variant, it comes with four preset modes – Auto, Comfort, Dynamic and Rough Road. More on that in a bit. Let's get onto the other side where the XUV500 awaits to defend its title.

Compared to the Hexa, the XUV500 AWD is old – it received a mild facelift in 2015 and has really started showing its age. However, it's still a popular, full-size, seven-seater SUV and comes with an AWD option with both manual and auto variants. Since the Hexa only gets a 4x4 MT, what we have here is the XUV500 in the AWD

MT avatar. Both these SUVs come with basic off-road tools which means no low-range transfer case so don't expect either of these to get you deep into the jungle.

There's also a fundamental difference between the two systems. While the XUV500's AWD system transfers equal torque to all four wheels, it only sends power to the rear depending on the driving conditions. In the Hexa though, while the car's ESP manages power to the wheels in 'Auto', it also can engage four-wheel drive. It features on-demand torque where power can be sent to all four wheels individually. This is more noticeable in 'Rough Road' mode than in 'Auto' as more power can be sent to the front.

While both these SUVs are quite limited off the road, it's the Tata that feels the better equipped should you decide to venture out into the wild. The hill descent option works



7/10

TATA HEXA XT

Engine: 4cyl, 2179cc, turbo-diesel, 154bhp, 400Nm, 6-speed manual, 4x4
Fuel tank: 60 litres
Wheelbase: 2850mm
LxWxH: 4788mmx1903mmx1791mm
Kerb weight: 2280kg
Ground clearance: 200mm
Price: ₹21.67 lakh (on-road, Mumbai)
Pros: Cabin quality, fit and finish, ride comfort, space, 4x4 mode
Cons: Low-end driveability

6/10

XUV500 mHAWK 140

Engine: 4cyl, 2179cc, turbo-diesel, 140bhp, 330Nm, 6-speed manual, AWD
Fuel tank: 70 litres
Wheelbase: 2700mm
LxWxH: 4585mmx1890mmx1785mm
Kerb weight: 1785kg
Ground clearance: 200mm
Price: ₹21.61 lakh (on-road, Mumbai)
Pros: Driveability, space
Cons: Lacklustre cabin, quality, AWD system

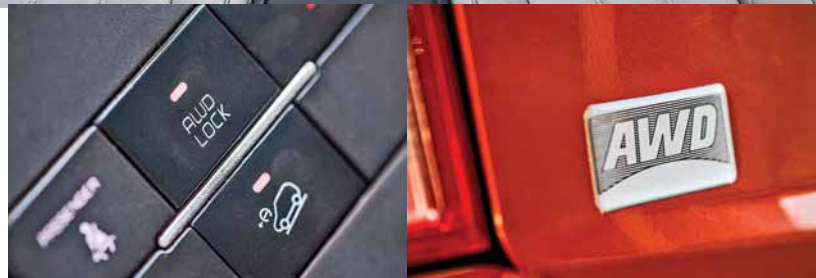


Bottomline: The XUV500 has started showing its age and apart from the motor, is no match for the Hexa. The Tata offers a premium SUV experience and is the better of the two when the road ends.

better and so does the Rough Road mode. In comparison, we found the XUV's AWD system to be a tad bit weaker in the same driving conditions. However, going by Indian standards, these SUVs are most likely to spend most of their active days being driven in the city or out on the highway and it is in such conditions that these two trade equal blows.

Let's begin with the XUV500. Its mechanicals may be close to five years old, but out in the real world, it still feels the better of the two. The 2.2-litre mHawk motor is always eager to build up momentum and driveability is second to none. We especially love the low-end punch which does elevate the Tata's shortcomings in this department. Not to suggest the Hexa lacks performance, it does a fine job of cruising duties down the highway. It's the lower-end of the rev band where the Tata loses out to the Mahindra. Also, a heavy steering wheel and clutch action, and long and notchy throws for the gear stick make the Hexa a little cumbersome to drive in urban conditions.

However, the Hexa claws its way back into the contest with its excellent ride and handling capabilities. It can gobble up potholes for breakfast and is light years ahead of the Mahindra in this regard. The XUV continues to be softly sprung and while it handles road irregularities just fine, there's too much body roll and vertical movements, be it at city or highway speeds. The XUV doesn't feel as confident as the Hexa around corners, and that light



steering doesn't offer enough feedback at triple digit speeds. The advantage it holds in the city due to its lighter controls is easily lost once you hit the highways and that's where the Hexa outshines the 500 by a big margin.

Also in terms of interior look and feel, the XUV feels spartan with all the hard plastics and patchy fit and finish it comes with, something you don't expect from a ₹20-plus-lakh SUV. For that money, the Hexa feels properly premium with soft-touch surfaces and leather trim dominating the cabin. As for legroom, Hexa being the longer of the two, obviously has more space and offers better seating comfort for all three rows.

Where the XUV makes some ground is in the features department, something that has traditionally been Mahindra's forte. The basic creature comforts are common in both the SUVs, but things like a sun roof, electrically adjustable driver seat and push Start/Stop button are some of the things that the Hexa misses out on. The small infotainment screen also doesn't go too well with the SUV's XXL size, thankfully its functionality isn't worrisome.

For a product that doesn't hold any price advantage, the XUV500 doesn't come across as anything special. Yes, driveability is the Hexa's weakest link, but it isn't as annoying as the XUV's shortcomings in ride and handling, cabin quality and lack of off-road tools. At the end, Mahindra's flagship has a lot of catching up to do as Tata has managed to get most things right with its heavily revised flagship. The Hexa may not look like an outright SUV, but it's got the means to outdo its competition at their own game and that's what makes the Hexa unique. **72**





b a r e - k n u c k l e punch

They really step up the heat in the 'hot hatch' category. But which one will set your soul on fire?

WORDS: DEBRABRATA SARKAR
PHOTOGRAPHY: PARAG PARELKAR

Build up six thousand revs as the ring around the central display lights up and, bang, pull the right paddle behind the steering wheel to shift up. Right foot planted through the whole process as the speedo races towards triple digits in a little over six seconds. The double-barrel exhaust plays along with a suitable track to accompany the mayhem with the top end squeezing the raspiest bit out of the pipes before a momentary pause for an upshift. The drama is addictive and I cannot get enough of it. Every chance I get, between traffic lights, a clean stretch of road or out on the highway, I floor the throttle to get a shot of that electric theatre that only a Mini Cooper S is capable of. Especially this one with its John Cooper Works



Red stitching and the GTI logo set this Polo apart



exhaust, the noise bouncing off the walls and upshifts being barked out. Quite simply, the Cooper S, with its spitting and crackling makes you feel like a proper A-lister. It is easy to see why this has been a favourite among TG staffers and was voted the best hot hatch in the country not so long ago. Today though, it is here to stand toe-to-toe with our current champion of hot hatches – the Volkswagen GTI. Yes, they choose to leave the Polo out of the name.

Before you go harping about the difference in prices, allow me to present my case. Both cars here make 189 horsepower, both cars can clock 100kph within half a second of each other, both claim identical top speeds of 233kph, both cars extend roughly 2.4 metres between the two sets of wheels and weigh a little over 1,200 kilos and, of course, both come with three doors and are best used as two-seat point and squirt machines. The manner in which some of these numbers are achieved is different though. While the Cooper S uses a 1,998cc block, the GTI makes do with a 1,798cc one, both using four cylinders and turbochargers to push maximum horsepower out. The 189bhp in the Mini can be accessed between 5,000–6,000 revs while the GTI has it on offer between 5,400–6,200rpm. The Mini's bigger block does manage more twist force at 280Nm, while the GTI maxes out at 250Nm, however, the former does so with six forward ratios as opposed to the latter's seven. But enough with the numbers now.

What you cannot deny is how different these two cars are in character. You can recognise the Mini's squat, wide stance absolutely anywhere, especially with that orange paint. The low roof, the bug-eyed headlamps and that massive grille have managed to hold on to its Mini-ness, although it is quite

large now. The GTI, on the other hand, well, it looks exactly like a Polo apart from the dash of red in the honeycomb grille and of course its two-door setup. It is all about subtlety and understated-ness, sort of like a Jason Bourne. Capable of much, but prefers to remain invisible, this VW. That's not to be confused with slow or uninteresting though. It is absolutely manic when you put your right foot down and the traction control light keeps flashing to try and gain some control over the front wheels. The DSG gearbox is its party piece though and power surges through the midrange all the way to the redline before a seamless upshift is executed as the speedo clocks serious speeds. Unlike the Mini, there isn't a 'sport' mode or a 'green' one for that matter. It is entirely up to your right foot to determine how it should drive. It felt perfectly alright pottering through the crowded streets of Mumbai as it did out on the highway going flat out around corners. The double-barrel exhaust is relatively quiet, but show the GTI some revs and there is a gentle bass hum that comes along to encourage you.

While both these cars are quick in a straight line, it is the way they go around corners that makes them special. The Mini with its stiff suspension and claimed 'go-kart feel' is sharp around corners as I charge up a back road around Lonavala. Its heavy steering and quick responses makes it incredible fun around twisties, but it is this over eager nature that makes it easy to push beyond its grip levels and understeer massively into corners. I did have to try the little JCW remote, which clearly warns against road use, and it took only a couple of corners to understand why. With the suspension fully taut, every blemish on the road surface unsettles the car and makes it even more challenging to hold a clean line around corners. Reduced roll ►



'The GTI's DSG 'box is the party piece and power surges through the midrange all the way to the redline'



Plenty of exquisite details make the Mini feel really special



may be a good thing, but it is definitely for perfectly laid tarmac, the sort you find at a racetrack. The GTI, on the other hand, has loads of grip at the front end and a strong mid range that serves up a bucket load of power at the slightest tap of your foot. Its softer set up, which makes it rather floaty over slight undulations at speed, now come in to soak up the surface and cling on to the line that I point it at. It feels more confident charging through corners and results in slightly quicker speeds too. These cars love corners, the way a dog loves a bone, but the GTI manages to keep it between its teeth better, not giving up.

As a simple everyday car, the GTI is brilliant. It remains calm in traffic, has a light steering, an excellent gearbox and ride quality that won't break your back. At the same time, it can astonish fellow road users when you decide to let it rip from a traffic light, or feel the itch to attack a winding stretch of road. It may not pop or crackle, but it sure entertains your every fancy and it does so with complete nonchalance. The Cooper S, on the other hand, is all about theatre. The massive display screen in the centre, the heads-up-display, the contrast paint with stripes, the screaming exhaust, the big flappy paddles behind the steering wheel – all of it looks too cool to ignore and invariably makes you look cooler as well. I mean there were plenty of men, women and children who stopped in their tracks to ogle quite shamelessly at the Mini, something that never really happened with the GTI. But then, the Mini already costs five lakh more than the GTI with no options and by the time you have ticked a few on the list, and you know you will, it easily costs ten more. And although it isn't sportscar stiff, it does have a hard edge and the steering is heavy too. It just isn't as comfortable to live with as the GTI. And if you aren't the kind that will suffer a pair of leather trousers, just to look cool, while you die slowly of discomfort or carry a ready change of clothes, the GTI, despite retailing at ₹25.99 lakh (ex-showroom, Delhi), is the one to go for and live happily with ever after. It is rather ordinary to look at and has an average sort of cabin, but when the traffic does catch up at the next stop sign, they will have gaping faces and hail you king. **7/10**



'The GTI is a brilliant everyday car, while the Mini Cooper S is all about the theatrics'



SPECS

8/10

VW GTI

MINI COOPER S

7/10

₹25.99 lakh **PRICE** ₹31.50 lakh

1798cc, 4-cylinder, turbocharged, FWD **ENGINE** 1998cc, 4-cylinder, turbocharged, FWD

189bhp@5400-6200rpm **POWER** 189bhp@5000-6000rpm

250Nm@1250-5300rpm **TORQUE** 280Nm@1250-4600rpm

7-speed automatic **TRANSMISSION** 6-speed automatic

7.1sec **0-100KPH** 6.8sec

25.4 metres **80-0KPH** 25.1 metres

7.2kpl **FUEL ECONOMY** 8kpl

1273kg **WEIGHT** 1250kg

Neutral handling, great gearbox, **PROS** Straight line stability, exhaust note, element of surprise iconic style and impressive cabin

Bare equipment list, no launch **CONS** Stiff ride quality, tendency to understeer, expensive options list mechanism, steering doesn't weigh up

Our hot hatch of the year has been **BOTTOM LINE** You cannot argue with the Mini's crowned so far for a reason. Its unassuming nature and ability to deliver spectacular performance is what we like the most. Bits of flash styling wouldn't be amiss though. theatrics and the way it makes you feel, but it is a fair bit more expensive and it doesn't really deliver better performance and thus finishes a close second.



GOD OF WAR

Is the **Dominar 400** all set to wage war on every other motorcycle in the segment?

WORDS: ASHOK GEORGE PHOTOGRAPHY: HIMANSHU PANDYA

The name Kratos is the stuff of legends, if you've spent time with Sony's Playstation 2. The story of the Spartan soldier who sets out to kill the Greek god of war Ares is, while not the most accurate account of Greek mythology, one of the most captivating videogames that I have ever played. And being such a big fan, images of torn limbs and spilt blood filled my head when I heard that Bajaj had chosen to name its new motorcycle after the 'Ghost of Sparta'. But then, Bajaj decided to name its new motorcycle – Dominar. I'm not sure where the train of thought went off the rails, but I guess copyright issues may have been the hurdle. So, here it is, in all its glory, Bajaj's slightly oddly named flagship motorcycle, or, in some cases, as we found out, misinterpreted as a famous pizza chain, err, yes that one.

Of course, that was an isolated incident that I, like most other things I talk about, blew out of proportion. Most places we went to, people either already knew about the Dominar or wanted to know about it, the interest in it, constant. And for



The white-on-black speedo is actually great for day-time visibility

fair reason too. This new Bajaj looks like no other Indian motorcycle in the market today. Mind you, I did say Indian motorcycle. There are bits of Italian inspiration and it is obvious – think evil in Italian, with a lot of red paint, and it is something that even Bajaj doesn't deny. But aside from the design direction and stance, there isn't much that has been borrowed from the Italians. That and the tell-tale light cluster. Which, by the way, is completely useless since it comes way out of your field of view. But I digress.

The Dominar is, by far, the best-looking motorcycle in Bajaj's portfolio right now. In fact, I'm even going to say that it is one of the best-looking motorcycles in the segment. And it combines its looks with excellent build and paint quality. But the thing about good looks is that they almost always come with their own issues. Take Marilyn Monroe, for example, she had a massive drug problem. Bradley Cooper was an alcoholic. Hrithik Roshan has an extra thumb. And Megan Fox got married to Brian Austin Green instead of me (I know! Baffling!). Mona Lisa apparently watches you

'THE DOMINAR'S HEADLIGHT IS SO BRIGHT THAT YOU





COULD, PROBABLY, LIGHT UP THE MOON WITH IT'



wherever you go. And Salman Khan is a, err, virgin.

And like all of the above, the Bajaj too comes with its set of issues. The most confusing of which is the whole headlight situation. So, if I don't turn the headlight on and leave it in DRL mode, the headlight runs the high beam. And when I actually turn the headlamp on, it goes into low beam. But what about when I flick the high beam switch on? It turns both the high beam and low beam elements on? What the heck is going on here? Bajaj's answer explained things a fair bit. By using the high beam as the DRL, people are able to see the Dominar coming from up to 1.5km away. I don't see the need to shine an unnecessarily bright light into oncoming drivers'

faces, which could turn this safety feature into a bit of a safety hazard especially if the oncoming driver gets pissed off and just happens to carry a hockey stick around, but there's no denying that you could probably light up the moon with this headlight.

But, to be fair, it is a noble thought. Especially considering our pesky, jaywalking pedestrians who could do with the early warning, if they bothered looking. After all, it is a quick little motorcycle. With the 373c single pushing out 34bhp and 35Nm, the Dominar can hit 100kph in a scant 6.02 seconds. Which is only slightly slower than the KTM 390's, thanks to torque coming in at lower revs to propel it off the line. And when you consider this motorcycle isn't about all-out performance, this number becomes even more significant.

But then what is this motorcycle about? It's all about the low and mid-range. It is happiest riding that wave of torque in the lower reaches of the rev-band. It will hustle if you want it to, but it isn't happy doing it. And one thing that will constantly keep reminding you to slow down will be the vibrations.

The Dominar is calmest below five thousand ➤



The engine's trump card is mid-range torque. However, the vibrations are a bummer

BAJAJ DOMINAR 400

7/
10

Price: ₹1.50 lakh (ex-Delhi)
Engine: 373.3cc,
liquid-cooled, single
Power: 34bhp at 8,000rpm
Torque: 35Nm at 6,500rpm
Transmission: 6-speed
0-100kph: 6.02 seconds
Top speed: 156kph

Pros: Mighty quick and super torquey.
Also handles really, really well
Cons: Tyres could be stickier,
vibrations get really bad at
higher revs
Bottomline: The Dominar is
difficult to beat for the value you
get for your money



‘EVEN WITHOUT USD FORKS,



The conventional suspension, while simple, gives the Dominar great dynamic ability

revs. Anything over that and vibrations start to rise. First from the tank, then it spreads to the handlebars and finally to the footpegs as you go faster. This is especially the case when the engine is cold and takes a few minutes to smoothen out. Thankfully, the large chunk of the vibrations only start beyond 100kph, which is a satisfactory highway cruising speed. However, even at that speed, there is plenty of power in reserve, enough to take you all the way to 160kph on the speedo.

But as I said before, the low and mid-range is where the party's really at. And this serves you well in corners. The Dominar takes to them like a pig to mud. Even though the fancy upside-down forks from the CS400 have been replaced by a conventional setup, the Bajaj shows exceptional poise through corners. The suspension is set up firm, so the ride quality isn't what you are used to, say from a Pulsar, but boy does it handle!

Turn-in takes a slight bit of effort but that's rewarded with absolute precision. It doesn't pounce on corners like an overeager pup and neither is it lazy in any way. It does, however, need a little bit of encouragement to get back to vertical. But then, you get used to that in a matter of minutes. But, when you start really pushing the Dominar to its limits, you get a sense that the tyres run out of grip before the chassis gives up. In fact, I'd bet my Shoei that with a set of Pirelli Rosso IIs in the same size (the Mojo already has them), you could go even faster through corners.

The switch should improve braking performance

as well. With the current set of MRFs and ABS working, it comes to a complete stop from 80kph in a shade over 30 metres. But again, you get the feeling that with grippier rubber, the ABS wouldn't need to interfere as much and you would end up with shorter braking distances. So yes, I do wish there was a set of Pirellis that I could try on.

Okay, okay. Now I'm just nitpicking. But that's only because I find it very hard to find things wrong with the Dominar. Aside from the praying for even better tyres and a solution for the vibes, there isn't anything I'd want changed on it. And that's saying a lot. I feel the Dominar makes for a great do-it-all bike. It's comfortable, performs well and feels like it could go on for hours on a cross-country tour as well. But here's the clincher – with a price tag that starts at a mere ₹1.36 lakh and goes up to ₹1.50 lakh (ex-showroom, Delhi) for the ABS variant, it is unbelievable value. Enough value for the Kratos, err, Dominar to spill some serious blood. **VB**



THE DOMINAR TAKES TO CORNERS LIKE A PIG TO MUD'

EDITED BY DEVESH SHOBHA

pit stops

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

CONTENTS



MotoGP

Tidbits from the first
official test of 2017 [p110](#)



Dilbagh Gill interview

On Mahindra's Formula E
journey so far [p114](#)



WRC

Sebastien Ogier takes the
victory in Round 1 [p116](#)

Mission Impossible

HIGHS AND LOWS APLENTY ON THE WORLD'S HARDEST MOTORSPORT EVENT

Ashok George

It's a special kind of madness, the Dakar. But it would seem, the world is filled with mad men and women. How else would you explain the hundreds of participants who line up to compete in the Dakar rally every year? From when the rally ran from Europe to Africa to now, the Dakar has had a full grid every year.

This year was no different. With close to 9,000km to cover over the two weeks of competition, the competitors had to deal with massive changes in altitude and temperatures as well as terrain ranging from rocks to mountains to sand dunes.

For the first time, the rally kicked off from Asuncion

in Paraguay. From there it moved to La Paz in Bolivia before ending in Buenos Aires in Argentina.

As usual, there was no lack of drama with cancelled stages, crashes, fires, floods and landslides throughout the rally. In fact, the conditions got so severe that Stages 6 and 9 were cancelled and Stage 7 had to be rerouted.

After two weeks of competition and several DNFs, Sam Sunderland emerged as the winner in the motorcycle category. Stephane Peterhansel took top honours in cars while Sergey Karyakin, Leandro Torres and Eduard Nikolaev won the quad, UTV and truck categories respectively.

Here are some of our top moments from this year.





Carlos Sainz's Dakar came to an abrupt end after a massive crash on Stage 4



Stages 6 and 9 were cancelled and Stage 7 was rerouted owing to landslides



Last year's winner Toby Price pulled out after a crash left him with a broken leg



Adding to the list of DNFs was Nasser Al-Attiyah owing to car damage

The Indian contingent



Hero MotoSports

Hero fielded two Hero Speedbrain 450 Rallies at the Dakar this year with C S Santosh and Joaquim Rodrigues as pilots. The team had a great debut with both riders finishing the rally. JRod had an exceptional beginning at the Dakar and steadily climbed up the standings every day. He eventually finished the rally in 12th place, an outstanding result. Homeboy C S Santosh had a difficult race with navigational errors and crashes throughout the rally. He, however, held his own and performed slow and steady. He was steadily climbing up the standings when he was slapped with a penalty which dropped him from 57th to 87th place in Stage 3. Further bad luck had him battling mechanical problems with a blown fork seal on the service-less Stage 8. He soldiered on regardless and managed to finish the rally in 47th place. A commendable performance considering how difficult the rally was.

TVS Sherco Racing

TVS' team fielded three RTR 450 Rallies with Juan Pedrero Garcia, Adrien Metge and KP Aravind riding the motorcycles. Aravind had a difficult debut and was one of the early DNFs in the rally. As the rally began, he was in good form and was setting a blistering pace through the stages. But he crashed in Stage 2 and managed to fracture his wrist. Despite this, he managed to bring his bike to the finish that day, even managing to tow his team-mate back to parc ferme along the way. Stage 3 brought with it more misfortune as another crash caused him to retire from the rally owing to injuries. Metge and Garcia had a difficult rally too with navigational errors costing them large amounts of time. But despite this, they managed to bring their motorcycles to the finish line in Buenos Aires in 13th and 22nd place overall.



FINAL RESULTS

↓ BIKES

1. Sam Sunderland (KTM)
2. Matthias Walkner (KTM)
3. Gerard Farres Guell (KTM)
4. Adrien Van Beveren (Yamaha)
5. Joan Barreda Bort (Honda)

↓ CARS

1. S. Peterhansel (Peugeot)
2. Sebastien Loeb (Peugeot)
3. Cyril Despres (Peugeot)
4. Nani Roma (Toyota)
5. Giniel De Villiers (Toyota)

↓ QUADS

1. Sergey Karyakin (Yamaha)
2. Ignacio Casale (Yamaha)
3. Pablo Copetti (Yamaha)
4. Rafal Sonik (Yamaha)
5. Axel Dutrie (Yamaha)

↓ TRUCKS

1. Eduard Nikolaev (Kamaz)
2. Dmitry Sotnikov (Kamaz)
3. Gerard De Rooy (IVECO)
4. Federico Villagra (IVECO)
5. Airat Mardeev (Kamaz)

↓ UTVs

1. Leandro Torres (Polaris)
2. Wang Fujiang (Polaris)
3. Maganov Ravil (Polaris)
4. Mao Ruijin (Polaris)
5. Li Dongsheng (Polaris)



Vacation's over

Leathers out, lids on: the MotoGP circus had its first outing of 2017 in Sepang. Here are eight key takeaways from the year's first test

WORDS: AMAAN AHMED



STONER'S STILL GOT IT

It was over four years ago that Casey Stoner quit grand prix racing for good. Since then, he has been around the paddock, first with Honda, and now, testing Ducati's battle guns – but that's it. He's only present as a contributor; a really fast ex-competitor who helps develop the bike. He appears only at a handful of events through the year, does his thing and leaves. You'd imagine he'd be reasonably rusty coming into any test. You'd be wrong.

On the first day, under gloomy skies in Sepang, Stoner set the fastest lap of the day. Here's a former champion, who doesn't race any more, doesn't ride these 260bhp rocketships regularly, but walks in, sets off and goes fastest on the very first day. Yes, Stoner was present at Ducati's private test at the same track the week before, but he'd hardly gotten 30 laps under his belt because of bad weather. There seemed to be no ring rust affecting Stoner, and you have to admit, it takes more than just talent to be this quick in such elite company.



THE MYSTERY OF THE BLACK BOX

This one's got everybody scratching their heads. The 'salad box', as it has now come to be known, broke cover at Ducati's private test, spotted by keen-eyed photographers who knew Ducati would definitely be up to something, now that the winglets – which Ducati had arguably benefited the most from – have been outlawed. It's a harmless looking thing: a small black box right below the bike's tail, and since it sits bang in the middle, Ducati engineers have had to re-route the exhaust to the right.

It's nigh impossible to tell what the box contains. You can only see some wires going into it, but that doesn't offer enough clues. Some say it could have something to do with Ducati's new 'jet exhaust' patent, some think there may be a damper in there to reduce chatter, while some have suggested the presence of a wheelie-cutting gyroscope – which would be astonishing and illegal all at the same time. It could also contain nothing at all – just Gigi Dall'Igna messing with the rivals and rulemakers. Now that would be truly funny.



NO WINGLETS? NO PROBLEM

That everyone's in a fix to find a solution to the now-banned winglets is no secret. Ducati did lead the way, but as others followed, they, too, reaped the fruits. While the Borgo Panigale outfit has decided to reveal its final 2017 bike only at the first round of 2017, in Qatar, Yamaha showed its hand on the second day of the test.

The winglets are still there on the M1, but now, they're not on the fairing: they're inside it. In what seems like a simple, straightforward solution, Yamaha has eliminated the danger associated with winglets by draping a fairing over them. They're now more like ducts than vanes, but they still function like they used to, and Yamaha wouldn't let this out into the open this soon if it wasn't sure it had done enough to make this work.

Others could be working on a similar design, but you never know what you'll see when they line up at Round 1, in March. Aprilia's Aleix Espargaro has said his team's working on a "very strange" fairing, so keep your eyes peeled.

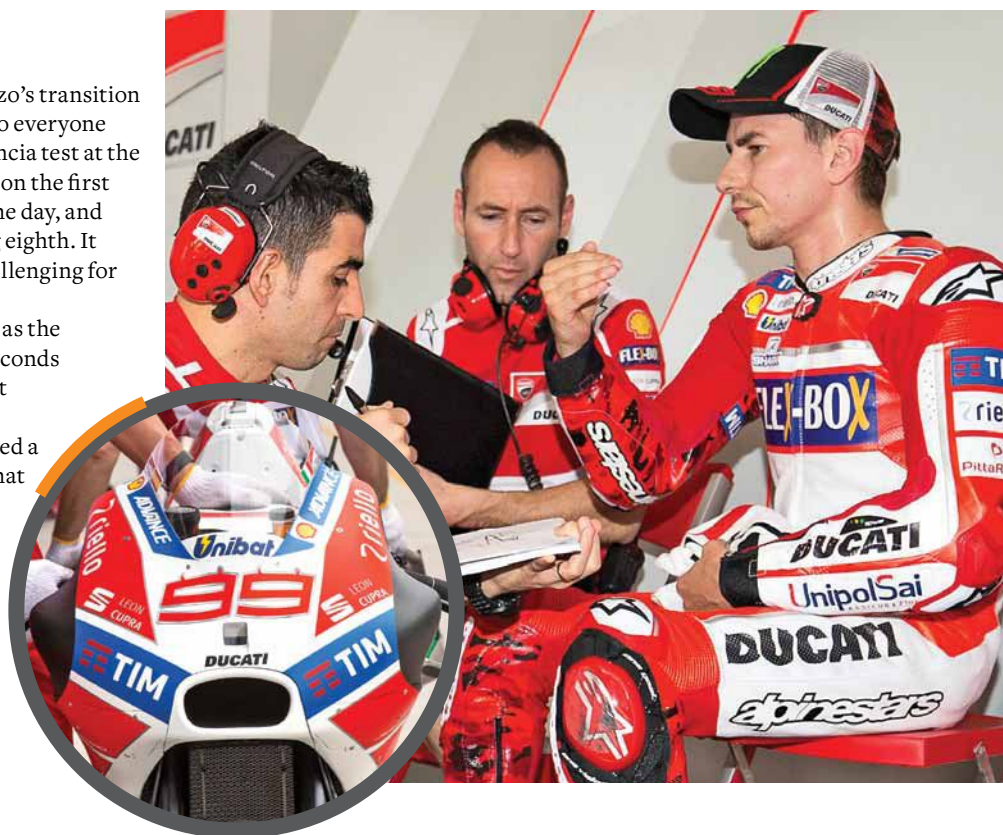


A SHOCK FOR LORENZO

Having spent eight years on a Yamaha, Jorge Lorenzo's transition to a Ducati was going to be fraught with issues. Or so everyone thought when JL99 first got on the GP16 at the Valencia test at the end of last season. All such thoughts were dispelled on the first day itself -- Lorenzo set the third quickest time of the day, and even on the second day, he was pretty fast, finishing eighth. It seemed the change in machinery hadn't been as challenging for Lorenzo as most had expected.

Things turned on their head on Day 1, in Sepang, as the three-time premier class champ finished 17th, 1.7 seconds off the fastest time of the day. He later admitted that Sepang had revealed certain characteristics of the GP17 that Valencia could not. "At this circuit I noticed a bigger difference between my Ducati and the bike that I have ridden for the last nine years", he later said, visibly disappointed.

The situation did change, though. Lorenzo made substantial progress over the next two days, cutting his time significantly to finish the test 10th overall. And remember, the standings can deceive: seeing JL99 make large strides will definitely have caused some concern among other riders.



SUZUKI'S RIGHT IN IT

With three podiums and its first win in nearly a decade, Suzuki lost its technical concessions last year. But as became apparent in Sepang, it doesn't need them anymore. The GSX-RR was a sorted machine from the get-go, but lacked outright power and the finishing touches. In the hands of Aleix Espargaro and Maverick Vinales, it received all that and then some.

The already-halved gap between Suzuki and Honda, Yamaha and Ducati seems to have narrowed even further, now: the bike's received yet more power for 2017, and with Andrea Iannone on it, the Suzuki set the quickest time of Day 2. Moto2 graduate Alex Rins impressed, too, cutting 1.8 seconds off of his lap time over the course of three days.

Make no mistake: if Maniac Joe can keep the Gixxer on two wheels, this bike will be a podium contender in nearly every race. Just stay on the bike, will you, Andrea?



Pol Espargaro, taking some time off from fighting the RC16 to have a bit of a laugh

CATCH-UP TIME FOR APRILIA AND KTM

While all eyes were trained at the front throughout last season, there was plenty of movement happening within the second half of the grid. Aprilia had slowly started picking off the Independent teams, securing some pretty impressive results in the second half of 2016. That said, it's still far, far away from Suzuki, leave alone the Big Three. At the Sepang test, Aleix Espargaro and MotoGP newbie Sam Lowes languished right at the back of the pack, with Espargaro admitting the RS-GP lacked grunt to the point of him having to ride with "zero wheelie control".

KTM, on the other hand, is only just starting out, and understandably, there's a terrifying amount of work to be done. Former Tech 3 Yamaha and now KTM team-mates Pol Espargaro and Bradley Smith spent the better part of three days trying out all sorts of components. They're also getting used to the RC16, which, with a completely different frame, is also a wholly new motorcycle to these chaps who have been riding the Yamaha for a while. They focused on getting the basics right, which meant lap times became more or less irrelevant.

MARQUEZ vs VINALES IT IS

Maverick Vinales' journey from the Suzuki to the Yamaha has been so seamless, it could well be part of a movie script. Things have just fallen into place for the young Spaniard, and it looks like he made the right call after all. He has taken to the M1 like a duck to breadcrumbs, topping the Valencia test first and now, the one in Sepang. Vinales notched up 10 laps under the 2-minute barrier, way more than any other rider, and 20 in the 2m00s bracket. His race pace is astonishing, and astride what is, in MV25's words, "the best bike at the moment for one lap and on race distance", he'll only get better from here. He is a certain title contender.

Standing in his way is Marc Marquez. The reigning champion of the MotoGP world fought that wild, wild Honda last year and still won the title. He seems to still be fighting the RC213V, the new 'big-bang style' engine not helping matters much, but his consistency at this test was astounding: he pounded out 39 laps in the 2m00s barrier, way more than any other rider. This, while still trying to tame that monster of a Honda. You have to admit that Marquez starts the season as the favourite, but the successor to his throne may have arrived a little earlier than he'd have expected...



IN CONCLUSION...

This year, the level of competition is intense, as was manifest in the timesheets: the top ten quickest riders are separated by a mere four-tenths of a second. Vinales and Marquez start as clear favourites, but Valentino Rossi, Jorge Lorenzo and Andrea Iannone will be at hand to shake things up. All said and done, this one's going to be a ripper.

“This year is the year of results”

After learning and correcting its mistakes in the first two years of Formula E, Mahindra Racing is ready to fight with the top teams this season. Team Principal **Dilbagh Gill** tells us all about the journey





The first outing of the year, in Hong Kong, proved to be fruitful for Nick Heidfeld

How have things progressed within Formula E over the last three years, and how far has Mahindra Racing come?

DG: Since the championship started, a lot has changed. We started with a new concept of racing electric cars on city streets and it has gone from strength to strength in the last three years. From a championship perspective, it has grown faster than anyone would've expected it to, and I think the proof of that lies in so many different manufacturers coming into the c'ship. Today, we have the who's who of the automotive world in Formula E – Audi, BMW, Jaguar, Mercedes is on its way. People have started taking Formula E more seriously now.

When we started in Season 1, we all had the same car, so all ten teams had exactly the same car to be able to understand the technology better, and from Season 2, we started developing our own powertrain: the motor, the inverter, the gearbox. Mahindra had decided to build its own car for Season 2 and Season 3. From a Mahindra perspective, it started our international foray into four-wheel motorsport. We started cautiously but surely in Season 1, we learned a lot then and understood our mistakes. In Season 2, we started correcting those, and this year, we're starting to see the results. If you look back at the c'ship, we are the most improved team from Season 1 to 3. In Season 1, we finished 8th in the championship, Season 2, fifth, and today, we're joint second. We've also become only the second motorsport team in the world after McLaren to be awarded "Progress Towards Excellence" status by the FIA Institute as part of its sustainability programme.

What were the significant changes made to the car for this year?

DG: When we started out in Formula E, we wanted to take a long-term view of our motorsport activities. In Season 2, we decided to evolve the powertrain from Season 1. We made modifications, and decided to focus on reliability, let's get more mileage and more experience, and that worked out. If you look at Season 2, the two Mahindra cars finished every lap of every race. We had no failure on track. In fact, we'd even gone on record and said Season 3 will be the year of evolution. We changed every component for this year: nearly 3,000 components were changed on the car from Season 2 to Season 3. We had McLaren for the



"We're now at a level where finding another efficiency point has become difficult"

motor and inverter and Hewland for the gearbox in S2. This year, we have Magneti Marelli for the motor and Xtrac for the gearbox. This is a special two-speed 'box (down from four, thanks to the wider powerband), it's our intellectual property, and you'll probably see it in one of our road cars in the future. The first true Mahindra design has arrived this year. We were expecting decent results, because we were preparing for Season 3 right from the off.

What's the level of competition like now, three years later?

DG: The championship is getting very serious. Big names with motorsport lineage have arrived on the scene. Today, I think this is one of the most competitive championships just because of the quality of the drivers and the level of the teams coming in. All of us have the same horsepower because we're all racing at the same

energy level from the battery, so now the difference is in the powertrains, and the difference is minimal. It's not like in Formula 1. The efficiency difference between the top team and the lowest-ranked team is 1-2 per cent max. We're now at a level where finding another efficiency point has become very difficult. We're all pretty equal, the level of the drivers is pretty high. It's a challenge all of us are enjoying, and that is exactly what is driving development.

Do you see Mahindra Racing fighting for the title this year?

DG: (laughs) I'd love to say that. We aspire to, yes. I think we would like to be in the top three. We need to stay realistic, but we are where we want to be. The thing which gives us a lot of confidence is, the gap between us and the benchmark – which I believe is the Renault e-dams team – has narrowed greatly. **TA**

As told to Amaan Ahmed



Dilbagh watches on as Felix Rosenqvist fight his way up to 3rd in the second race

PHOTOGRAPHY: MANUFACTURER



Back with a bang

The 2017 season kicks off with a bang as M-Sport and Toyota make big comebacks

WORDS: **ASHOK GEORGE**



2017 podium

Pos.	Driver	Team	Gap
1	S. OGIER	M-Sport World Rally Team	4:00:03.6
2	J. LATVALA	Toyota Gazoo Racing Wrc	+2:15.0s
3	O. TANAK	Hyundai Motorsport	+42.8s

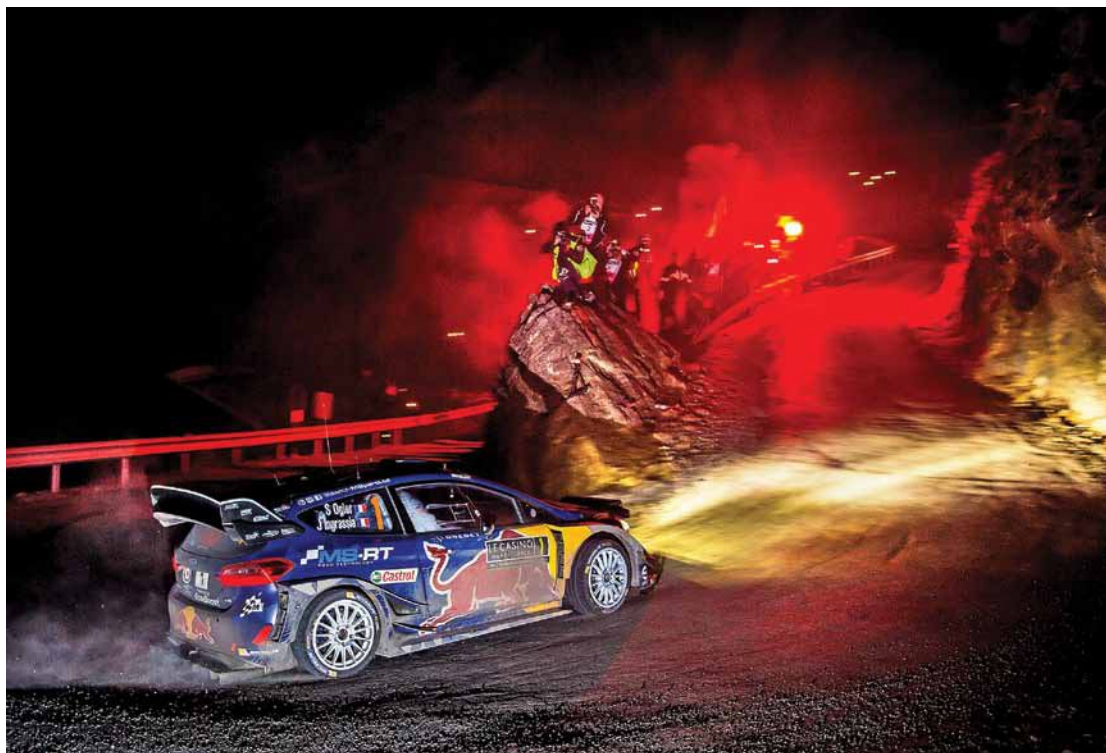
The opening round of the 2017 World Rally Championship was interesting for several reasons. First, of course, was that the Rallye Monte Carlo has been running for over 100 years and is the most historically significant rally in the world. But other than that, there were several performances and disappointments that made this a significant start to the calendar year.

This year marked the return of Toyota to WRC after 17 years, with Tommi Mäkinen at the helm. The factory team fielded a two-car team – two Toyota Yaris WRCs – driven by Juho Hänninen and Jari-Matti Latvala. The weekend turned out to be super successful as Latvala took second place over M-Sport's Ott Tänak.

M-Sport, in the Ford Fiesta WRCs, had a successful weekend too with the team taking the win as well as third place. Despite a mistake

on Friday, which landed him in a ditch after skidding on ice, Sébastien Ogier was able to stage a massive comeback to take the win a whole two minutes and 15 seconds ahead of Latvala. The other Ford, with Tänak at the wheel, was marred by mechanical issues through the weekend. It started with gearbox issues on Saturday and went on to running on only two cylinders by Sunday. Still, Tänak managed a super impressive weekend, bringing his Fiesta in on the third step of the podium.

Thierry Neuville in his Hyundai i20 WRC was a favourite for the win at Monte Carlo and he seemed to be well on the way there with wins on six of the 17 stages over the weekend. But a smooth run on Saturday, 57 seconds in the lead, ended in disaster as he too broke his right, rear suspension. He ended up finishing the rally in 15th place just under a minute and a half ahead of Hänninen in his Yaris.



Going into the weekend, Citroën's Kris Meeke was a favourite for the win, but he too did not have lady luck at his side. He wrecked his suspension on Stage 4, then had trouble with his ignition on Stage 10 and was finally involved in an accident which destroyed his rear suspension and his rally hopes. This meant the highest finishing Citroën was Craig Breen who managed to bring his DS3 in at fifth place ahead of the third M-Sport Fiesta driven by Elfyn Evans and right behind Dani Sordo in his Hyundai i20 WRC.

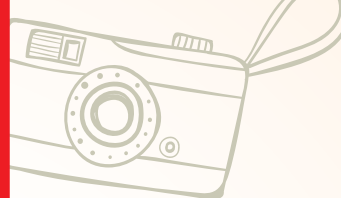
The championship now moves to Sweden for the calendar's first all snow rally where Toyota and Ford will be looking to keep up the strong performances. It will also have the other manufacturers trying to gain ground in a championship that still is up for grabs. **17**

2017 WRC driver's championship standings

Pos	Driver	Points
1	Sebastien Ogier	25
2	Jari-Matti Latvala	18
3	Ott Tanak	15
4	Dani Sordo	13
5	Craig Breen	10



WIN A DRIVING HOLIDAY — IN — OPULENCE LUXURY LAVISHNESS



Royal Orchid Hotels is one of India's leading hospitality chains with 42 hotels in 29 cities with a strong commitment to world-class hospitality. Royal Orchid Central Kireeti, is a 4 Star Deluxe Hotel in Hospet, the gateway to the UNESCO World Heritage Site, Hampi of the Vijaynagara Empire. It is ideal for both business and leisure travelers.



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

* Mahindra XUV image used for representational purpose only.

THE PRIZE

- A 2 nights/ 3 days stay in a luxury suite for two persons inclusive of breakfast, lunch & dinner from Royal Orchid Central, Kireeti, Hampi (Hospet)
- A Complimentary Spa therapy for the couple on any one day
- Complimentary sight-seeing with a tour guide
- A SUV /XUV (depending upon availability) for 3 days for self-drive from Bengaluru - Hospet - Bengaluru from Zoomcar

COMPETITION ENTRY FORM

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

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

Worldwide Media Pvt. Ltd, publisher of BBC TopGear Magazine India, may contact you with details of its products and services or to undertake research. If you prefer not to receive such information by post or phone, please tick this box ☐. Please include your email address if you prefer to receive such information by email. We may occasionally pass your details on to carefully selected companies whose products and services we feel may be of interest to you. If you prefer not to receive such information by post or phone, please tick this box ☐.

Terms and Conditions for the lucky draw:

- 1.The contest is organised by The Royal Orchid Hotels Pvt. Ltd., Zoomcar and Worldwide Media Pvt. Ltd. (WWM) and is binding on all participants in this contest and all applications for participants.
- 2.Only one entry permitted per person, entries made in bulk or by third parties are prohibited. The Royal Orchid Hotels Pvt. Ltd., Zoomcar and Worldwide Media Pvt. Ltd. reserves the right to cancel any duplicate entries at its own discretion.
- 3.Entries received after the closing dates shall not be entertained.
- 4.The winner will be selected through a lucky draw by the first week of April 2017. The winner will be notified via email provided in the contest form.
- 5.The results declared by us will be final and no further queries, complaints or questions will be entertained.
- 6.There is no cash alternative and the prize is non-transferable. This offer cannot be clubbed with any ongoing promotions.
- 7.The winner of the contest shall arrange for the travel from his/her hometown to Bengaluru on own cost.
- 8.WWM/The Royal Orchid Hotels Pvt. Ltd./ Zoomcar is not responsible for difference or variance or deficiency in the service (including the hotel stay) and will not have any obligation to respond to any of the complaints.
- 9.WWM/The Royal Orchid Hotels Pvt. Ltd./ Zoomcar reserve the right to change/ modify the terms and conditions of this offer or to withdraw this offer at any point in time if circumstances arise beyond our control.
- 10.The contest is open until midnight on March 31, 2017
11. This package includes a stay for a couple for 2 nights at The Royal Orchid Central, Kireeti, Hampi inclusive of meals, taxes, and one Spa therapy on any one day, and complimentary sight-seeing assisted by a tour guide
12. The suite offered by The Royal Orchid Central, Kireeti, Hampi must be confirmed minimum 7 days before arrival otherwise the same would be deemed as booked and closed. The offer is subject to availability of rooms on the required dates. Alternate dates are always welcome.
13. Travel must be completed before **June 30, 2017**
14. Zoomcar will offer SUV/XUV with fuel for self-drive for 3 days in Bengaluru - Hospet - Bengaluru depending upon availability.
15. Car is being offered for a maximum free

kilometers upto 360kms. Any additional kms travelled will be charged extra at the prevailing rates at ₹15/km.

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

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

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

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

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

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

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

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

23.Other terms and conditions as applicable.

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

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

Garage

EDITED BY AGASTI KAULGI

TopGear's long-termers. **Tested & verified**

120
Maruti Brezza



121 HYUNDAI ELANTRA
Has a light month, with our awards in full flow



121 FIAT LINEA
Gets some time off as Devesh loses his DL



122 TVS APACHE
Has some work done on it, to Debu's relief



123 HONDA NAVI
Is everyone's little darling this month

MARUTI VITARA BREZZA

Fond farewell

Price ₹11.98 lakh (on-road, Mumbai) Model ZDi+ Driver Samarpan Bhowmik Why it's here To see if it's the best city SUV

⚙️ 1248cc, 4cyl diesel, 88bhp, 200Nm, 5M 🛢️ Total mileage: 10,400km, Kpl: 14.5 🏠 1195kg

GOODBYE

This Maruti has spent quite some time in the TG garage and finally, it's time for the Brezza to return to the mothership. It has had a fair innings and the only regret I'll have about the car (apart from the "makeover" it recently received) is that I did not manage to take it for a long, inter-city drive. So, when Ashok asked for a support vehicle on a bike shoot in Lonavala, I volunteered immediately. Even though it wouldn't take more than an hour and a half, at least it'd be down the Mumbai-Pune Expressway; the only open roads I've been on in the Brezza is the Eastern Freeway at unearthly hours.

So, then what was the experience like? As expected, quite pleasant. Triple-digit speeds are easy

to hold with minimal 'float', unlike what you'd expect from a car that rides this high. And there isn't a huge amount of roll around corners either. The steering is decently responsive and along with the pretty spot-on ride-handling balance, gives you enough confidence to push it a bit hard. But I'm not sure if pushing it is a very good idea as you really do feel the absence of a sixth gear on those open stretches and the engine gets intrusively loud with the tacho needle climbing higher. Speaking of loud, at high speeds, road and wind noise is kept out of the cabin pretty well, but remember, you can't expect S-Class levels of NVH from a car that costs one-tenth the price.

Once into the hills of Lonavala, we had to get off the tarmac onto dusty, uneven pathways snaking across the Western Ghats so as to get a picturesque backdrop for the shoot. The Brezza is no off-roader but, it sure will handle the worst roads our cities or even villages can throw at it.

Later that evening, as I queued up at Vashi toll for one last time in the Brezza, I had some time to reflect on the couple of months I spent with it. It's decent enough to drive, has great ride-handling balance and easy manoeuvrability, is spacious on the inside for four, can comfortably accommodate all passengers' weekend trip worth of luggage in the boot, has a very good infotainment system, handy features like rear parking sensors, a rear-view camera and dual-zone climate control, and importantly, returned 13 kilometres to a litre of diesel, even with my not-so-lightfooted driving. In conclusion, I'll miss this Maruti, ugly stickers and all.



GARAGE LOGBOOK MARUTI BREZZA

High ground clearance allows it to handle potholes of all sizes

Brilliant ride quality keeps occupants comfortable

Pretty decent interiors for the price, definitely great value

Enough space to seat five and hold their weekend's worth of luggage as well

MILEAGE AND KPL THIS MONTH

001670.1 13.0



HYUNDAI ELANTRA

Consolation prize

Price ₹21.79 lakh (on-road, Mumbai) **Model** MPI SX (O) AT **Driver** Agasti Kaulgi **Why it's here** Does the Elantra hit the executive sedan sweet spot? ⚙️ 1999cc, petrol, 150bhp, 192Nm, 6A ⛽ Total mileage: 5000km, Test kpl: 11.5

REPORT 5

It was that time of the year, last month, when we bring all the vehicles that made our year together and spend a few days with them. And once that's done, their makers are handed the Stig trophy for the things those vehicles offer. Sadly, the Elantra wasn't part of that list. Does that mean it's a bad car? Far from it. It's completely all right and has no great flaws.

Now, you must be wondering why a car with no real flaws didn't win an award. Let me explain. The new Elantra is a big step-up from the last car. That said, it doesn't have even one characteristic that stands out. It drives well, but isn't a driver's delight. It's comfortable, but the back seat tends to get a bit bouncy on bad roads. It's feature loaded, but so are most rivals. It looks nice, but you'll never fall in love with it. Get my drift?

Coming to what life has been like for the Elantra this past month. Well, it's been easy, with me spending my time either out of town or with other cars and

GARAGE LOGBOOK

- Huge boot ideal for long trips
- Engine is smooth but the gearbox isn't quick
- Lots of creature comforts make life easy
- Locking and unlocking results in loud beeping

MILEAGE AND KPL THIS MONTH

0 0 0 2 0 0 1 10.0

motorcycles that took away the Stig. This month, I've clocked the least amount of clicks on the odo: 200km. And that's been just around my locality or pottering around the city.

In other news, I've found the solution to a big problem: the Elantra's annoying beep when it's locked or unlocked. I can now eliminate the beep. How? The trick is to lock the doors on the remote before shutting the driver door.

I've had the Elantra for a good four months now, and to be frank, I'm now bored with its neutrality. It doesn't have the charm of the Skoda Octavia and in terms of fuel economy, as I said last month, it isn't great. I think I'll get myself an SUV with loads of clearance and the ability to go where there's no tarmac. Maybe the Duster or the Thar. I've had a good time with the Elantra, and even my passengers have been comfy. Let's see if one of the SUVs can offer the same with a bit of fun added to the mix.



FIAT LINEA 125S

Lying low

Price ₹12.67 lakh (on-road, Mumbai) **Model** Emotion T-Jet 1.4 **Driver** Devesh Shobha **Why it's here** To see if more horses multiply the T-Jet's fun quotient

REPORT 2

After my little family retreat to Mahabaleshwar last month, the 125 S hasn't seen lot of action lately. Apart from a couple of office drives and the occasional visit to the nearby mall, the Fiat has mostly stayed under covers. It's not entirely the Linea's fault, though.

One Monday, I decided to take the local train to work and as luck would have it, I was pickpocketed while boarding. By the time I

realised what had happened, it was too late. So there I was, trying to recall everything I had stacked neatly in my newly purchased Ferrari wallet. Along with a few thousand rupees, my credit, debit and ID cards, I also lost my driving license. So no more driving till I get my duplicate license. Now that gives me a chance to send the Linea back to the workshop to get the brake lamp bulb changed and fix the thuddy suspension.

MILEAGE AND KPL THIS MONTH

0 0 0 5 0 0 1 8.6

⚙️ 4cyl, 1368cc turbo-petrol, 123bhp, 208Nm, 5M ⛽ Total mileage: 7,000km, Test kpl: NA

Good as new

Price ₹16.53 lakh

(on-road, Mumbai)

Model 110PS RxZ AMT

Driver Devesh Shobha

Why it's here To see if the AMT manages to boost Duster's excellent driveability



4cyl, 1461cc turbo-diesel, 109bhp, 248Nm Total mileage: 3,500km, Test kpl: 15

REPORT 7 Finally, our Duster AMT gets sorted. After several complaints, a service engineer from Renault's Chennai plant flew down to look at our Duster. Three out of four tyres were already damaged and our AMT got a new set of Goodyear Wrangler AT rubber, which makes me sad. Sad because it's only now, two days before I hand over the keys to Girish, that the SUV gets a fresh set of rubber, better than the ones before.

Also, driving on Mumbai's broken roads had taken its toll on our Duster's suspension and with time, few sharp bumps would make themselves felt inside the cabin. But not anymore. Fine tuning of the suspension and new tyres have definitely improved the overall ride comfort, in fact, it's become as good as new. Other issues like speed-sensing auto lock and child lock have been sorted and everything's back to working the way it should.

MILEAGE AND KPL THIS MONTH

000600 12.0



TVS APACHE RTR200

Boon or bane?

Price ₹1.13 lakh (on-road Mumbai) Model RTR 200 4V Carburettor (Pirelli)

Rider Debabrata Sarkar Why it's here Does 20cc extra add a whole lot?

198cc, 1cyl, 21bhp, 18Nm, 5M Total mileage: 1800km, Test kpl: NA 148kg

REPORT 8 It's been an incredible month of motorcycles. It's been an endless parade of the best motorcycles from the past year with a few fresh faces thrown in to kick off the first half of this year. Needless to say, this allowed the Apache some amount of downtime. Luckily it also meant there was enough time for a much needed visit to the workshop. The sludge from the tank was cleaned up, brakes adjusted and engine tuned. This has resulted in easy cold starts in the morning and a generally smoother performance from the engine. However, a nagging problem with the fuel tap, which leaks if left on, seems to persist. Among other things, it makes for an embarrassing sight, if you know what I mean.

Despite the many motorcycles that needed to be sampled, I did manage time for a couple of morning rides. The mild winter around Mumbai makes for great riding weather in the early hours of the day and neighbouring hills shrouded in fog

adds to the experience. The cold air also seems to help the Apache's single-cyl motor breathe better. Responses are more crisp now and the engine revs smoothly right till the shift lamp starts blinking. You can, of course, ignore it and carry on revving well past it to get to the absolute sharp end of this motor's performance. The rear brake has improved bite, however, the front could do with some more. The suspension set-up continues to impress as does the throaty exhaust.

Fuel efficiency has also improved a couple of notches as the choke is no longer required for cold starts. Hopefully, the fuel tap will also be sorted out to further improve efficiency by preventing the odd spillage while stationary. And this improvement comes through despite some enthusiastic riding thanks to the able chassis and the Pirelli tyres that are more than happy to entertain. It's time to swap bikes, but I think I will hang on to the spare key, just in case the itch to take it out for a ride strikes again.



GARAGE LOGBOOK

Engine tune-up has made the RTR a tad more efficient and easier to fire up in the mornings

The leaky fuel tap situation still persists

Still wish the front brakes had more bite

MILEAGE AND KPL THIS MONTH

000420 36.0



HONDA NAVI

Everyone wants a bite

Price ₹48,262 (on-road Mumbai) Model Navi Rider Amaan Ahmed

Why it's here To define what this two-wheeled concoction is

⚙️ 1cyl, 109cc, 7.8bhp, 8.6Nm, automatic 🛢️ Total mileage: 2557km, Test kpl: 45 📊 101kg

REPORT 9

Before you ask, yes, the Honda Navi was at the TG Awards issue cover shoot. And yes, it wasn't part of the big picture, because for several reasons, it didn't make the final cut. On the big day, its only job was to take me and three cans of tyre foam from my house to the shoot and back. I'd expected it to have spent most of the day on its side stand in some corner of the shoot location. Little did I know that it would end up being a plaything for my colleagues.

While there is plenty of arsing around during these shoots, there's a lot to be done as well. The cars have to be placed in a certain sequence, and that takes up a fair bit of time. It was during one of the tea breaks that Agasti asked me for the keys to the Navi. He got on, and was gone for a fair bit, only to return some time later with a grin on his face. And that was only the start of it. Debu, Kiran, Chris, Devesh, all of them snagged the keys and took off on the Navi at some point, when work got a bit too

much. It was a refreshment of sorts for everyone at the shoot.

The Navi also got to play an active part in the shoot. It was the videographer's tracking vehicle of choice for the opening sequence of the clip, and riding over the bumpy road leading to our location helped me realise just how level the Navi's ride is. While it is a bit firm, the footage came out flat, so I guess it did pretty well in the 'can it track?' test.

I think I'm not the only one who would want Honda to include a fuel gauge on this thing. You see, it has a small fuel tank, and if you don't keep an eye on the odo, you'll run out at a red light, like I did. Thankfully, this happened late at night, so there was no needless honking from behind me, and I could dip into reserve fuel and ride to the closest petrol station. It's a minor (and totally avoidable) inconvenience. Oh, and the lid for the storage bin doesn't fit flush, and I wonder if water will seep in through that gap. Only one way to find out...

TATA TIAGO

Sweet solace

Price ₹5.80 lakh

(on-road, Mumbai)

Model Revotron XZ

Driver Chris Chaves

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



⚙️ 3cyl, 1199cc, petrol, 84bhp, 114Nm, 5M 🛢️ Total mileage: 4,501km, Test kpl: 11 📊 1,012kg

REPORT 5

Changing residence sure is tiring. Especially if it

requires you to walk three floors up a narrow staircase to your house, carrying heavy boxes of your belongings. As you might have already figured, the Tiago was the designated goods carrier when on this quest, over the course of a week. The space on hand once the rear bench folds down is great. The 43-inch telly fit in really easily with a couple of grocery bags and two other small item bags. The low boot lip makes shoving boxes in rather easy. But most of all, I really appreciated the fact that the Tata's air-con unit provided me with great respite after four runs up and down. The steering didn't tire me out on the numerous journeys to and from the new house. I had done yet another run, flat out, across from Mumbai to Pune recently and noted a true fuel economy figure of 15kpl. Sweet.



GARAGE LOGBOOK

The seat has come loose again. Bummer
Storage box oddly shaped. Limits storage capacity
Headlight is surprisingly powerful

MILEAGE AND KPL THIS MONTH

0 0 0 1 5 5 1 47.0

MILEAGE AND KPL THIS MONTH

0 0 0 4 9 0 1 15



Accessories

Breathe easy

WITH POLLUTION RISING TO DANGEROUS LEVELS, WE NEED ALL THE HELP WE CAN GET

01 KENT MAGIC CAR AIR PURIFIER

Sensing the growing air purification market in the country, thanks to numerous reports about the alarmingly high levels of pollution, Kent RO Systems has launched its in-car air purifier, Kent Magic. It is a small device that cleanses the air inside the car, almost silently, and is capable of removing dust, allergens, chemicals, viruses, odour, and other pollutants from your car's cabin.

It's quite simple to use – just plug it into your car's 12V power slot, place the square plastic box in one of your cubby holes, push the button to switch it on to a fan speed of your convenience and it'll just do its job: making sure the air inside the car is free of harmful particles and keeping the occupants healthy and happy. And it does so, rather well. With an in-built ioniser that keeps the air fresh, the Kent Magic comes with carbon filters that neutralise unpleasant odours. It will also eliminate up to 99 percent of fine particles and toxic gases from the car, Kent claims. The only drawback is the difficulty you might face in finding the space to keep it such that it doesn't move around when the car's in motion. Shame Kent doesn't provide features to secure this handy little device. **₹7,999**



02 BLAUPUNKT BGX 402 SOUND NINJA

These small speakers made a world of difference in our Renault Kwid longterm. However, don't be fooled by the diminutive size. Although small, these pack a solid punch and with a sub-woofer added on, the bass was loud enough to notify the entire neighbourhood, every time I arrived home. There is an important thing to bear in mind here. If you're planning to install these speakers in a small hatchback, you'd be absolutely fine without the subwoofer. The sound from the speakers themselves are loud enough for even a full-size SUV. At a price of **₹2,000** (you could get a discount on e-retail websites), they definitely pack enough bang for the buck. **₹2,000**

TOPGEAR

DATA

HOW IT WORKS

HONDA

TopGear on Honda:

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

CITY

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



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

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

1 TG SPEAKS

Our verdict on the brand

2 SOME WORDS...

...about the car

3 YELLOW BAR

Denotes the TG Favourites

4 FUEL ECONOMY

Less is, um, more

5 COST

All on-road, Mumbai prices

6 DIMENSIONS

Will it fit in the bay?

7 TANK VOLUME

How much for a full tank?

8 CLEARANCE

In India, you need it

NEW THIS MONTH

Maruti Suzuki Ignis p131

	PRICE	Engine	Bhp	Nm	kph	0-100	kpl	RATING
Alpha D	8.21*	4cyl 1248cc	74	190	NA	NA	NA	8/10



Yamaha FZ25 p143

	PRICE	Engine	Bhp	Nm	kph	0-100	kpl	RATING
FZ25	1.19*	1cyl 1249cc	20.6	20	NA	NA	NA	NA



EVERYTHING
YOU NEED TO KNOW
ABOUT BUYING NEW
CARS AND BIKES

ASTON MARTIN



TopGear on Aston Martin:

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

DB11



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

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

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

RAPIDE



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

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

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

VANQUISH



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

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

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

AUDI



TopGear on Audi:

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

A3



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

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

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

A4



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

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

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

A6

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



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

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

A8 L

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



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

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

Q3

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



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

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

Q5

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



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

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

Q7

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



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

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

R8

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



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

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

S5

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



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

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

TT

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



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

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

BENTLEY

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



BENTAYGA

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



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

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

CONTINENTAL

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



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

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

MULSANNE

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



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

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

BMW

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



1 SERIES

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



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

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

3 SERIES

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



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

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

5 SERIES

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



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

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

6 SERIES GRAN COUPE

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



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

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

7 SERIES

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



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

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

i8

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



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

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

M4

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



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

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

X1

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



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

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

X3

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



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

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

X5

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



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

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

X6

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



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

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

Z4

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



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

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

CHEVROLET



TopGear on Chevrolet:

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

BEAT

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



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

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

DATA IN NUMBERS: COSTLY LIL' CHEVYS

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

CRUZE

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



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

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

ENJOY

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



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

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

SAIL U-VA

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



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

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

SAIL

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



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

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

TRAILBLAZER

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



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

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

TOPGEAR TOP FIVE

SUVs

1



FORD ECOSPORT

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

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

2



HYUNDAI CRETA

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

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

3



MAHINDRA XUV500

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

Not the ideal SUV if you are stickler for road dynamics, technical abilities and subtle design. But if you want something with a loud design, a lot of features, good comfort and a lot of space for not much money, well, you are looking at your car.

4



SKODA YETI

Price ₹27.03 lakh,
Specs 1968cc, 138bhp, 320Nm

Perhaps the best automobile. It does great ride, great handling, excellent steering feel and comes with front-wheel and all-wheel-drive. Being a CKD, it is pricier than it needs to be. But if you get a good deal, it's the best automobile you could buy.

5



RENAULT DUSTER

Price ₹16.24 lakh
Specs 1461cc, 108bhp, 245Nm

First there was nothing. Then there was the Duster. Before the Duster, affordable SUVs always meant iffy handling, bumpy ride and vague steerings. The Duster changed it all. Looks cool, too.

DATSUN



TopGear on Datsun:

It's back from the dead: Nissan has revived Datsun, only this time, it's to sell inexpensive hatchbacks and micro-MPVs

GO

Essentially a Micra that doesn't look like one, and cheaper too. Win-win!



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
T	5.24	3cyl 1198cc	67	104	NA	15.2	12.2	4/10

L: 3785mm W: 1635mm H: 1485mm Boot: 265 litres Fuel Tank: 35 litre Ground Clearance: 170mm

GO+

A Go that thinks it's an MPV. It does have seats for seven, yes, and it is just as barebones as the hatchback



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
T	6.18	3cyl 1198cc	67	104	NA	NA	NA	5/10

L: 3995mm W: 1635mm H: 1490mm Boot: 347 litres Fuel Tank: 35 litre Ground Clearance: 170mm

DATA IN NUMBERS: THE PRICE OF SPACE

→ **Datsun Go+:** 69k between this 7-seater and the Go 4 and a few seater

REDI-GO

Spun off the Kwid platform, the third new-age Datsun is the most promising of the lot



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
S	4.24	3cyl 799cc	53	72	NA	NA	NA	7/10

L: 3429mm W: 1560mm H: 1541mm Boot: 222 litres Fuel Tank: 28 litre Ground Clearance: 185mm

FERRARI



TopGear on Ferrari:

Iconic Italian marque with a huge back-catalogue of fabulous cars and motorsport successes. The envy of the automotive world.

488 SPIDER

Saddened by the 458 Spider's passing? Don't be. Here's the 488 Spider to wipe your tears



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Spider	NA	8cyl 4499cc	660	760	NA	NA	NA	10/10

L: 4530mm W: 1940mm H: 1210mm Boot: 230 litres Fuel Tank: 86 litre, Ground Clearance: NA

488 GTB

The evolution of the 458. Turbocharged, but still one hell of a machine.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
488 GTB	388*	8cyl 3902cc	661	760	NA	NA	NA	9/10

L: 4568mm W: 1952mm H: 1213mm Boot: 230 litres Fuel Tank: 78 litre, Ground Clearance: NA

CALIFORNIA T

The California is a lovely (now twin-turbocharged) drop-top tourer.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
California T	340*	8cyl 3855cc	552.5	755	310	3.6	NA	8/10

L: 4569mm W: 1910mm H: 1320mm Boot: 240 litres Fuel Tank: 78 litre Ground Clearance: NA

F12 BERLINETTA

Spearheading the charge of the Ferrari coupes. Still keeping the V12 flag flying high



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
F12	NA	12cyl 6262cc	730	690	NA	NA	NA	10/10

L: 4618mm W: 1942mm H: 1273mm Boot: na Fuel Tank: 92 litre Ground Clearance: NA

BMW-FERRARI

FF

Spearheading the charge of the Ferrari coupes. Still keeping the V12 flag flying high



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
FF	NA	12cyl 6262cc	651	683	332	3.7	NA	10/10

L: 4900mm W: 1950mm H: 1370mm Boot: 450 litres
Fuel Tank: 92 litre Ground Clearance: NA

FIAT

TopGear on Fiat:
Seems to make characterful and beautiful cars even in their sleep. The Punto and Linea are brilliant.



ABARTH 595

The 500 with the kind of sting only the Abarth division can provide. But, it has to fight the Mini...



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
595 Competizione	38.78	4cyl 1368cc	158	230	NA	10.03	11.55	6/10

L: 3657mm W: 1627mm H: 1485mm Boot: 280 litres Fuel Tank: 45 litre Ground Clearance: NA

LINEA

Big sedan loaded to the brim with features at a bargain price.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Dynamic	8.77	4cyl 1368cc	90	115	168	15.6	8	6/10
Dynamic D	11.9	4cyl 1248cc	91	209	NA	NA	NA	6/10
125 S	10.47*	4cyl 1368cc	123	209	190	10.28	13.1	8/10
Classic Plus Multijet Diesel	9.25	4cyl 1248cc	76	197	NA	NA	NA	6/10

L: 4560mm W: 1730mm H: 1487-1494mm Boot: 500 litre, Fuel Tank: 45 litre, Ground Clearance: 185mm

PUNTO EVO

Looks incredible, drives well, priced competitively. There's an Abarth version, too!



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Dynamic 1.2	6.96	4cyl 1172cc	67	96	175	NA	13	7/10
Emotion 1.3 D Sport	9.54	4cyl 1248cc	92	209	170	13.6	12.6	7/10
Aventura 1.3 D Emotion	10.52	4cyl 1248cc	89	209	NA	NA	NA	7/10
Abarth Punto	12.26*	4cyl 1368cc	145	212	NA	9.41	11.55	8/10
Aventura by Abarth	10.3*	4cyl 1368cc	140	210	NA	9.6	NA	8/10

L: 3987mm W: 1687mm H: 1495mm Boot: na Fuel Tank: 45 litre Ground Clearance 185-205mm

FORCE

TopGear on Force:
After selling UV to the rural market, Force has decided to join the ranks of Tata and Mahindra with home-grown SUVs.



ONE

Mechanically sound car, refined engine and good ride. Let down by interior quality and cabin design execution.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LX 4x4	NA	4cyl 2149cc	140	321	NA	NA	NA	4/10

L: 4860mm W: 1780mm H: 1885mm Boot: na Fuel Tank: na, Ground Clearance: NA

FORD

TopGear on Ford:
Makes some of the best driver's cars in India. Right now in a period of transition. Good thing is their best is yet to come.



FIGO ASPIRE

The most dynamically sound sub-four metre sedan in India. Priced well, too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Titanium + 1.2 P	8.38	4cyl 1199cc	87	112	NA	14.1	13.2	7/10
Titanium + 1.5 D	9.88	4cyl 1498cc	99	215	NA	14.62	NA	7/10

L: 3995mm W: 1695mm H: 1525mm Boot: 359litre Fuel Tank: 40-42 litre Ground Clearance: 174mm

TOPGEAR TOP FIVE

FAMILY SEDANS

1



MARUTI CIAZ

Price ₹10.63 lakh
Specs 1248cc, 89bhp, 200Nm

After the SX4, Maruti needed a worthy car to take its place. The Ciaz offers everything that buyer of a family sedan is looking for, plus sound dynamics. Goes without saying that Maruti's wide network through the country backs it up to make it a wise man's choice.

2



VW VENTO

Price ₹13.8 lakh,
Specs 1498cc, 103bhp, 250Nm

The Vento is the best handling family sedan. Be it expressways or mountains, the Vento handles better than any other rival. Its DSG auto gearbox offers buyers the sort of tech that's available only in a segment above.

3



HYUNDAI XCENT

Price ₹9.78 lakh,
Specs 1197cc, 71bhp, 180Nm

Call it a Grand i10 with a boot, or Hyundai's answer to the Maruti DZire, the Xcent has set a new benchmark in the sub 4-metre category. It offers the benefit of a compact car to ease the stress of city driving, yet offering the practicality of a sedan.

4



NISSAN SUNNY

Price ₹12.72 lakh,
Specs 1461cc, 85bhp, 200Nm

For a family sedan, it is important to be a comfortable even for the passengers. With the space at the rear, the Sunny is one of the finest family sedans. Add to that the ride quality, big boot and an efficient CVT, it is the perfect solution for a buyer looking for a decent drive and good cabin space.

5



FORD FIGO ASPIRE

Price ₹10.09 lakh,
Specs 1498cc, 99bhp, 215Nm

Based on an all-new platform, the Aspire is proof that you don't need to spend obscene amount of money to get yourself a nice driving family sedan. Available in both, petrol and diesel, the Aspire gives the buyer ample flexibility and better-than-average ride and handling characteristics.

ECOSPORT

This compact SUV will be a game changer for the company. Looks good and drives well too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.5 Titanium P AT	12.16	4cyl 1498cc	110	140	NA	13.75	12	7/10
1.5 Titanium + D	12.49	4cyl 1498cc	90	204	NA	12.6	13.65	7/10

L: 3995mm W: 1765mm H: 1708mm Boot: 346 litres Fuel Tank: 52 litre, Ground Clearance: 200mm

ENDEAVOUR

The Endy has returned. It now packs in a lot more muscle, and comes with plenty of goodies.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
4x2 Trend MT	32	4cyl 2198cc	158	385	NA	13.6	9.45	6/10
4x4 Titanium AT	38	5cyl 3198cc	198	470	NA	11.2	8.6	7/10

L: 4892mm W: 1860mm H: 1837mm Boot: na Fuel Tank: 80 litre Ground Clearance: 225mm

FIGO

With that Aston Martin-like face, the new Figo does look pretty handsome. It's well-equipped, too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.2 Titanium + P	7.75	4cyl 1196cc	87	112	NA	NA	NA	7/10
1.5 Titanium + D	8.99	4cyl 1498cc	99	215	NA	NA	NA	7/10

L: 3886mm W: 1695mm H: 1525mm Boot: 520 litres, Fuel Tank: 88 litre Ground Clearance: 174mm

MUSTANG

Brawny sports coupe that lives up to its muscle car lineage. Powerful, sexy and practical... almost.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
GT	86.62	8cyl 4951cc	395	515	NA	NA	NA	8/10

L: 4784mm W: 2080mm H: 1391mm Boot: 408 litre Fuel Tank: 61 litre, Ground Clearance: 137mm

HONDA

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



ACCORD

Big Honda saloon is back; this time in hybrid flavour. Comfortable, spacious, decent to drive. A tad pricey



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Hybrid	53.16	4cyl 1993cc	212	315	NA	NA	NA	8/10

L: 4933mm W: 1849mm H: 1464mm Boot: NA Fuel Tank: 60 litre Ground Clearance: NA

AMAZE

Honda's answer to Maruti's DZire. First oil-burning Honda to hit Indian shores



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VX CVT	10.49	4cyl 1198cc	88	109	NA	NA	NA	7/10
VX i-DTEC	10.61	4cyl 1498cc	99	200	NA	12.21	16.8	6/10

L: 3990mm W: 1680mm H: 1505mm Boot: 400 litres Fuel Tank: 35 litre, Ground Clearance: 165mm

CITY

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



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VX	13.7	4cyl 1497cc	117	145	NA	NA	NA	7/10
VX CVT	15	4cyl 1497cc	117	145	NA	NA	NA	6/10
VX i-DTEC	15.82	4cyl 1498cc	99	200	NA	13.44	16.95	6/10

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

BRIO

A complete young family hatch, comes with an aggressive price tag.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VX	7.49	4cyl 1198cc	87	109	NA	NA	16.5	7/10
VX AT	8.53	4cyl 1198cc	87	109	NA	14.59	16.5	7/10

L: 3610mm W: 1680mm H: 1500mm Boot: Na Fuel Tank: 35 litre, Ground Clearance: 165mm

BR-V

Not as impressive a package as its strongest rivals, but offers two extra seats



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
V CVT	15	4cyl 1497cc	117	145	NA	NA	NA	7/10
VX MT Diesel	16.42	4cyl 1498cc	99	200	NA	NA	NA	7/10

L: 4453mm W: 1735mm H: 1666mm Boot: NA Fuel Tank: NA, Ground Clearance: 210mm

CR-V

Suave, comfortable, handles well and has a great engine. It has a terrific image as well.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
2L AT	30	4cyl 1997cc	154	190	NA	11.45	9.15	6/10
2.4L AT AVN	32.84	4cyl 2354cc	187	226	NA	11.62	9.4	6/10

L: 4544mm W: 1820mm H: 1685mm Boot: na Fuel Tank: 58 litre, Ground Clearance: 170mm

JAZZ

Tons of space on offer. Very practical, very versatile, not as premium on the inside as the Elite i20.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
V Petrol CVT	10.29	4cyl 1199cc	90	110	NA	14.1	15.2	7/10
VX Diesel	11.43	4cyl 1498cc	98	200	NA	NA	NA	6/10

L: 3955mm W: 1694mm H: 1544mm Boot: 354 litre Fuel Tank: 40 litre Ground Clearance: 165mm

MOBILIO

Honda's first shot at the budget MPV segment, the Mobilio sports a touch more design flair than the rest.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
RS	15.77	4cyl 1498cc	99	200	NA	15.91	13.1	6/10

L: 4380mm W: 1680mm H: 1603mm Boot: Na Fuel Tank: 42 litre Ground Clearance: 189mm

HYUNDAI

TopGear on Hyundai:
With the i10, i20 and the new Verna, their cars are actually scoring pretty high on the desirability quotient.

4S VERNA

Hyundai's champion mid-size warrior. Now with the power of four S'es



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.4 CRDi	11.38	4cyl 1396cc	89	220	NA	NA	NA	7/10
1.6 SX (O) CRDi AT	16.55	4cyl 1582cc	126	260	NA	11.79	13.3	5/10

L: 4375mm W: 1700mm H: 1475mm Boot: 465 litre, Fuel Tank: 43 litre, Ground Clearance: NA

CRETA

A real rival to the Renault Duster. Could've been priced lower, but is still a sweet deal.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
S+ 1.4 D	15.41	4cyl 1396cc	88	220	NA	NA	NA	8/10
SX+ 1.6 D Auto	18.47	4cyl 1582cc	126	260	NA	11.42	13	8/10

L: 4270mm W: 1780mm H: 1630mm Boot: na Fuel Tank: 45 litre Ground Clearance: 170mm

DATA IN NUMBERS: NO REPLACEMENT FOR DISPLACEMENT

→ Creta S+ 1.4 D: 1396cc 88bhp
→ Creta SX+ 1.6D: 1582cc 126bhp

EON

The Eon is an interesting little number. It has what you want from an entry-level city car, even if not in the best possible way.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Sportz	5.22	3cyl 814cc	55	75	NA	NA	NA	4/10
1.0 Magna	5.39	3cyl 998cc	68	94	NA	14	16.15	6/10

L: 3515mm W: 1500mm H: 1510mm Boot: 215 litre, Fuel Tank: 32 litre, Ground Clearance: 170mm

ELANTRA

Hyundai has given the Elantra a complete overhaul. It's flamboyant, feature-rich and much better to drive, now.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
2.0 SX(O) P AT	22	4cyl 1999cc	150	192	NA	NA	NA	7/10
1.6 SX D AT	24.13	4cyl 1582cc	126	260	NA	NA	NA	7/10

L: 4570mm W: 1800mm H: 1465mm Boot: NA, Fuel Tank: 50 litre, Ground Clearance: NA

ELITE i20

The brand-new i20 is as good as most others in its class. A premium hatch in the truest sense of the term.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Asta 1.2 P	8.76	4cyl 1396cc	82	115	NA	11.91	NA	7/10
Asta 1.4 D	11.15	4cyl 1396cc	89	220	NA	NA	NA	7/10
Active 1.4 SX D	12.22	4cyl 1396cc	89	220	NA	14.1	16.3	8/10

L: 3985mm W: 1734mm H: 1505mm Boot: 295 litre Fuel Tank: 45 litre, Ground Clearance: 170mm

GRAND i10

Hyundai finds and fills a gap between the i10 and the i20, and this one fits the bill perfectly.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Asta (O)	7.42	4cyl 1197cc	82	114	NA	NA	NA	7/10
Asta D	8.73	3cyl 1120cc	71	180	NA	15.94	16.35	7/10

L: 3765mm W: 1660mm H: 1520mm Boot: 235 litre Fuel Tank: 43 litre, Ground Clearance: NA

DATA IN NUMBERS: POWER PUSH

→ Hyundai Grand i10 1.2 P 82bhp
→ Ford Figo 1.2 P 87bhp

i10

Another excellent compact hatch from Hyundai. Massively practical, very sophisticated for such a small car.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Sportz	5.92	4cyl 1086cc	66	99	NA	NA	NA	6/10

L: 3585mm W: 1595mm H: 1550mm Boot: 235 litres Fuel Tank: 35 litre, Ground Clearance: 165mm

SANTA FE

Hyundai takes the fight to Honda CR-V's door step. Also comes with diesel engine. Build: Assembled



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
4WD AT	40.58	4cyl 2199cc	194	436	NA	9.17	10.5	7/10

L: 4690mm W: 1880mm H: 1690mm Boot: 969 litres Fuel Tank: 64 litre, Ground Clearance: 185mm

TUSCON

Strengthens Hyundai's SUV portfolio by filling up the gap left open by the bigger Santa Fe and the smaller Creta.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
2WD AT	27	4cyl 1999cc	153	192	NA	NA	NA	NA
2WD AT Diesel	31.5	4cyl 1995cc	183	402	NA	NA	NA	7/10

L: 4475mm W: 1850mm H: 1655mm Boot: NA Fuel Tank: 62 litre Ground Clearance: 172mm

XCENT

Hyundai has a go at the under-four metre sedan segment with the weirdly-named Xcent.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.2 Kappa SX (O) AT	8.64	4cyl 1197cc	82	114	NA	NA	NA	6/10
1.1 CRDi SX (O)	9.97	3cyl 1197cc	71	180	NA	NA	NA	7/10

L: 3995mm W: 1660mm H: 1520mm Boot: 470 litre Fuel Tank: 43 litre, Ground Clearance: NA

ISUZU

TopGear on Isuzu:
Known for their low-cost, reliable diesel engines. Full local manufacture begins in 2015.

ISUZU

MU-7

Think Fortuner, but not from Toyota. Lots of space and brute force. Build: Assembled



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Automatic	28.06	4cyl 2999cc	161	360	NA	12.54	10.55	6/10

L: 4955mm W: 1800mm H: 1805mm Boot: na Fuel Tank: 76 litre, Ground Clearance: 210mm

D-MAX V-CROSS

It's a pick-up unlike any other. Seats five, gets plenty of features. A lot of metal for the money



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
V-Cross 4x4	15.32	4cyl 2499cc	132	320	NA	NA	NA	-

L: 5295mm W: 1860mm H: 1840mm Boot: NA Fuel Tank: NA, Ground Clearance: 225mm

JAGUAR

TopGear on Jaguar:
Turning out brilliant driver's cars. The XF is lovely, and the new engines are as good as anything out there.

**F-PACE**

Jaguar's first attempt at making an SUV, and what an attempt it is. It'll do pretty much everything you ask it to



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Pure	92.93	4cyl 1999cc	174	430	NA	NA	NA	-
R-Sport	160	6cyl 2995cc	292	700	NA	7.2	9.1	8/10

L: 4731mm W: 2070mm H: 1651mm Boot: NA Fuel Tank: NA, Ground Clearance: NA

F-TYPE

The F-Type continues the legacy of the E-Type, never mind the 50 year break between the two



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
S Convertible	179*	6cyl 2995cc	375	460	250	4.19	5.35	7/10
R Coupe	186*	8cyl 5000cc	542	680	na	4.2	4.45	8/10

L: 4470mm W: 1920mm H: 1308-1321mm Boot: 200 litres Fuel Tank: 72 litres, Ground Clearance: NA

XE

Finally, Jaguar has provided a credible alternative to the C-Class and 3-Series. Only available in petrol, for now



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Pure	48.83	4cyl 1999cc	197	320	NA	NA	NA	-
Portfolio	58.59	4cyl 1999cc	237	340	237	7.6	10.7	8/10

L: 4795cm W: 1967mm H: 1416mm Boot: 455 litre Fuel Tank: 63 litre, Ground Clearance: 110mm

XF

This model has brought Jag to the same level as its German counterparts. It drives as good as its looks.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
2.0L D Portfolio	81.89	4cyl 1999cc	177	430	NA	NA	NA	-
2.0L P Portfolio	81.56	4cyl 1999cc	237	340	NA	NA	NA	-

L: 5067mm W: NA H: 1457mm Boot: 505 litre Fuel Tank: 66 litre, Ground Clearance: NA

XJ

British engineering at its finest, good option for buyers looking for a big non-German luxury sedan.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
2.0L Petrol Portfolio	123	4cyl 1999cc	237	340	NA	9.85	10.55	8/10
3.0L Diesel Portfolio	133	6cyl 2993cc	271	600	230	6.6	NA	8/10

L: 5255mm W: 2105mm H: 1460mm Boot: 520 litre Fuel Tank: 82 litre, Ground Clearance: NA

DATA IN NUMBERS: WHICH LUXE LIMO?

- Jaguar XJ 3.0D ₹1.31 crore
- Mercedes S 350 CDI ₹1.38 crore

JEEP

Jeep

TopGear on Jeep:

Making some of the most iconic SUVs in the world. They're old, but they still have a charm all their own

WRANGLER

Where the rest of the SUVs give up, the Wrangler soldiers on. Hardy, ancient, and pretty damn tough.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Unlimited 4x4	94	4cyl 2800cc	194	460	NA	NA	NA	-

L: 4583mm W: 1877mm H: 1829mm Boot: 884 litres Fuel Tank: 85 litre, Ground Clearance: 238mm

GRAND CHEROKEE

The more rugged alternative to an Audi Q7 or a Volvo XC90. Also comes with a glorious HEMI V8.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
3.0L Summit D	135	6cyl 2987cc	239	570	NA	NA	NA	-
SRT	147	8cyl 6400cc	468	624	NA	NA	4	8/10

L: 4828mm W: 1943mm H: 1802mm Boot: 1025 litres Fuel Tank: 93.5 litre, Ground Clearance: 206mm

LAMBORGHINI



TopGear on Lamborghini:

Audi-owned Lambo is firing on all cylinders, with its strongest model range yet and enough attitude to keep devotees happy.

AVENTADOR

Stays true to its illustrious supercar heritage. Brute force meets top-notch luxury.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LP700-4	485*	12cyl 6500cc	691	690	350	2.9	4.3	8/10
LP700-4 Roadster	NA	12cyl 6500cc	691	690	350	3.0	4.3	8/10

L: 4780mm W: 2030mm H: 1136mm Boot: na Fuel Tank: 90 litres, Ground Clearance: NA

HURACAN

The successor to the hugely-popular Gallardo, the new baby Lambo packs an incredible punch.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LP610-4	343*	10cyl 5204cc	602	560	NA	NA	NA	8/10
LP580-2	299*	10cyl 5204cc	570	540	NA	NA	NA	8/10

L: 4459mm W: 1924mm H: 1165mm Boot: na Fuel Tank: 90 litres, Ground Clearance: NA

LAND ROVER



TopGear on Land Rover:

Builder of the best 4x4 by far? An old advertising slogan that's now coming true with the latest range of Landies.

DISCOVERY SPORT

The most glamorous Land Rover till date is also a proper mountain goat.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
HSE TD4	70.48	4cyl 2179cc	147	400	210	11.9	NA	7/10
HSE Luxury SD4	79.71	4cyl 2179cc	188	420	NA	10.2	12.45	7/10

L: 4599mm W: 1773mm H: 1724mm Boot: na Fuel Tank: 65 litres Ground Clearance: 212mm

EVOQUE

If looks could kill, the Range Rover Evoque would be a serial killer.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
HSE Dynamic	81.4	4cyl 2179cc	188	420	NA	9.79	10.5	7/10
SE Si4 Petrol	53.2*	4cyl 1999cc	237	340	NA	NA	NA	NA

L: 4355mm W: 1985mm H: 1605-1635mm Boot: na Fuel Tank: na Ground Clearance: NA

RANGE ROVER

Still the Rolls-Royce of the SUVs. Now, in a much lighter avatar, with a much heavier price tag.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
3.0 TDV6	290	6cyl 2993cc	244	600	215	7.9	12	8/10
44 SDV8 SVA LWB	482	8cyl 4367cc	335	740	215	7.21	8.4	8/10
5.0L V8 Supercharged	347	8cyl 4999cc	503	625	230	5.4	NA	8/10

L: 4999mm W: 2073mm H: 1835mm Boot: na Fuel Tank: 105 litres, Ground Clearance: NA

RANGE ROVER SPORT

Range's smaller, sportier brother – more practical and clever, but not quite as charming.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
3.0L SDV6 HSE	200	6cyl 2993cc	288	600	208	7.54	9.25	8/10
5.0L V8 Supercharged	231	8cyl 4999cc	503	680	222	7.4	NA	8/10
SVR	269	8cyl 4999cc	543	680	260	5.7	5	9/10

L: 4850mm W: 1930mm H: 1780mm Boot: na Fuel Tank: 105 litres, Ground Clearance: 227mm

MAHINDRA



TopGear on Mahindra:

Crossed the fence from crude to refined. They do look intent on making it big on the world stage over the decade.

BOLERO

Dinosaur bones, but surprisingly competent. Cheap, rugged, but cramped. Now available as a sub-4m offering, too



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
SLE	9.53	4cyl 2523cc	63	195	132	27.6	11.5	6/10
Power+ SLE	8.31	3cyl 1493cc	70	195	NA	NA	NA	5/10

L: 3995-4107mm W: 1745mm H: 1880mm Boot: na Fuel Tank: 50 litres, Ground Clearance: 180mm

E20

If you're the kind who loves the Arctic icebergs and is concerned about global warming, this one is for you.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
T2	6.30	3-phase DC	25	53	80	NA	NA	5/10

L: 3280mm W: 1510mm H: 1560mm Boot: na Fuel Tank: na, Ground Clearance: 180mm

KUV100

Mahindra's attempt at stealing the Swift's spotlight. As big as a hatch, pretty spacious, but looks divide opinion.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
K8 5-seater Diesel	8.82	3cyl 1198cc	77	190	NA	NA	NA	7/10

L: 3675mm W: 1705mm H: 1635mm Boot: 243 litres, Fuel Tank: 35 litres, Ground Clearance: 170mm

NUVOSPORT

A little more than a Quanto in new clothes, the NuvoSport is Mahindra's third sub-4m offering



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
N8	11.4	3cyl 1493cc	100	240	NA	16.4	13.85	6/10

L: 3985mm W: 1850mm H: 1870mm Boot: 412 litres, Fuel Tank: 55 litres, Ground Clearance: 180mm

SCORPIO

Ever-improving SUV offers great value, excellent practicality for India and now-decent road manners. Top car.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
S10 4x4 Auto	18.74	4cyl 2179cc	120	280	NA	NA	NA	7/10

L: 4430mm W: 1817mm H: 1975mm Boot: na Fuel Tank: 60 litres Ground Clearance: 180mm

THAR

Old-school SUV with a go-anywhere attitude.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
CRDe	10.65	4cyl 2498cc	105	247	138	15.2	11.6	7/10

L: 3920mm W: 1726mm H: 1930mm Boot: na Fuel Tank: 60 litres Ground Clearance: 210mm

TUV300

Its looks may not be everyone's cup of tea (or coffee), but this car is one of Mahindra's finest efforts till date.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
T8	11.12	4cyl 1493cc	100	240	NA	18.6	11.6	6/10

L: 3995mm W: 1835mm H: 1839mm Boot: 384 litres Fuel Tank: 60 litres Ground Clearance: 184mm

VERITO

Spacious, solid and a super ride. To top that, it comes with mouth-watering price tags. Also available in full-electric form



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.5 D6	10.83	4cyl 1461cc	65	160	165	17.4	18.9	6/10
eVerito	12.32	72V AC motor	41	91	NA	NA	NA	-

L: 4247mm W: 1740mm H: 1540mm Boot: 510 litres Fuel Tank: 50 litres, Ground Clearance: 172mm

VERITO VIBE

A Verito minus the boot. But don't mistake it for a hatch, it's a super-compact sedan with 330litres of boot space.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
D6	9.01	4cyl 1461cc	64	160	NA	16.57	14	4/10

L: 3990mm W: 1740mm H: 1540mm Boot: 330 litres Fuel Tank: 50 litres, Ground Clearance: 172mm

XUV 500

Its heart is in the right place, but the dynamic chinks need ironing out.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
W10 AWD	23.6	4cyl 2179cc	140	330	NA	12.3	11.15	7/10

L: 4500mm W: 1850mm H: 1785mm Boot: na Fuel Tank: 55 litres, Ground Clearance: 186mm

XYLO

Innova-slayer with the sedan market in sight. Big, spacious and value-for-money



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
H9	14.68	4cyl 2179cc	122	280	155	15.2	NA	5/10

L: 4500mm W: 1850mm H: 1880mm Boot: na Fuel Tank: 55 litres, Ground Clearance: 186mm

MARUTI SUZUKI



TopGear on Maruti Suzuki:

A brand most Indians trust more than they do their spouses. And for good reason. Cars are good. Service and support, brilliant.

ALTO 800

Maruti's idea of cheap transportation. Gets the tried-and-tested engine and Alto's platform



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LXi	4.46	3cyl 796cc	47	69	NA	18	16	5/10

L: 3395mm W: 1475mm H: 1475mm Boot: 117 litre Fuel Tank: 35 litres, Ground Clearance: 160mm

ALTO KIO

New engine and transmission mean you can say 'Alto' and 'performance' in the same sentence.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VXi AGS	5.01	3cyl 998cc	67	90	NA	NA	NA	7/10

L: 3545mm W: 1515mm H: 1475mm Boot: na Fuel Tank: 35 litres, Ground Clearance: 160mm

BALENO

Capable, sizeable hatchback that feels good on the inside. Can hold its own against its rivals.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Zeta P	7.4	4cyl 1197cc	83	115	NA	13	14.5	7/10
Alpha D	9.67	4cyl 1248cc	74	190	NA	12.8	16.35	7/10

L: 3995mm W: 1745mm H: 1500mm Boot: 339 litres Fuel Tank: 37 litres Ground Clearance: 170mm

CIAZ

Maruti's answer to the Citys and the Vernas of the world. Available in petrol and diesel, manual and automatic guises.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
ZXi AT	11.69	4cyl 1373cc	91	130	NA	12	13.9	7/10
ZDi (O) SHVS	12.91	4cyl 1248cc	89	200	NA	NA	15.5	7/10

L: 4490mm W: 1730mm H: 1485mm Boot: 510 litre, Fuel Tank: 43 litres, Ground Clearance: 170mm

CELERIO

Another no-frills commuter from Maruti. But there's a pleasant surprise this time – an automated manual gearbox.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
ZXi (O)	6.1	3cyl 998cc	67	90	NA	NA	NA	6/10
ZDi (O)	7.18	2cyl 793cc	48	125	NA	23	20	5/10

L: 3600mm W: 1600mm H: 1560mm Boot: 235 litre, Fuel Tank: 35 litres, Ground Clearance: 165mm

ECCO

Don't let the marketing gimmick fool you. The Ecco is a stripped-down Versa at a rock-bottom price.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
7 STR	4.25	4cyl 1196cc	73	101	NA	NA	NA	3/10

L: 3675mm W: 1740mm H: 1800mm Boot: 147.5 litres Fuel Tank: 40 litres, Ground Clearance: 160mm

ERTIGA

Maruti jumps on the people-mover bandwagon with the Ertiga. Drives like a car, seats seven and it's compact.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
ZXi +	10.42	4cyl 1373cc	94	130	NA	NA	NA	7/10
ZDi +	11.44	4cyl 1248cc	88	200	165	12.7	13.5	7/10

L: 4265mm W: 1695mm H: 1685mm Boot: na Fuel Tank: 45 litres Ground Clearance: 185mm

IGNIS

Nexa's newest offering, this cute crossover-hatchback with funky looks is fun to drive.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Delta	5.45*	4cyl 1197cc	82	113	NA	NA	NA	8/10
Alpha D	8.21*	4cyl 1248cc	74	190	NA	NA	NA	8/10
Zeta AMT	6.62*	4cyl 1197cc	82	113	NA	NA	NA	8/10
Zeta D AMT	7.85*	4cyl 1248cc	74	190	NA	NA	NA	8/10

L: 3700mm W: 1690mm H: 1595mm Boot: 260 litres Fuel Tank: 32 litres, Ground Clearance: 180mm

TOPGEAR TOP FIVE

LUXURY CARS

1



ROLLS-ROYCE PHANTOM

Price ₹6 crore, Specs 12cyl, 6749cc, 453bhp, 720Nm

You must have heard of terms like the Rolls-Royce of audio speakers, the Rolls-Royce of luxury watches. Well, then meet the Rolls-Royce of cars. It has been and continues to be the epitome of everything that's luxurious and the best in the world. To put it simply, if it's not the best, you won't find it in a Phantom.

2



MERCEDES S-CLASS

Price ₹1.37 crore, Specs 6cyl, 2987cc, 255bhp, 620Nm

Apart from being luxurious and comfortable, the S-Class has always been the harbinger of innovative technology that eventually filters down to regular family cars in a couple of decades' time. So if you'd like the best in comfort, safety and innovation, stop looking. Your search ends here.

3



BENTLEY MULSANNE

Price ₹5.67 crore, Specs 8cyl, 6752cc, 505bhp, 1020Nm

Bentley's flagship saloon, the Mulsanne, is like an ancient castle with ultra-modern amenities and plumbing. It marries the best of tradition, comfort, luxury with a wallop of horsepower and torque. Perhaps the only machine in this lot that's as good to drive as it is to be driven in.

4



BMW 7 SERIES

Price ₹1.55 crore, Specs 8cyl, 4395cc, 442bhp, 650Nm

The 7 has been at the forefront of driver-focused luxury since its inception. What? Of course, massage seats, first-class luxury and superb levels of comfort are all part of standard equipment. You can have yours as a diesel, a V8 petrol or maybe even the V12, if you ask nicely.

5



RANGE ROVER

Price ₹1.81 crore, Specs 6cyl, 2993cc, 244bhp, 600Nm

For a name that's rather short, this thing is unmatched when it comes to its long list of abilities. This is the car that is as at ease in the jungle as it is in the high society. It has simplified luxury travel and off-roading in a way Apple simplified the smartphone.

RITZ

If there's ever a fill-it-shut-it-forget-it car, this is it.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
ZXi	5.4	4cyl 1198cc	85	113	na	13.8	NA	6/10
VDi	6.81	4cyl 1248cc	74	190	na	14.6	16	6/10

L: 3715mm W: 1680mm H: 1620mm Boot: 178 litre Fuel Tank: 43 litres, Ground Clearance: 170mm

S-CROSS

The big hatchback that is – and believe us when we say this – a credible rival to the Hyundai Creta



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
DDiS 200 Alpha	13.24	4cyl 1248cc	87	200	NA	13.5	15.8	7/10
DDiS 320 Alpha	16.95	4cyl 1598cc	116	320	na	11.4	15	7/10

L: 4300mm W: 1765mm H: 1590mm Boot: 353 litre Fuel Tank: 48 litres Ground Clearance: 170mm

SWIFT

The most popular Maruti ever. Looks fab, drives well, has two great engines and lots of equipment.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
ZXi	7.6	4cyl 1197cc	83	115	160	NA	NA	8/10
ZDi	9	4cyl 1248cc	74	190	160	NA	NA	7/10

L: 3850mm W: 1695mm H: 1530mm Boot: 204 litre Fuel Tank: 42 litres, Ground Clearance: 170mm

SWIFT DZIRE

Recently refreshed, looks better but reduces some of its boot space.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
ZXi	8.2	4cyl 1197cc	86	114	160	NA	NA	6/10
ZDi	9.6	4cyl 1248cc	74	190	160	13.7	NA	6/10

L: 3995mm W: 1695mm H: 1555mm Boot: 316 litre Fuel Tank: 42 litres, Ground Clearance: 170mm

VITARA BREZZA

The sub-four metre SUV India has been eagerly awaiting is finally here, and it manages to do everything quite well.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LDi	8.76	4cyl 1248cc	88	200	NA	NA	NA	8/10
ZDi+	11.9	4cyl 1248cc	88	200	NA	NA	NA	8/10

L: 3995mm W: 1790mm H: 1640mm Boot: 328 litres, Fuel Tank: 48 litres Ground Clearance: 198mm

WAGON R

More spacious than its predecessor and much nicer to look at. Definitely for the family man... or woman



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VXi (O) AGS	6.26	3cyl 998cc	67	90	NA	NA	NA	6/10

L: 3595mm W: 1475mm H: 1670mm Boot: na Fuel Tank: 35 litres, Ground Clearance: 165mm

MASERATI

TopGear on Maserati: The Trident is back, with nearly its full range of cars. Best of all, they're all drop-dead gorgeous



GHIBLI

The compact Maser sedan. Only available with a diesel, but can steal your heart with its looks



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Diesel	114*	6cyl 2987cc	271	600	NA	6.84	NA	7/10

L: 4971mm W: 1945mm H: 1461mm Boot: 500 litre Fuel Tank: 70 litres Ground Clearance: NA

GRAN TURISMO

This is possibly one of the most spectacular-looking sports cars ever built. Even after all these years...



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Gran Turismo MC Stradale	240*	8cyl 4691cc	453	520	NA	NA	NA	-
Gran Cabrio MC Stradale	245*	8cyl 4691cc	453	520	NA	NA	NA	-

L: 4881mm W: 1915mm H: 1353mm Boot: 260 litre Fuel Tank: 86 litres Ground Clearance: NA

DATA IN NUMBERS: A PRICE FOR MORE HEADROOM

- **GRAN TURISMO MC STRADALE:** 2.4 CRORE
- **GRAN CABRIO MC STRADALE:** 2.45 CRORE

QUATTROPORTE

Mafia boss? Say hello to your big, shiny new ride.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
GTS	222*	8cyl 3799cc	523	710	NA	NA	NA	7/10
Diesel	152*	6cyl 2987cc	271	600	NA	NA	NA	7/10

L: 5262mm W: 1948mm H: 1481mm Boot: 530 litres Fuel Tank: 80 litre Ground Clearance: NA

MERCEDES-BENZ



TopGear on Mercedes-Benz:

The men from Stuttgart are on a roll. A truckload of products have arrived in the recent past, and many more are on their way

A-CLASS

Merc's newest offering is dressed to kill. Now the stepping stone to Benz ownership.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
A 180 Sport	36.29	4cyl 1595cc	121	200	NA	9.85	12.8	8/10
A 200d Sport	37.61	4cyl 2143cc	134	300	NA	8.7	14.3	7/10

L: 4292mm W: 2010mm H: 1433mm Boot: 488 litres Fuel Tank: 50 litres, Ground Clearance: NA

DATA IN NUMBERS: KNOCKING ON THE DOORS OF TORQUE

- **Merc A 180 Sport:** 5 doors 200Nm
- **Merc AMG GT:** 2 doors 650Nm

AMG GT

The pinnacle of the AMG range strikes a fine balance between performance and flamboyance.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
S	267	8cyl 3982cc	503	650	NA	3.9	14	8/10

L: 4546mm W: 1939mm H: 1288mm Boot: 285-350 litres Fuel Tank: 75 litres Ground Clearance: NA

B-CLASS

Merc's B-Class is ultimately a large luxury hatchback. Now a more practical alternative to the A-Class.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
B 200 CDI Sport	39.38	4cyl 2143cc	134	300	210	9.36	14	6/10
B 180 Sport	38.05	4cyl 1595cc	120	200	200	10.5	10.3	6/10

L: 4359mm W: 1786mm H: 1557mm Boot: 486 litres, Fuel Tank: 50 litres, Ground Clearance: 18cm

C-CLASS

Excellent new C-Class returns to traditional Merc values and quality. As soothing as a champagne jacuzzi.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
C 300 Cabriolet	NA	4cyl 1991cc	241	370	NA	NA	NA	7/10
C 200 Avantgarde	53.74	4cyl 1991cc	181	300	NA	NA	NA	8/10
C 220 CDI Avantgarde	51.7	4cyl 2143cc	168	400	NA	8.22	15	8/10
AMG C63 S Sedan	174	8cyl 3982cc	503	700	NA	NA	NA	9/10
AMG C43 Sedan	74.35*	6cyl 2996cc	362	520	250	4.7*	NA	8/10

L: 4686mm W: 1810mm H: 1442mm Boot: 480 litres, Fuel Tank: NA, Ground Clearance: NA

TOPGEAR TOP FIVE

SMALL CARS

1



RENAULT KWID

Price ₹3.6* lakh,
Specs 799cc, 53bhp, 71Nm

The Kwid has been quite a revolution. It has looked at the compact hatchback from a new perspective. It has shown Indians that we may not have to skimp on things just before we're on a budget. With the way it drives and with the way it's been styled, it's here to give its established rivals a good run for their money.

2



HYUNDAI GRAND i10

Price ₹8.06 lakh,
Specs 1120cc, 71bhp, 180Nm

The Grand i10 looks cute and is packed to its brim with features, but the biggest highlight of this tiny hatchback is its handling capabilities. Based on a new platform, it can put a smile on the driver's face through a mountain road. And despite being a good drive, it's extremely frugal, keeping costs in check.

3



MARUTI SWIFT

Price ₹7.54 lakh,
Specs 1248cc, 74bhp, 190Nm

The ultimate king of hatchbacks. Packs in everything a buyer would want brilliantly. Be it engines, handling characteristics, ride quality and overall peace of mind for aftersales, the Swift has been through its test of time, with many rivals coming and failing to dethrone the mighty king.

4



MARUTI ALTO K10

Price ₹4.26 lakh,
Specs 998cc, 67bhp, 90Nm

India's best-selling car that sells more than 20,000 units a month. The Alto literally puts the nation on wheels. Low running and owning costs, a bigger zesty K10 engine and a fine balance between efficiency and fun is what the Alto K10 blends brilliantly.

5



FORD FIGO

Price ₹7.75 lakh,
Specs 1498cc, 99bhp, 215Nm

The earlier Ford Figo was good, but lost in some areas. The new Figo is a car that forces every buyer in that segment to sit up and take notice. It is far more premium than what the segment offers, its tried-and-tested engines and the overall well-roundedness is something that works brilliantly.

CLA-CLASS

Looks smashing. AMG-fettled version powered by the most powerful four-pot in production. Also, looks smashing.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
200 Sport	41.84	4cyl 1991cc	181	300	NA	7.83	12.9	7/10
200 CDI Sport	43.81	4cyl 2143cc	134	300	NA	9.8	17.9	7/10
CLA45 AMG	93.76	4cyl 1991cc	355	450	NA	NA	NA	8/10

L: 4630mm W: 1770mm H: 1416mm Boot: 470 litres Fuel Tank: 56 litres Ground Clearance: NA

CLS

Superb alternative to a luxury sedan. Goes well, turns heads too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
CLS 250 CDI	101	4cyl 2143cc	201	500	250	NA	NA	8/10

L: 4940mm W: 1880mm H: 1416mm Boot: 520 litres Fuel Tank: 80 litres Ground Clearance: 120mm

E-CLASS

Fresh new styling with a touch of character, great engine and new features make it an irresistible offer



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
E 200	62.56	4cyl 1991cc	181	300	NA	9.2	9	7/10
E 250 CDI	66.4	4cyl 2143cc	202	500	NA	8.31	11.6	7/10
E63 AMG	244	8cyl 5461cc	550	720	NA	5.07	6	8/10
E 350 CDI	79.05	6cyl 2987cc	261	619	NA	6.98	12.65	8/10
E400 Cabriolet	105	6cyl 2996cc	328	480	NA	NA	NA	8/10

L: 4868mm W: 1850mm H: 1474mm Boot: 540 litres Fuel Tank: 80 litres, Ground Clearance: NA

GLC

With good space, a stylish interior and decent on-road dynamics, the GLC is a great all-round package



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
300	68.98	4cyl 1991cc	245	370	NA	NA	NA	7/10
220 d	68.71	4cyl 2143cc	170	400	NA	NA	NA	7/10

L: 4656mm W: 1890mm H: 1639mm Boot: 550 litres Fuel Tank: NA, Ground Clearance: NA

GLS

All the creature comforts you need, and a boot that can easily swallow your camping equipment.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
350 d	102	6cyl 2987cc	255	620	222	8.2	9.25	7/10
GL 63 AMG	231	8cyl 5461cc	550	760	250	NA	NA	6/10
400	109	6cyl 2996cc	328	480	NA	NA	NA	-

L: 5099mm W: 1920mm H: 1850mm Boot: 520 litres Fuel Tank: 100 litre, Ground Clearance: NA

GLA-CLASS

A bigger A-Class. Offers a good ride, enough features and also, it's fun to drive



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
200 Sport	43.07	4cyl 1991cc	181	300	NA	NA	NA	7/10
200 CDI Sport	45.09	4cyl 2143cc	134	300	NA	NA	NA	7/10
GLA 45 AMG	97	4cyl 1991cc	355	450	NA	NA	NA	8/10

L: 4417mm W: 1804mm H: 1494mm Boot: 421 litres, Fuel Tank: NA Ground Clearance: 183mm

GLE-CLASS

The M-Class with a new name is vastly better, offers great quality, and is good on-road.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
350 CDI	91.55	6cyl 2987cc	254	620	225	7.62	NA	7/10
250 CDI	78.07	4cyl 2143cc	204	500	NA	NA	NA	7/10

L: 4804mm W: 1926mm H: 1796mm Boot: 690 litres Fuel Tank: 70 litres Ground Clearance: NA

S-CLASS

Not just the best car in the world. It redefines what a car will be expected to do in the future.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
S 350 CDI	138	6cyl 2987cc	255	620	250	7.51	9.8	8/10
S 400 L	154	6cyl 2996cc	328	480	250	NA	NA	-
S 500 Coupe	NA	8cyl 4663cc	453	700	250	5.78	5.6	8/10
S 63 AMG Coupe	306	8cyl 5461cc	576	900	250	NA	NA	9/10
S 63 AMG Sedan	NA	8cyl 5461cc	576	900	250	4.2	NA	8/10
S 600 Maybach	324	12cyl 5980cc	523	830	250	NA	NA	9/10
S 500 Cabriolet	NA	8cyl 4663cc	449	700	250	NA	NA	9/10
L: 5246mm W: 1899mm H: 1494mm Boot: 530 litres Fuel Tank: 80 litres Ground Clearance: NA								

SLC

Known as the SLK before, this little roadster isn't all-new, but makes do with a facelift and a new powerplant.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
43 AMG	102	6cyl 2996cc	362	520	NA	NA	NA	NA
L: 4142mm W: 1817mm H: 1304mm Boot: NA Fuel Tank: 60 litres, Ground Clearance: NA								

G-WAGON

The G-Wagon is still going strong. The AMG V8 gives it hot-rod performance.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
G63 AMG	267	8cyl 5461cc	563	760	210	5.4	NA	9/10
L: 4763mm W: 1855mm H: 1938mm Boot: 480 litres Fuel Tank: 96 litres Ground Clearance: NA								

MINI

TopGear on Mini: Mini has managed what other carmakers struggle to do - make a small, fun car, and charge a premium



MINI

The basics are wrong: transverse engine, FWD, but tell that to yourself when you are smiling end to end



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Cooper D 3-door	31.85*	3cyl 1496cc	114	270	NA	9.43	14.6	7/10
Cooper D 5-door	35.20*	3cyl 1496cc	114	270	NA	9.41	16.9	7/10
Cooper S	NA	4cyl 1998cc	189	280	NA	6.87	10.75	8/10
S Convertible	34.9*	4cyl 1998cc	189	300	NA	7.1	NA	7/10
L: 3982mm W: 1938mm H: 1425mm Boot: 278 litres Fuel Tank: 44 litres, Ground Clearance: NA								

DATA IN NUMBERS: PREMIUM FOR SPACE

→ Cooper D 5-door: ₹3.3 lakh more than the 3-door

COUNTRYMAN

When four-door practicality meets the Mini badge, what you have is the Countryman



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Cooper D	35.68	4cyl 1598cc	112	270	NA	NA	NA	7/10
L: 4100mm W: 1780mm H: 1561mm Boot: 350 litres Fuel Tank: 47 litres, Ground Clearance: NA								

MINI CLUBMAN

The biggest Mini yet, with...7 doors. Only available in the Cooper S variant for now.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Cooper S	39.51*	4cyl 1998cc	189	280	NA	NA	NA	NA
L: 4253mm W: 1800mm H: 1441mm Boot: 360 litres Fuel Tank: 48 litres Ground Clearance: na								

MITSUBISHI

TopGear on Mitsubishi: Japanese industrial giant that now sells a single SUV in our market - the Pajero Sport.



MONTERO

The 'King of Terrains' has returned with a more chrome-heavy face. It's significantly more expensive, too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
GLS 4x4 AT	67.88*	4cyl 3200cc	186	441	NA	NA	NA	-
L: 4900mm W: 1875mm H: 1900mm Boot: NA Fuel Tank: 88 litres, Ground Clearance: 235mm								

PAJERO SPORT

This is for those forever looking for shortcuts through the bushes. Fantastic off-road, adequate on it.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
4x4 MT	32.55	4cyl 2477cc	178	400	NA	NA	NA	6/10
L: 4695mm W: 1815mm H: 1840mm Boot: NA Fuel Tank: 70 litres, Ground Clearance: 215mm								

NISSAN

TopGear on Nissan: A big Japanese car maker with a factory in England. Its portfolio becomes more respectable as each new model appears.



GT-R

The iconic sports car comes to India, one of the quickest in the world



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
GT-R	208*	6cyl 3799cc	565	637	315	3.2	NA	8/10
L: 4710mm W: 1895mm H: 1370mm Boot: NA Fuel Tank: NA Ground Clearance: NA								

MICRA

Nissan's budget small car armed with features you won't see even in cars twice its price. Peppy and fun to drive too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
XV Active	6.4	3cyl 1198cc	74	104	NA	NA	13.3	5/10
Diesel XV - Premium	10.02	4cyl 1461cc	63	160	NA	11.5	NA	5/10
L: 3725mm W: 1665mm H: 1530mm Boot: 251 litres Fuel Tank: 41 litres, Ground Clearance: 150mm								

SUNNY

Lots of passenger space, safety features like driver airbag and ABS, even on the base variant



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
XL CVT	12.17	4cyl 1498cc	100	134	NA	NA	NA	6/10
XV Diesel Safety	13.5	4cyl 1461cc	85	200	NA	NA	NA	6/10
L: 4455mm W: 1695mm H: 1515mm Boot: 490 litres Fuel Tank: 41 litres, Ground Clearance: NA								

TERRANO

The Duster gets new clothes and lots of chrome. Looks a tad more premium than its French cousin



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.5D XL 110PS	16.78	4cyl 1461cc	108	248	216	11.96	13.5	8/10
1.6P XL	12.15	4cyl 1598cc	104	145	NA	NA	NA	7/10
L: 4331mm W: 1822mm H: 1671mm Boot: 475 litres Fuel Tank: 50 litres, Ground Clearance: 205mm								

PORSCHE

TopGear on Porsche: A big name in sports car manufacture and motorsport and deservedly so. It produces cars of immense capability and quality.



911

Iconic. Instantly recognisable, fantastic to drive, near-perfect.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Carrera	140*	6cyl 2981cc	364	450	NA	NA	NA	-
Turbo S Cabriolet	277*	6cyl 3800cc	572	700	NA	NA	NA	-
L: 4507mm W: 1880mm, H: 1294mm, Boot: 115-145 litres, Fuel Tank: 64 litres, Ground Clearance: NA								

BOXSTER

Step 1 into Porsche-land is still a divine experience.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Boxster GTS	113*	6cyl 3436cc	335	380	NA	5.09	6.5	9/10
L: 4329mm W: 1800mm, H: 1282mm Boot: 150 litres Fuel Tank: 64 litres, Ground Clearance: NA								

CAYMAN

Baby 911 is a great sports car. Supernatural handling.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Cayman GTS	115*	6cyl 3436cc	335	380	NA	5.05	6.5	10/10
L: 4440mm, W: 1800mm, H: 1294mm Boot: 150 litres, Fuel Tank: 64 litres, Ground Clearance: NA								

DATA IN NUMBERS: GOING THE DISTANCE

- Porsche Cayman: 64 litre fuel tank
- Porsche Macan: 75 litre fuel tank
- Porsche Panamera: 100 litre fuel tank

CAYENNE

Big bad mutha. Perfect if you want a Porsche, but are scared of our roads.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Cayenne Turbo	174*	8cyl 4806cc	512	750	NA	6.17	5	8/10
L: 4798mm, W: 1939mm, H: 1705mm Boot: na Fuel Tank: 100 litres, Ground Clearance: NA								

MACAN

Want a sports car that's actually an SUV? This is as close as it gets.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Turbo	108*	6cyl 3604cc	394	550	NA	4.76	6.65	9/10
Macan	NA	4cyl 1984cc	248	370	NA	6.7	5.3	9/10
L: 4680mm, W: 1920mm, H: 1624mm, Boot: 500 litres, Fuel Tank: 60 litres, Ground Clearance: NA								

PANAMERA

A 911 for the family man, with two extra doors and a rear seat.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Panamera Turbo S	NA	8cyl 4806cc	562	750	NA	NA	NA	8/10
L: 4970mm, W: 1930mm, H: 1418mm, Boot: 820 litres Fuel Tank: 60 litres, Ground Clearance: NA								

RENAULT

TopGear on Renault: Renault's journey in India is going rather nicely, thanks in no small measure to the Duster.



DUSTER

Finally a cheap SUV that won't go belly-up around a corner.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
RXZ 110 AMT	16.5	4cyl 1461cc	108	245	NA	13.1	13.95	8/10
L: 4315mm W: 1822mm H: 1695mm Boot: 475 litres Fuel Tank: 50 litres Ground Clearance: 205mm								

KWID

Bigger than the Alto, features more equipment than the Alto, offers more power than the Alto. What's not to like?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.0 RXT (O)	5.10	3cyl 999cc	67	91	NA	NA	NA	7/10
0.8 RXT (O)	4.88	3cyl 799cc	53	72	NA	15.7	17.05	7/10
1.0 RXT (O) AMT	5.59	3cyl 999cc	67	91	NA	NA	NA	7/10

L: 3679mm W: 1579mm H: 1478mm Boot: 300 litres Fuel Tank: 28 litres Ground Clearance: 180mm

DATA IN NUMBERS: THE GAP BETWEEN THE NUTS

- Renault Kwid: 242.2cm wheelbase
- Renault Scala: 260cm wheelbase
- Renault Lodgy: 281cm wheelbase

LODGY

Ticks all the right boxes. Highly practical MPV capable of rewriting the rules of the game.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
RXZ 110PS 7-str	14.68	4cyl 1461cc	109	245	NA	NA	NA	7/10

L: 4498mm W: 1751mm H: 1697mm Boot: 207-1.861 litres Fuel Tank: 50 litres Ground Clearance: 174mm

SCALA

The French version of the Sunny.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
RxZ CVT	12.60	4cyl 1498cc	100	134	NA	NA	NA	6/10

L: 4425mm W: 1695mm H: 1505mm Boot: 490 litres Fuel Tank: 41 litres, Ground Clearance: 161mm

PULSE

The masculine version of the Nissan Micra.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
RXZ Petrol	6.78	3cyl 1198cc	75	104	NA	NA	NA	5/10

L: 3805mm W: 1665mm H: 1525mm Boot: 251 litres Fuel Tank: 41 litres, Ground Clearance: na

ROLLS-ROYCE

TopGear on Rolls-Royce:

A century after Mr Royce built his first car, the world's most luxurious carmaker is still going strong.



DAWN

Another roofless Rolls joins the fray. Because the world needs more roofless RRs – and so do we



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Dawn	625*	12cyl 6592cc	563	820	250	NA	NA	-

L: 5285mm W: 1947mm H: 1502mm Boot: NA Fuel Tank: NA, Ground Clearance: NA

PHANTOM

Take first-class travel, multiply by 10, square that, and you're getting close.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Phantom	600*	12cyl 6749cc	453	720	250	5.9	6.3	9/10
Phantom Coupe	NA	12cyl 6749cc	453	720	250	5.6	6.4	8/10
Drophead Coupe	NA	12cyl 6749cc	453	720	250	5.8	6.4	8/10

L: 5834mm W: 1990mm H: 1638mm Boot: 460 litres Fuel Tank: 100 litres, Ground Clearance: NA

GHOST

The baby Rolls isn't much of a baby, really. Larger than most sedans and more luxurious than a private jet.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Ghost EWB	455*	12cyl 6592cc	562	780	250	4.9	NA	9/10

L: 5834mm W: 1990mm H: 1550mm Boot: 460 litres Fuel Tank: 100 litres, Ground Clearance: NA

SKODA

TopGear on Skoda:

New products like the Octavia and Yeti make it rather exciting. But service and support still have issues.



OCTAVIA

Skoda gets its chart-busting Octavia back, but will it change Skoda's fortunes once again in India?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Ambition 1.4 TSI	21.73	4cyl 1395cc	138	250	210	9.62	13.5	8/10
Elegance 1.8 TSI AT	26	4cyl 1798 cc	177	250	210	8.1	11.85	8/10
Elegance 2.0 TDI CRAT	28.42	4cyl 1968cc	140	320	210	8.6	13.5	8/10

L: 4659mm W: 1814mm H: 1476mm Boot: 590 litres Fuel Tank: 50 litres, Ground Clearance: 158mm

SUPERB

The real big car for reasonable money at the high end of the market.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.8 TSI L&K AT	35.62	4cyl 1798cc	177	250	NA	NA	10	-
2.0 TDI L&K AT	39	4cyl 1968cc	174	350	NA	NA	NA	-

L: 4861mm W: 1864mm H: 1483mm Boot: 625 litres Fuel Tank: 66 litres, Ground Clearance: 149-164mm

RAPID

Does most things right, very few wrong. With all the nice touches of the Vento, you can't go wrong.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Elegance 1.6 MPI DSG	13.87	4cyl 1598cc	103	153	NA	NA	NA	7/10
Elegance 1.6 TDI DSG	15.64	4cyl 1498cc	108	250	NA	12.1	14.5	7/10

L: 4413mm W: 1699mm H: 1466mm Boot: 460 litre Fuel Tank: 55 litres, Ground Clearance: 163mm

DATA IN NUMBERS: THE LONG AND SHORT OF IT

- Skoda Rapid: L 438.6cm, H 146.6cm
- Skoda Superb: L 486.1cm, H 148.3 cm
- Skoda Yeti: L 422cm, H 169.1cm

YETI

It's cleaner, greener, smaller and smarter than any SUV out there.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Elegance 4x4	29	4cyl 1968cc	138	320	NA	10.2	14.6	8/10

L: 4220mm W: 1793mm H: 1691mm Boot: 416 litres Fuel Tank: 55 litres, Ground Clearance: 180mm

SSANGYONG

TopGear on SsangYong:

Bought by Mahindra a few years back, now sells the Rexton in India. The entire SUV range will follow.



REXTON

Packed with equipment at a mouth-watering price. A big soft-roader that won't eat into your wallet.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
RX7	30.48	5cyl 2696cc	184	402	NA	10.25	7.75	6/10

L: 4755mm W: 1900mm H: 1785mm Boot: na Fuel Tank: 78 litres Ground Clearance: 252mm

DATA IN NUMBERS: THE POWER GAME

- SsangYong Rexton RX7: 5cyl 2696cc, 184bhp
- Ford Endeavour: 5cyl 3198cc, 188bhp

TATA

TopGear on Tata:

Still struggling with quality and dynamics, but it has the best cars if you want the maximum for the minimum.



BOLT

The two-box version of the Zest. Quite capable, but priced precariously close to established rivals



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
XT Petrol	7.83	4cyl 1193cc	88	140	NA	14.7	13.4	7/10
XT Diesel	9.24	4cyl 1248cc	74	190	NA	15.3	15.5	7/10

L: 3825mm W: 1695mm H: 1562mm Boot: 210 litres Fuel Tank: 44 litres, Ground Clearance: 165mm

HEXA

The new flagship car from Tata, capable, spacious and with a pricing that leaves it without any direct competition.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
XM	13.78*	4cyl 2179cc	154	400	NA	NA	NA	NA
XTA	17.45*	4cyl 2179cc	154	400	NA	13.3	NA	NA
XT 4x4	17.54*	4cyl 2179cc	154	400	NA	13.3	NA	7/10

L: 4788mm W: 1903mm H: 1791mm Boot: NA Fuel Tank: 60 litres, Ground Clearance: 200mm

INDIGO eCS

Smallest sedan on the market is more like a hatch with a boot.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
eGLX P	6.04	4cyl 1193cc	64	100	NA	NA	NA	4/10
eGLS P	5.72	4cyl 1193cc	64	100	NA	16.5	16.3	4/10
VX D	7.67	4cyl 1399cc	69	140	NA	NA	NA	4/10

L: 3990mm W: 1930mm H: 1540mm Boot: 300 litres Fuel Tank: 45 litres, Ground Clearance: 165mm

INDICA eV2

The Indica has more than delivered on the 'more car per car' promise. If only it were more refined.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LX D	6.5	4cyl 1396cc	70	140	140	16.44	15	4/10

L: 3690mm W: 1665mm H: 1485mm Boot: 220 litres, Fuel Tank: 37 litres, Ground Clearance: 165mm

MOVUS

Utilitarian Sumo knocks hard on upmarket SUV doors. Really hard.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LX	10.07	4cyl 2179cc	119	250	140	18.4	NA	4/10

L: 4420mm W: 1790mm H: 1940mm Boot: 150 litres Fuel Tank: 65 litres, Ground Clearance: 180mm

NANO

Gets a much-needed shot in the arm with the introduction of an AMT. A much nicer package now



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
XTA	3.97	2cyl 624cc	37	51	105	30.4	NA	6/10

L: 3164mm W: 1500mm H: 1652mm Boot: 94-110 litre Fuel Tank: 15 litres Ground Clearance: 180mm

DATA IN NUMBERS: CHEAPEST AMT

- Nano XMA: ₹3.53 lakh

TIAGO

New alternative to the Grand i10 is well finished, looks chic and is priced competitively. Should do the trick, this.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
XZ Petrol	6	3cyl 1199cc	84	114	NA	NA	NA	7/10
XZ Diesel	7.14	3cyl 1047cc	69	140	NA	NA	NA	7/10

L: 3746mm W: 1647mm H: 1535mm Boot: 242 litres Fuel Tank: 35 litres, Ground Clearance: 170mm

SAFARI STORME

Big, heavy, ponderous and somehow likeable. Colossal comfort, great off-road ability.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VX 4x4 V400	18.59*	4cyl 2179cc	154	400	NA	NA	NA	6/10
VX 4x4	17.45	4cyl 2179cc	138	320	NA	15.13	10	6/10

L: 4650mm W: 1930mm H: 1922mm Boot: 980 litres Fuel Tank: 55 litres, Ground Clearance: 205mm

ZEST

A compact sedan available with a turbo-petrol motor, and an automated manual box, but only with a diesel engine for now



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
XT 1.2 P	7.95	4cyl 1193cc	89	140	NA	NA	NA	7/10
XT 1.3 D	10.8	4cyl 1248cc	89	200	NA	NA	NA	7/10

L: 3995mm W: 1706mm H: 1570mm Boot: 390 litres Fuel Tank: 44litres Ground Clearance: 175mm

TOYOTA

TopGear on Toyota: Massive world-player but also churns out the reliably unexceptional in frightening numbers.



CAMRY

The handsome new Camry is fast and spacious, and has a great cabin.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Hybrid	41.29	4cyl 2494cc	202	213	NA	NA	NA	7/10

L: 4850mm W: 1825mm H: 1480mm Boot: 484 litres Fuel Tank: 70 litres, Ground Clearance: 160mm

COROLLA ALTIS

The new one is not all-new but still very good. Altis is a refined, comfortable businessman's sedan.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
V L	23	4cyl 1798cc	138	173	NA	10.2	12.2	7/10
DG	20.63	4cyl 1364cc	87	205	NA	NA	NA	7/10

L: 4620mm W: 1766mm H: 1475mm Boot: 475 litres Fuel Tank: 55 litres, Ground Clearance: 175mm

ETIOS

Made not to excite but just smack you with the practicality and comfort of a Toyota.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VX	9.68	4cyl 1496cc	89	132	180	11.2	12.9	4/10
VXD	11.22	4cyl 1364cc	67	170	170	15.5	16.9	4/10

L: 4265mm W: 1695mm H: 1510mm Boot: 595 litres Fuel Tank: 55 litres, Ground Clearance: 170mm

ETIOS LIVA

A practical, no-nonsense family car that we need, but not necessarily want.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VX	7.91	4cyl 1197cc	79	104	NA	14.33	14.4	5/10
Cross VD	10.12	4cyl 1364cc	67	170	NA	NA	NA	5/10

L: 3775mm W: 1695mm H: 1510cm Boot: 251 litres Fuel Tank: 45 litres, Ground Clearance: 170mm

FORTUNER

Brutal power and great value. Interiors are practical but not very well finished. Powerful engine though.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
4x4 Manual	37.98	4cyl 2982cc	168	343	170	11.2	12	6/10
4x2 Auto	36.86	4cyl 2982cc	168	360	NA	11.05	8.6	6/10
4x2 Manual	34.87	4cyl 2982cc	168	343	NA	NA	NA	6/10

L: 4705mm W: 1840mm H: 1850mm Boot: na Fuel Tank: 80 litres, Ground Clearance: 220mm

NEW ENTRY



MARUTI SUZUKI IGNIS

Maruti has been on a roll with the Brezza being an award winning car that impressed everyone and the Ignis looks set to keep the momentum going. With its unconventional looks and a funky cabin, the Ignis is aimed squarely at millennials. There is a choice of AMT available with both engines on offer, the 1.2-litre petrol and the 1.3-litre diesel. The lightweight build allows for peppy performance while the ride quality is impressive and it handles quite well too. This crossover-hatchback has no direct rivals and is hard to fault.

	PRICE	ENGINE	Bhp	Nm	RATING
Alpha D	8.21*	4cyl 1248cc	74	190	8/10



INNOVA CRYSTA

It used to be an expensive people-mover. Now, it has transformed into an expensive but luxurious people-mover



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
G Diesel 7-str	17.61	4cyl 2393cc	148	343	NA	NA	NA	7/10
ZX AT Diesel 7-str	26.31	4cyl 2755cc	172	360	NA	NA	NA	7/10
ZX AT Petrol	24.28	4cyl 2694cc	164	245	NA	NA	NA	-

L: 4735mm W: 1830mm H: 1795mm Boot: NA Fuel Tank: 55 litres, Ground Clearance: NA

LAND CRUISER PRADO

Big, thirsty and not ballerina-like on-road, but a great SUV despite that.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Prado	121	4cyl 2982cc	170	410	NA	NA	NA	7/10

L: 4780mm W: 1885mm H: 1880mm Boot: 620 litres Fuel Tank: 87 litres, Ground Clearance: 220mm

LAND CRUISER

Bigger, thirstier version of the Prado, with a V8. The best off-roader that money can buy.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
V8	175	8cyl 4461cc	261	650	NA	11.4	NA	7/10

L: 4950mm W: 1980mm H: 1910mm Boot: na Fuel Tank: 83 litres, Ground Clearance: 220mm

VOLKSWAGEN

TopGear on Volkswagen: The international giant has been getting good response in India, thanks to German engineering with an affordable pricetag.



AMEO

Aggressively priced CS is a solid drive and packed with features, but short on power and cabin space



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.2 MPI Comfortline	7.76	3cyl 1198cc	74	110	NA	NA	NA	7/10
1.5 TDI AT Highline	11.9	4cyl 1498cc	109	250	NA	NA	NA	7/10

L: 3995mm W: 1682mm H: 1483mm Boot: 330 litres Fuel Tank: 45 litres Ground Clearance: 165mm

BEETLE

It's back! The cute little VeeDub has returned, but it now looks a lot more grown-up.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.4 TSI	28.73*	4cyl 1395cc	147	250	NA	9.4	11.25	7/10

L: 4278mm W: 1808mm H: 1486mm Bootna Fuel Tank: 55 litres Ground Clearance: 136mm

DATA IN NUMBERS: 55 IS THE NUMBER

→ Beetle, Jetta, Vento: 55-litre fuel tank

JETTA

More than just a bigger Vento, even if some equipment is missing.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Highline AT	25.45	4cyl 1968cc	139	320	187	10.1	10	8/10

L: 4659mm W: 1778mm H: 1453mm Bootna Fuel Tank: 55 litres, Ground Clearance: 139mm

POLO

Smart, sophisticated, German. Sticks to all the norms and is affordable too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.2 Highline P	8.23	3cyl 1198cc	74	110	175	14.47	14.3	7/10
1.5 Highline D	10.14	4cyl 1498cc	88	230	160	13.6	14	7/10
1.2 GT TSI	10.64	4cyl 1197cc	103	175	172	10.85	12.7	9/10
1.5 GT TDI	10.94	4cyl 1498cc	103	250	180	10.27	13	8/10
1.8 GTI	25.6	4cyl 1798cc	188	250	236	6.7	NA	8/10

L: 3971mm W: 1682mm H: 1469mm Boot: 280 litres Fuel Tank: 45 litres, Ground Clearance: 168mm

VW

Fantastic value for a VW sedan; tarmac-smothering ride and still a great looker.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1.6 Highline P	11.85	4cyl 1598cc	103	153	185	NA	NA	7/10
1.5 Highline D AT	15.15	4cyl 1498cc	108	250	NA	11.5	15	8/10

L: 4384mm W: 1699mm H: 1466mm Boot: 527 litres, Fuel Tank: 55 litres, Ground Clearance: 168mm

VOLVO

TopGear on Volvo: The company has been very subtle with its presence, just like its cars, but things are changing with the S60 and the XC60.



S60

The S60 comes as a breath of fresh air; it's a comfortable tourer and a worthy adversary to the German trio.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
D4 Momentum	53	5cyl 1984cc	163	400	220	9	11.2	7/10
D5 Inscription	55.93	5cyl 2400cc	211	440	230	8.1*	14.1*	7/10
T6	57.7	4cyl 1969cc	302	400	NA	NA	NA	7/10
Cross Country	57.75	4cyl 2400cc	188	420	NA	NA	NA	7/10

L: 4635mm W: 2097mm H: 1484mm Boot: 380 litres Fuel Tank: 67.5 litres, Ground Clearance: 136mm

S90

A stylish design with a cabin that makes you feel special. It's not sporty, but it's no slouch either.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Inscription	76	4cyl 1969cc	190	400	230	9	7.75	8/10

L: 4963mm W: 2019mm H: 1443mm Boot: NA Fuel Tank: 55 litres Ground Clearance: 152mm

DATA IN NUMBERS: POWER RIVALS

- Volvo S90 Inscription D4 190bhp
- Audi A6 35 TDI 188bhp
- Jaguar XF D Portfolio 177bhp

XC60

If you crash this car, you're either unfit to drive or you're running an insurance scam.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
D5 Inscription	75.22	5cyl 2400cc	211	440	200	7.8	11.1	7/10

L: 4644mm W: 1630mm H: 1713mm Boot: 495 litres Fuel Tank: 70 litres, Ground Clearance: 210mm

XC90

All-new avatar moves the game forward. Is now a real threat to its German compatriots



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Inscription	110	4cyl 1969cc	222	470	NA	8.1	NA	8/10
T8 Excellence	125*	4cyl 1969cc	401	640	NA	NA	NA	-

L: 4950mm W: 2008mm H: 1776mm Boot: 520 litres, Fuel Tank: 88 litre Ground Clearance: 210mm

DATA IN NUMBERS: LUXE SUV STEAL?

- XC90 T8 Excellence ₹1.25cr*
- Bentley Bentayga ₹3.85cr*
- Range Rover SVA ₹3.47cr

V40

A Swedish hatch that looks rather good and is backed by strong driving dynamics.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
T4 Cross Country	46.75	4cyl 1598cc	177	240	NA	NA	NA	7/10
R-Design	40.31	5cyl 1984cc	150	350	NA	9.2	13.5	8/10

L: 4370mm W: 1802mm H: 1458mm Boot: 335 litres Fuel Tank: 60 litres, Ground Clearance: NA

TOPGEAR BIKE BUYERS

EVERYTHING YOU NEED TO KNOW ABOUT BUYING NEW BIKES

APRILIA



TopGear on Aprilia: Owned by Piaggio, this famed Italian marque churns out some truly stunning-looking two-wheelers.

CAPONORD 1200

This is Aprilia's take on sport-tourers. Not the newest of the lot, but it should be a load of fun on a twisty road



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1200 ABS	21.15	2cyl 1197cc	121	115	NA	NA	NA	-

Seat Height: 840mm, Wheelbase: NA, Ground Clearance: NA, Weight: NA, Fuel Tank: 24litrs

DORSODURO

A road-going enduro bike, the Dorsoduro is designed to go long distances off-road. Count us in



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1200	NA	2cyl 1197cc	127	115	NA	NA	NA	-

Seat Height: 870mm, Wheelbase: 1528mm, Ground Clearance: NA, Weight: NA, Fuel Tank: 15litrs

MANA 850 GT

Built for long-distance rides, the jewel in the Mana's crown is its lack of a clutch lever – it has a CVT!



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
850 GT ABS	16.66	2cyl 839cc	74	73	NA	NA	NA	-

Seat Height: 800mm, Wheelbase: 1528mm, Ground Clearance: NA, Weight: NA, Fuel Tank: 15litrs

RSV4

With a few modifications, this is the same bike Aprilia takes to the World Superbike Championship. The want is strong



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
RF	28.81	4cyl 999cc	195	115	NA	NA	NA	8/10

Seat Height: NA, Wheelbase: NA, Ground Clearance: NA, Weight: 180kg, Fuel Tank: 18.5litrs

SR 150

Quite possibly the most fun scooter on sale in India right now. It's also priced unbelievably aggressively.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
150	0.80	1cyl 155cc	10.4	11.4	NA	NA	NA	8/10

Seat Height: NA, Wheelbase: NA, Ground Clearance: NA, Weight: NA, Fuel Tank: 6.5litrs

SRV 850

A scooter unlike any other you've seen: the SRV has an engine bigger than a Kwid's. This is serious business.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
850 ABS ATC	17.67	2cyl 839cc	76	76	NA	NA	NA	-

Seat Height: 780mm, Wheelbase: 1593mm, Ground Clearance: NA, Weight: 250kg, Fuel Tank: 18.5litrs

TUONO V4 1100

The naked version of the RSV4. Draws attention wherever it goes, and the Factory trim is a serious piece of kit



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Factory	24.50	4cyl 1077cc	170	121	NA	NA	NA	8/10

Seat Height: NA, Wheelbase: NA, Ground Clearance: NA, Weight: 184kg, Fuel Tank: 18.5litrs

BAJAJ

TopGear on Bajaj: The Pulsar saw them shoot to fame and they've kept the momentum going with frequent updates.

AVENGER

Swanky, affordable cruiser is now available in two guises, and with two engine options.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
150 Street	0.91	1cyl 150cc	14.5	12.5	NA	NA	NA	8/10
220 Street	1.03	1cyl 220cc	19.03	17.5	NA	NA	NA	7/10
220 Cruise	1.03	1cyl 220cc	19.03	17.5	NA	NA	NA	7/10

Seat Height: NAmm, Wheelbase: 1480-1490mm, Ground Clearance: mm, Weight: 148-155kg, Fuel Tank: 14litrs

DISCOVER

Bajaj's salvo in the exec segment. Quite a looker if you opt for alloys and disc-brake variant.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
100 M	0.82	1cyl 102cc	9.2	9.2	NA	NA	70	5/10
125	0.63	1cyl 124cc	13	10.8	NA	NA	NA	6/10
150 S	NA	1cyl 145cc	14.3	12.75	NA	NA	NA	6/10

Seat Height: 795mm, Wheelbase: 1305mm, Ground Clearance: 165mm, Weight: 130kg, Fuel Tank: 8litrs

DATA IN NUMBERS: WHICH BAJAJ 150?

- Discover 14.3bhp
- Pulsar 15.06bhp
- V15 12bhp

DOMINAR

Bajaj's most powerful offering yet, the Dominar is a power cruiser that does impress.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
400 ABS	1.5*	1cyl 373.3cc	34	35	NA	NA	NA	8/10

Seat Height: NA, Wheelbase: 1453mm, Ground Clearance: 157mm, Weight: 182kg, Fuel Tank: 13litrs

V

A bike for the patriot in you: quirky-looking commuter does just fine, but you may have to get used to the looks.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
V15	0.77	1cyl 149cc	12	13	NA	NA	NA	6/10
V12	0.57*	1cyl 124.5cc	10.5	11	NA	NA	NA	-

Seat Height: 780mm, Wheelbase: 1315mm, Ground Clearance: 165mm, Weight: 135.5kg, Fuel Tank: 13litrs

PULSAR

Arguably, India's most popular bike for those who crave power and flamboyance. Near-perfect bike, fast, fun and practical.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
150	0.87	1cyl 149.5cc	15.06	12.5	NA	NA	52.6	6/10
180	0.91	1cyl 178cc	17	14.22	NA	NA	45	6/10
220	1.08	1cyl 220cc	21	19.2	NA	NA	35	6/10
RS200 ABS	1.59	1cyl 199.5cc	24	18.6	NA	NA	NA	7/10
AS150	0.99	1cyl 149.5cc	17	13	NA	NA	NA	6/10
AS200	1.12	1cyl 199.5cc	23	18	NA	NA	NA	7/10

Seat Height: NAmm, Wheelbase: 1320mm, Ground Clearance: 165mm, Weight: 137-165kg, Fuel Tank: 15ltrs

BMW

TopGear on BMW: Today, Bavaria's famed two-wheeled company still makes their ever-lovin' boxer-engined monuments.



ENDURO

A real-life legend. Will go on forever, taking a couple of armageddons in its stride.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
R 1200 GS	29.23*	2cyl 1170cc	110	120	NA	NA	NA	-
R 1200 GS Adventure	29.98*	2cyl 1170cc	110	120	NA	NA	NA	-

Seat Height: 850/890mm, Wheelbase: 1510mm, Ground Clearance: NAmm, Weight: 234/259kg, Fuel Tank: 20/33ltrs

ROADSTER

Hooliganism, the BMW way - pick a boxer or a more conventional inline-four.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
R 1200 R	23.86*	2cyl 1170cc	123	125	NA	NA	NA	-
K 1300 R	28.10*	4cyl 1293cc	173	140	NA	NA	NA	-

Seat Height: 800/820mm, Wheelbase: 1495mm, Ground Clearance: NAmm, Weight: 231/243kg, Fuel Tank: 18/19ltrs

SPORT

Quite simply, the best litre-bike there is.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
S1000 RR	28.32*	4cyl 999cc	193	113	NA	NA	NA	-
K1300 S	28.10*	4cyl 1293cc	172	140	NA	NA	NA	-

Seat Height: 815mm, Wheelbase: 1440mm, Ground Clearance: NAmm, Weight: 178/254kg, Fuel Tank: 17.5/19 litre

TOUR

Long-range missiles. The only question is, two cylinders or six?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
K 1600 GT	35.78*	6cyl 1649cc	158	175	NA	NA	NA	-
K 1600 GTL	39.19*	6cyl 1649cc	158	175	NA	NA	NA	-

Seat Height: 750mm, Wheelbase: 1618mm, Ground Clearance: NAmm, Weight: 348kg, Fuel Tank: 26.5ltrs

DSK BENELLI

TopGear on DSK Benelli: Say hello to the other Italian bikemaker: Benelli is now in India, with its entire range of TNT motorcycles.



TNT 25

Single-cylinder Benelli is a versatile little number. A load of fun, too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Premium	2.24	1cyl 249cc	28.1	21.6	NA	NA	NA	7/10

Seat Height: NAmm, Wheelbase: 1400mm, Ground Clearance: 160mm, Weight: 159kg, Fuel Tank: 17ltrs

TNT 300

The most affordable twin-cylinder Italian in our land.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
300	3.53	2cyl 300cc	37.7	26.5	NA	NA	NA	7/10

Seat Height: NAmm, Wheelbase: 1410mm, Ground Clearance: 160mm, Weight: 196kg, Fuel Tank: 16ltrs

TNT 600i

The world of four-cylinder motorcycles is now more accessible thanks to the reasonably-priced 600i.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
i	6.63	4cyl 600cc	84	54.6	NA	NA	NA	6/10

Seat Height: NAmm, Wheelbase: 1480mm, Ground Clearance: 150mm, Weight: 231kg, Fuel Tank: 15ltrs

TNT 600GT

Think 600i with a half-fairing and hard saddlebags, but only better in every single way.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
GT S	6.95	4cyl 600cc	84	54.6	NA	NA	NA	6/10

Seat Height: NAmm, Wheelbase: 1470mm, Ground Clearance: 150mm, Weight: 243kg, Fuel Tank: 27ltrs

TNT 899

A characterful, large-hearted three-pot naked that's priced a little too high.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
899	11.04	3cyl 898cc	119	85	NA	NA	NA	7/10

Seat Height: NAmm, Wheelbase: 1443mm, Ground Clearance: 130mm, Weight: 231kg, Fuel Tank: 16ltrs

TNT R

The pinnacle of the TNT range. Massive, eye-catching (in gold), and just as explosive as the name suggests.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1130	13.67	3cyl 1131cc	135	114	NA	NA	NA	7/10

Seat Height: NAmm, Wheelbase: 1443mm, Ground Clearance: 130mm, Weight: 231kg, Fuel Tank: 16ltrs

DSK HYOSUNG

TopGear on DSK Hyosung: The Korean manufacturer tries to give the same thrills as its Japanese and American rivals at a more affordable price.



AQUILA

A V-twin cruiser that offers bling and power (with the Pro) and value for money (with the 250)



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Pro	6.20	2cyl 647cc	74	62.1	NA	NA	23	6/10
250	3.38	2cyl 249cc	26	21	NA	NA	NA	6/10

Seat Height: 705mm, Wheelbase: 1610mm, Ground Clearance: NAmm, Weight: 218kg, Fuel Tank: 16ltrs

GT

A poser's bike for all those who want a looker and could not care less about performance



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
250R	3.50	2cyl 249cc	28	22.6	NA	NA	NA	4/10
650R	5.68	2cyl 647cc	72.7	61	NA	NA	NA	5/10

Seat Height: 780mm, Wheelbase: 1475mm, Ground Clearance: NAmm, Weight: 171kg, Fuel Tank: 8ltrs

GT N

The more fun, naked version of the GT650R, the GT650N is a perfect ride for the city.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
650N	4.52	2cyl 647cc	72.7	61	NA	NA	NA	5/10

Seat Height: NAmm, Wheelbase: 1445mm, Ground Clearance: NAmm, Weight: 208kg, Fuel Tank: 14ltrs

ST7

It's hard to see why someone would pick the ST7 over a Harley, unless Hyosung offers a solid bargain.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
ST7	6.20	2cyl 678cc	61.6	57.3	NA	NA	NA	5/10

Seat Height: 762mm, Wheelbase: 1690mm, Ground Clearance: NAmm, Weight: 244kg, Fuel Tank: 18ltrs

DUCATI

TopGear on Ducati: Indian Ducatisti, rejoice! The Italians have returned in full force. No Multistrada for the moment, though.



MONSTER

The most iconic modern-day Ducati. The 821 has now joined the ranks.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
821	10.55	2cyl 821cc	110	89	NA	NA	NA	7/10

Seat Height: 810mm, Wheelbase: 1500mm, Ground Clearance: NAmm, Weight: 188kg, Fuel Tank: 17ltrs

HYPERMOTARD

A Ducati that's really pushing the limits. Loaded to the gills with kit.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Hypermotard	11.16*	2cyl 821cc	108.6	89	NA	NA	NA	-
Hyperstrada	NA	2cyl 821cc	108.6	89	NA	NA	NA	-

Seat Height: 830mm, Wheelbase: 1490mm, Ground Clearance: NAmm, Weight: 181kg, Fuel Tank: 16ltrs

DIABOL

Now refreshed, the Diabol is just as big and bad as it used to be.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Dark	15.24*	2cyl 1198cc	160	130	NA	NA	NA	-
Carbon	18.67*	2cyl 1198cc	160	130	NA	NA	NA	8/10
XDiabol S	19*	2cyl 1262cc	156	126	NA	NA	NA	8/10

Seat Height: 770mm, Wheelbase: 1580mm, Ground Clearance: NAmm, Weight: 234kg, Fuel Tank: 18ltrs

PANIGALE

Road-going version of Ducati's WSBK entry. Promises to be a blast to ride.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1299	35.50*	2cyl 1285cc	202	136	NA	NA	NA	-
959	14.37*	2cyl 955cc	157	109	NA	NA	NA	8/10

Seat Height: 830mm, Wheelbase: 1431-1442mm, Ground Clearance: NAmm, Weight: 176/190kg, Fuel Tank: 17ltrs

SCRAMBLER

There was a Scrambler back in the day, and this new one's just as simple (and as much fun) as the original.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Icon Yellow	7.27	2cyl 803cc	74	68	NA	NA	NA	8/10

Seat Height: 790mm, Wheelbase: 1445mm, Ground Clearance: NAmm, Weight: 186kg, Fuel Tank: 13.5ltrs

HARLEY-DAVIDSON

TopGear on Harley-Davidson: They define cruisers. Local assembly has allowed them to drop prices and made their bikes even more appealing.



CVO

A full-blown tourer fitted with every last bell and whistle from Milwaukee. Mind-numbingly expensive.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
CVO	66.63	2cyl 1801cc	NA	156	NA	NA	NA	-

Seat Height: 740mm, Wheelbase: 1625mm, Ground Clearance: 135mm, Weight: 416kg, Fuel Tank: 22.7ltrs

DYNA

This one's on a diet and has all unnecessary weight sawed off. Great if you aren't much of a fan of bulky tourers



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Street Bob	13.6	2cyl1585cc	NA	126	NA	NA	NA	-
Fat Bob	16.51	2cyl1585cc	NA	126	NA	NA	NA	6/10

Seat Height: 680-690mm, Wheelbase: 1625mm, Ground Clearance: 120mm, Weight: 291-306kg, Fuel Tank: 19ltrs

SOFTAIL

Must have one for all Arnie/Terminator fans. Lots of chrome and scope for customisation, not necessarily a comfortable ride.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Breakout	20.79	2cyl1690cc	NA	130	NA	NA	NA	7/10
Fatboy	20.54	2cyl1690cc	NA	133	NA	NA	NA	7/10
Heritage Classic	22.27	2cyl1690cc	NA	130	NA	NA	NA	7/10

Seat Height: 660-690mm, Wheelbase: 1710mm, Ground Clearance: 130mm, Weight: 333kg, Fuel Tank: 19ltrs

SPORTSTER

Still short, sharp-handling motorcycle, although bigger = more power. Always a good thing.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1200 Custom	11.72	2cyl1202cc	NA	96	NA	NA	NA	7/10
Iron 883	10	2cyl883cc	NA	69	NA	NA	NA	6/10
Forty Eight	12	2cyl1202cc	NA	95	NA	NA	NA	7/10
Roadster	12.32	2cyl1202cc	NA	95	NA	NA	NA	7/10

Seat Height: 710mm, Wheelbase: 1495-1515mm, Ground Clearance: 140mm, Weight: 247kg, Fuel Tank: 8-13ltrs

STREET

H-D's entry motorcycle that looks like a scaled down Night-Rod Special, rides like a mini hot-rod too



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Street 750	6.57	2cyl749cc	47	60	NA	NA	NA	7/10

Seat Height: 710mm, Wheelbase: 1535mm, Ground Clearance: 145mm, Weight: 223kg, Fuel Tank: 13ltrs

TOURING

It's quite literally what the name suggests. You can slap on a lot of touring gear to lug around your house with you.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Street Glide	43.54	2cyl1745cc	NA	150	NA	NA	NA	7/10
Road Glide	44.10	2cyl1745cc	NA	150	NA	NA	NA	7/10
Road King	37.32	2cyl1745cc	NA	150	NA	NA	NA	-

Seat Height: 695mm, Wheelbase: 1625mm, Ground Clearance: 135mm, Weight: 356kg, Fuel Tank: 23ltrs

V-ROD

HD fans have Porsche to thank for this one. One high-revving, smooth-pulling power cruiser, if that's your thing.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
NightRod Special	25.71	2cyl1247cc	NA	111	NA	NA	NA	8/10

Seat Height: 675mm, Wheelbase: 1700mm, Ground Clearance: 115mm, Weight: 302kg, Fuel Tank: 18.9ltrs

HERO

TopGear on Hero: The Honda name has been struck out. Now it's Hero vs Honda as the Japanese bike maker tries to grab market share from its old ally.

ACHIEVER 150

Hero's new commuter is high on quality and refinement. Pretty fuel efficient and priced competitively, too



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Disc	0.62*	1cyl149cc	13.4	12.8	NA	NA	NA	7/10

Seat Height: 800mm, Wheelbase: 1290mm, Ground Clearance: 160mm, Weight: 129kg, Fuel Tank: 12.5ltrs

TOPGEAR TOP FIVE

BUDGET BIG BIKES

1



H-D STREET 750

Price ₹5.42 lakh (on-road, Delhi)

Specs Liquid-cooled, V-twin, 749cc, 47bhp, 60Nm, 6M

This is your ticket to the world of cruiser. The Street 750 is HD's entry bike, but comes with all the goodies you expect from the legendary motorcycle manufacture. Not to mention, there's a long list of customisation that you can do to give it that individual look.

2



KAWASAKI VERSYS 650

Price ₹7.3 lakh (on-road, Delhi)

Specs Liquid-cooled, V-twin, 649cc, 67.45bhp, 64Nm, 6M

Possibly the nicest version of the 650 that you can get your hands on. The Versys is superbly comfortable to ride and versatile enough to cover miles on and off the road. It also happens to be our most favoured touring motorcycle.

3



TRIUMPH BONNEVILLE T100

Price ₹8.62 lakh (on-road, Delhi)

Specs 2cyl, 900cc, 55bhp, 80Nm, 5M

It's one of the best retro-classic motorcycles you can buy on this side of Rs 10 lakh. It looks can offend none, has a smooth and refined motor, is comfortable over long distance and has sound road dynamics.

4



YAMAHA YZF-R3

Price ₹3.85 lakh (on-road, Delhi)

Specs in-line 2cyl 320cc, 6M, 41.5bhp, 29.6Nm

When it comes to performance, Yamaha knows a thing or two about sport bikes. The R3 is a latest example of a pocket rocket from this Japanese bike maker. Its gorgeous looks, powerful 320cc motor, and a tempting price tag, all make the R3 a desirable entry level sports bike.

5



DUCATI SCRAMBLER

Price ₹7.73 lakh (on-road, Delhi)

Specs L-twin, 803cc, 73.9bhp, 68Nm, 6M

If you're looking for a bike that can be equally fun on and off the road, the Scrambler has a lot going for it. Performance from the 803cc L-twin unit is noteworthy and it won't disappoint when you're out in the wild, too.

DUET

Hero's latest metal-bodied alternative to a Honda Activa. Sedate, and packed with some nice features.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
VX	0.52	1cyl111cc	8.3	8.3	NA	NA	NA	6/10

Seat Height: 770mm, Wheelbase: 1241mm, Ground Clearance: 155mm, Weight: 116kg, Fuel Tank: 5.5ltrs

HUNK

Hero's third variant in the 150cc category. We wonder whether the name makes sense at all.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Hunk	0.83	1cyl149cc	14.4	12.8	NA	NA	NA	3/10

Seat Height: 795mm, Wheelbase: 1320mm, Ground Clearance: 163mm, Weight: 146kg, Fuel Tank: 12.4ltrs

IGNITOR

This is Hero's attempt at stunning you. Looks a bit different, offers more features than the Stunner.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Ignitor	0.72	1cyl124cc	11	11	NA	NA	NA	4/10

Seat Height: 795mm, Wheelbase: 1270mm, Ground Clearance: 175mm, Weight: 129kg, Fuel Tank: 10.4ltrs

IMPULSE

The only option if you like it dirty.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Impulse	0.82	1cyl149cc	13	13.4	NA	NA	NA	6/10

Seat Height: 835mm, Wheelbase: 1360mm, Ground Clearance: 245mm, Weight: 134kg, Fuel Tank: 13.7ltrs

KARIZMA

The only challenger to the Pulsar 220 DTS-i. Finally gets a much-needed facelift and fuel-injection system.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Karizma R	0.94	1cyl223cc	17.6	18.3	125	3.8	NA	5/10
ZMR Fi	1.16	1cyl223cc	17.6	18.3	126	3.7	NA	5/10

Seat Height: 810mm, Wheelbase: 1360mm, Ground Clearance: 145mm, Weight: 157kg, Fuel Tank: 15.3ltrs

MAESTRO

A testosterone-charged scooter aimed at men. Big size and proven mechanicals.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Maestro	0.59	1cyl109cc	8	9.1	NA	NA	43.6	6/10

Seat Height: 770mm, Wheelbase: 1240mm, Ground Clearance: 155mm, Weight: 110kg, Fuel Tank: 5.3ltrs

MAESTRO EDGE

The first of Hero's all-new products. Looks sharp, and gets some nifty features.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
LX	0.51	1cyl111cc	8.3	8.3	NA	NA	NA	7/10

Seat Height: 775mm, Wheelbase: 1261mm, Ground Clearance: 155mm, Weight: 110kg, Fuel Tank: 5.5ltrs

PASSION

A facelifted effort which is still chugging along? The passion is all lost but the will to move on is in abundance.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
X Pro	0.64	1cyl109cc	12	9.4	NA	NA	NA	5/10
Pro	0.61	1cyl97cc	10.5	7.95	NA	NA	NA	5/10

Seat Height: 785mm, Wheelbase: 1230mm, Ground Clearance: 170mm, Weight: 116kg, Fuel Tank: 9.5ltrs

PLEASURE

Hero's first automatic scooter is aimed at women only! And women are buying it with pleasure.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Pleasure	0.53	1cyl 102cc	7	7.8	NA	NA	NA	5/10

Seat Height: 760mm, Wheelbase: 1240mm, Ground Clearance: 125mm, Weight: 101kg, Fuel Tank: 5ltrs

SPLENDOR

India's commuter bike of choice. Also available as a cafe racer, but take the 'racer' bit with lots of salt



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Super Splendor	0.65	1cyl 125cc	9	10.3	NA	NA	NA	5/10
iSmart	0.63	1cyl 97cc	8	8	NA	NA	NA	5/10
Pro Classic	0.61	1cyl 97cc	8	8	NA	NA	NA	6/10

Seat Height: 785mm, Wheelbase: 1235mm, Ground Clearance: 160mm, Weight: 110kg, Fuel Tank: 10.5ltrs

XTREME

There's nothing understated about the bike's looks, quite unlike its predecessor.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Xtreme	0.83	1cyl 149cc	14.4	12.8	NA	NA	NA	5/10
Sports	0.87	1cyl 149cc	15.6	13.5	NA	NA	NA	6/10

Seat Height: 800mm, Wheelbase: 1325mm, Ground Clearance: 163mm, Weight: 146kg, Fuel Tank: 13.6ltrs

HONDA

TopGear on Honda: Japanese giants have decided to go the full hog themselves and have motorcycles in every segment.



ACTIVA

Bland styling that now looks dated in the face of fresher competition. You could swear on its quality and reliability though.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Activa 125 Std	0.73	1cyl 124.9cc	8.6	10.12	NA	NA	NA	7/10
Activa 3G	0.65	1cyl 109cc	8	9	NA	NA	NA	7/10
Activa-i	0.61	1cyl 109cc	8	8.7	NA	NA	NA	5/10

Seat Height: 765mm, Wheelbase: 1238mm, Ground Clearance: 165mm, Weight: 103-108kg, Fuel Tank: 5.3ltrs

DATA IN NUMBERS: FUN OR RANGE?

- **Activa:** 5.3-litre fuel tank
- **Navi:** 3.8-litre fuel tank

AVIATOR

Just like the Dio, it uses the same engine as in the Activa. But all-new bodywork that's supposed to appeal to men. Really?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Drum	0.67	1cyl 109cc	8	8.77	NA	NA	NA	6/10

Seat Height: 790mm, Wheelbase: 1256mm, Ground Clearance: 145mm, Weight: 109kg, Fuel Tank: 6ltrs

CB 1000R

The most pocket friendly and usable litre bike that you can buy today. Crazy single-side swingarm takes the cake



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1000R	13.92	4cyl 998cc	123.3	100	NA	NA	NA	8/10

Seat Height: 825mm, Wheelbase: 1445mm, Ground Clearance: 130mm, Weight: 222kg, Fuel Tank: 17ltrs

CBR 650F

Four-cylinder, 649cc sport-tourer from the house of Honda. Low level of localisation keeps the price high.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
650F	8.25	4cyl 649cc	85	63	NA	NA	NA	8/10

Seat Height: 810mm, Wheelbase: 1449mm, Ground Clearance: 133mm, Weight: 215kg, Fuel Tank: 17.3ltrs

CB HORNET 160R

The Unicorn 160's sportier cousin. Looks fine, goes well, too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
CBS	1.04	1cyl 162.7cc	15.6	14.76	NA	14.13	64	7/10

Seat Height: N/Amm, Wheelbase: 1345mm, Ground Clearance: 164mm, Weight: 140kg, Fuel Tank: 12ltrs

CB SHINE

It's now got a fair bit of 'shine' with bits like alloy wheels, electric start and sporty decals.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
SP CBS	0.80	1cyl 124.7cc	10.5	10.3	NA	NA	NA	7/10

Seat Height: N/Amm, Wheelbase: 1260mm, Ground Clearance: 164mm, Weight: 140kg, Fuel Tank: 11ltrs

CB Unicorn 160

The trusty Honda, now available with a bigger 160cc motor.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
CBS	0.92	1cyl 162cc	14.5	14.6	NA	5	60	8/10

Seat Height: N/Amm, Wheelbase: 1324mm, Ground Clearance: 150mm, Weight: 135kg, Fuel Tank: 12ltrs

CBR

The 250 has been around for sometime and now you get it in 150 too!



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
150R	1.49	1cyl 149cc	18	13	NA	NA	NA	7/10
250R ABS	2.27	1cyl 249cc	26.1	22.9	NA	NA	NA	6/10

Seat Height: N/Amm, Wheelbase: 1367mm, Ground Clearance: 145mm, Weight: 138-163kg, Fuel Tank: 13ltrs

CBR 1000RR

Another insanely quick bike to tear up our roads.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1000RR	18.13	4cyl 999cc	175.6	112	NA	NA	NA	7/10

Seat Height: 820mm, Wheelbase: 1410mm, Ground Clearance: 130mm, Weight: 211kg, Fuel Tank: 17.5ltrs

DIO

The refreshingly new Dio is a stunner. One of the best lookers in the country, though it needs more firepower.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Dio	0.63	1cyl 109cc	8	8.77	NA	NA	NA	7/10

Seat Height: 765mm, Wheelbase: 1238mm, Ground Clearance: 158mm, Weight: 105kg, Fuel Tank: 6ltrs

DREAM

Honda's attack deep into Hero territory. Wing riding for the commuter.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
CD 110	0.59	1cyl 109cc	8.25	8.63	NA	NA	NA	6/10
Yuga	0.65	1cyl 109cc	8.25	8.63	NA	NA	NA	6/10

Seat Height: N/Amm, Wheelbase: 1285mm, Ground Clearance: 169mm, Weight: 108kg, Fuel Tank: 8ltrs

GOLD WING

The ultimate touring machine is here. You can also have one equipped with an airbag!



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Audio Comfort	28.50*	6cyl 1832cc	117	167	NA	NA	NA	-
Airbag	31.50*	6cyl 1832cc	117	167	NA	NA	NA	-

Seat Height: 739mm, Wheelbase: 1689mm, Ground Clearance: N/Amm, Weight: 421kg, Fuel Tank: 25ltrs

LIVO

Honda's replaced the edgy-looking Twister with the Livo. Is claimed to return 74km to a litre.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Disc	0.67	1cyl 109cc	8.2	8.63	NA	NA	NA	7/10

Seat Height: N/Amm, Wheelbase: 1285mm, Ground Clearance: 180mm, Weight: 111kg, Fuel Tank: 8.5ltrs

NAVI

A cross between a motorcycle and a scooter, the Navi is a weird little thing – in a good way



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Standard	0.53	1cyl 110cc	8	9	NA	NA	36.2	8/10

Seat Height: 765mm, Wheelbase: 1286mm, Ground Clearance: 156mm, Weight: 101kg, Fuel Tank: 3.8ltrs

VFR

Brilliant all-rounder, the V4 engine and the dual-clutch transmission makes this bike extra special.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1200F	20.60	4cyl 1237cc	170	129	NA	NA	NA	6/10

Seat Height: 815mm, Wheelbase: 1545mm, Ground Clearance: 128mm, Weight: 267kg, Fuel Tank: 19ltrs

VT 1300 CX

Honda's only cruiser for India.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1300CX	16.66	2cyl 1312cc	57	107	NA	NA	NA	-

Seat Height: 678mm, Wheelbase: 1805mm, Ground Clearance: N/Amm, Weight: 303kg, Fuel Tank: 12.8ltrs

INDIAN

TopGear on INDIAN: The oldest American motorcycle brand comes to India to take on its oldest American rival.



CHIEF CLASSIC

A genuine alternative to a Harley with classic looks and a torquey engine, though the pricing could've been better.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Classic	29.4	2cyl 1811cc	NA	138.9	NA	NA	NA	7/10

Seat Height: 660mm, Wheelbase: 1730mm, Ground Clearance: 140mm, Weight: 341kg, Fuel Tank: 20.8ltrs

CHIEF VINTAGE

If you are into leathers. If you know what we mean.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Vintage	32.82	2cyl 1811cc	NA	138.9	NA	NA	NA	8/10

Seat Height: 660mm, Wheelbase: 1730mm, Ground Clearance: 140mm, Weight: 379kg, Fuel Tank: 20.8ltrs

DATA IN NUMBERS: INDIAN TOUR

- **Vintage:** ₹32.82 lakh
- **Chieftain:** ₹36.82 lakh
- **Roadmaster:** ₹40.82 lakh

CHIEFTAIN

A powerful motorcycle which comes with a fairing to stop those wind blasts for comfortable rides.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Chieftain	36.82	2cyl 1811cc	NA	138.9	NA	NA	NA	9/10

Seat Height: 660mm, Wheelbase: 1668mm, Ground Clearance: 142mm, Weight: 389kg, Fuel Tank: 20.8ltrs

DARK HORSE

The most basic offering of the Chief range is also the meanest.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Dark Horse	25.52	2cyl 1811cc	NA	138.9	NA	NA	NA	8/10

Seat Height: 660mm, Wheelbase: 1730mm, Ground Clearance: 140mm, Weight: 357kg, Fuel Tank: 20.8ltrs

SPRINGFIELD

From highway-munching tourer to boulevard cruiser in a matter of minutes: that's the Indian Springfield for you



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Springfield	31.08*	2cyl 1811cc	NA	138.9	NA	NA	NA	-

Seat Height: 660mm, Wheelbase: 1701mm, Ground Clearance: 142mm, Weight: 372kg, Fuel Tank: 20.8ltrs

ROADMASTER

If you thought the Chieftain was about as good a tourer as Indian could make, say hello to the master.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Roadmaster	40.42	2cyl 1811cc	NA	138.9	NA	NA	NA	7/10

Seat Height: 635mm, Wheelbase: 1668mm, Ground Clearance: 140mm, Weight: 406kg, Fuel Tank: 20.8ltrs

SCOUT

The smallest new Indian motorcycle, the Scout is here to take the fight to Harley's Dyna range.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Scout	14.42	2cyl 1133cc	100	97.7	NA	NA	NA	8/10

Scout Sixty

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Scout Sixty	12*	2cyl 999cc	76	88.2	NA	NA	NA	7/10

Seat Height: 635-643mm, Wheelbase: 1562mm, Ground Clearance: 135mm, Weight: 246-253kg, Fuel Tank: 12.5ltrs

KAWASAKI

Kawasaki

TopGear on Kawasaki:

Reviving an old partnership with Bajaj has seen them return to India. They are playing it safe but may be too safe for their own good.

ER-6N

A middleweight naked bike based on the Ninja 650R that's primed to take on Triumph's Street Triple.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
ER-6N	5.64	2cyl 649cc	71	64	NA	NA	NA	8/10

Seat Height: 805mm, Wheelbase: 1410mm, Ground Clearance: 130mm, Weight: 204kg, Fuel Tank: 16ltrs

NINJA

Handles like an R15, comfort levels as good as a Karizma and more power than both put together.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
300	4.15	2cyl 296cc	39	27	NA	6.7	21.5	7/10

650

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
650	6.11	2cyl 649cc	72	64	NA	6.7	17.3	7/10

1000

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1000	NA	4cyl 1043cc	140	111	NA	NA	NA	8/10

ZX-10R

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
ZX-10R	NA	4cyl 998cc	197	112	NA	NA	NA	9/10

ZX-14R

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
ZX-14R	NA	4cyl 1441cc	210	162.5	300	2.6	16.7	9/10

H2

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
H2	33.56	4cyl 998cc	197	133	NA	NA	NA	-

Seat Height: 762mm, Wheelbase: 1399mm, Ground Clearance: 140mm, Weight: 172kg, Fuel Tank: 18ltrs

Versys

The adventure-tourer available in two flavours. A set of fine machines, these. Priced quite well, too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
650	7.22	2cyl 649cc	67.5	64	NA	NA	NA	8/10

1000

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1000	13.4	4cyl 1043cc	118	102	NA	NA	NA	8/10

Seat Height: 840mm, Wheelbase: 1400mm, Ground Clearance: 170mm, Weight: 216-250kg, Fuel Tank: 21ltrs

Z250

The Ninja 250 that's been stripped down to create a stunning street bike. Expensive, but hey, an extra cylinder costs money.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Z250	3.55	2cyl 249cc	31.5	21	NA	NA	NA	7/10

Seat Height: 785mm, Wheelbase: 1400mm, Ground Clearance: 145mm, Weight: 168kg, Fuel Tank: 17ltrs

Z800

If the mighty Z1000 is too powerful for you, the Z800 is the perfect choice.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Z800	NA	4cyl 806cc	111.3	83	NA	NA	NA	8/10

Seat Height: 834mm, Wheelbase: 1445mm, Ground Clearance: 150mm, Weight: 231kg, Fuel Tank: 17ltrs

DATA IN NUMBERS: MORE FOR LESS

- Kawasaki Z800: 111.3bhp, ₹8.95 lakh
- Triumph Street Triple: 78bhp, ₹9.25 lakh

Z1000

With looks that could sear the soul, the Z1000 is a naked bike that you absolutely want. Immensely powerful inline-four adds the 'X-factor'.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Z1000	NA	4cyl 1043cc	140	111	NA	NA	NA	7/10

Seat Height: 815mm, Wheelbase: 1435mm, Ground Clearance: 125mm, Weight: 221kg, Fuel Tank: 17ltrs

KTM

TopGear on KTM:

Hooligans par excellence come to India, courtesy Bajaj, and bring along their unparalleled sense of mayhem.

DUKE

True to its heritage, the Duke 200 is a machine that is easily swayed into all most anti-social antics. Top shelf parts and value for money



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
200	1.65	1cyl 199.5cc	25.5	19	NA	NA	NA	8/10

390

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
390	2.23	1cyl 373.2cc	43	35	NA	NA	33	9/10

Seat Height: 810mm, Wheelbase: 1361mm, Ground Clearance: 165mm, Weight: 125kg, Fuel Tank: 10.5ltrs

DATA IN NUMBERS: POWER TO WEIGHT

- KTM Duke 390: 296bhp per tonne

RC

KTM decided to take the Duke brothers racing, and so, with some help from the KTM Moto3 team, the RCs were born.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
200	1.94	1cyl 199.5cc	25.5	19	NA	NA	NA	8/10

390

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
390	2.45	1cyl 373.2cc	43	35	NA	NA	NA	8/10

Seat Height: 834mm, Wheelbase: 1480-1490mm, Ground Clearance: 169mm, Weight: 147-155kg, Fuel Tank: 11ltrs

MAHINDRA

TopGear on Mahindra:

After buying the defunct Kinetic motors, Mahindra has taken its first step into the highly competitive two-wheeler market.

CENTURO

Loaded with a list of features that are a first in its class.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
N1 Disc	0.62	1cyl 106.7cc	8.4	8.5	NA	NA	NA	4/10

Seat Height: 800mm, Wheelbase: 1265mm, Ground Clearance: 173mm, Weight: 120kg, Fuel Tank: 12.7ltrs

DURO DZ

The all-new Duro, well not all that new. Remember the Kinetic Nova?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Duro	0.56	1cyl 124cc	8	9	80	NA	45	5/10

Seat Height: 790mm, Wheelbase: 1270mm, Ground Clearance: 155mm, Weight: 114kg, Fuel Tank: 6.5ltrs

GUSTO

Mahindra's first all-new scooter. Developed in Pune, styled in Italy. A decent alternative to other offerings.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
125 VX	0.66	1cyl 125cc	8.5	10	NA	NA	NA	-

Seat Height: 770mm, Wheelbase: 1275mm, Ground Clearance: 165mm, Weight: 105kg, Fuel Tank: 6ltrs

DATA IN NUMBERS: WHICH M2W SCOOT?

- Gusto: 110cc, 8bhp, ₹62,000
- Duro: 124cc, 8bhp, ₹56,000
- Rodeo Uzo: 124cc, 8bhp, ₹59,000

MOJO

Your eyes aren't deceiving you – the Mojo has finally arrived, so you can stop looking at spy shots and actually buy one.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Mojo	1.95	1cyl 295cc	27	30	NA	NA	NA	7/10

Seat Height: 814mm, Wheelbase: 1465mm, Ground Clearance: 173.5mm, Weight: 165kg, Fuel Tank: 21ltrs

RODEO UZO

More focused on youngsters. Takes on the likes of the Activa and the Dio.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Rodeo	0.59	1cyl 124cc	8	9	80	NA	45	4/10

Seat Height: 760mm, Wheelbase: 1245mm, Ground Clearance: 154mm, Weight: 106kg, Fuel Tank: 4.5ltrs

MOTO GUZZI

MOTO GUZZI

TopGear on Moto Guzzi:

Maker of some wacky (and largely good-looking) big bikes. Only sold through Piaggio's 'Motoplex' outlets, though.

AUDACE

If you're a motorcycle enthusiast with an eye for art and a loaded bank account, you can't ignore this one.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Audace	26.15	2cyl 1380cc	94	121	NA	NA	NA	8/10

Seat Height: 740mm, Wheelbase: 1695mm, Ground Clearance: 165mm, Weight: 299kg, Fuel Tank: 20.5ltrs

CALIFORNIA

The long-distance Guzzi. Relaxed stance, looks that grab attention and plenty of kit. What's not to like?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1400 Touring ABS	27.85	2cyl 1380cc	94	121	NA	NA	NA	-

Seat Height: 740mm, Wheelbase: 1685mm, Ground Clearance: 165mm, Weight: 346kg, Fuel Tank: 20.5ltrs

ELDORADO

A California with a retro twist: the Eldorado is what a cruiser of the 70s would look like today



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Eldorado	26.75	2cyl 1380cc	94	120	NA	NA	NA	-

Seat Height: 740mm, Wheelbase: 1695mm, Ground Clearance: 165mm, Weight: 314kg, Fuel Tank: 20.5ltrs

GRISO

Moto Guzzi's hard-hitting super-naked is a looker. It's an underrated machine that'd surprise most people



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
SE	20.31	2cyl 1151cc	103	107	NA	NA	NA	-

Seat Height: NA, Wheelbase: NA, Ground Clearance: NA, Weight: 231kg, Fuel Tank: 17ltrs

MGX-21

A concept bike that made it to production largely unchanged, the MGX-21 was built to attract buyers from the USA



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
MGX-21	22.78*	2cyl 1380cc	94	121	NA	NA	NA	-

Seat Height: 740mm, Wheelbase: NA, Ground Clearance: 165mm, Weight: 341kg, Fuel Tank: 20.5ltrs

V9

The smallest of the Guzzis, the V9 is more of a rival to the Bonneville and the Ducati Scramblers of the world



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Bobber	16.62	2cyl 850cc	55	50	NA	NA	NA	-

Seat Height: 780mm, Wheelbase: NA, Ground Clearance: NA, Weight: 199kg, Fuel Tank: 15ltrs

MV AGUSTA

TopGear on MV Agusta:
Lugging debts along, still churning out fire-breathing beauties. MV is now in India with the Kinetic group with its entire range



F3

A smaller version of the "world's most beautiful bike". And after feasting our eyes on it, we believe them



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
800	16.78*	3cyl 798cc	146	90	NA	NA	NA	-

Seat Height: 805mm, Wheelbase: 1380mm, Ground Clearance: 125mm, Weight: 173kg, Fuel Tank: 16.5ltrs

F4

The world's most beautiful bike, they call it. We're mesmerised. An absolute rocket of a motorcycle.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
F4	26.87*	4cyl 998cc	192	113	NA	NA	NA	9/10

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
RR	35.71*	4cyl 998cc	198	116	NA	NA	NA	-

Seat Height: 830mm, Wheelbase: 1430mm, Ground Clearance: 115mm, Weight: 190kg, Fuel Tank: 17ltrs

BRUTALE

They know how to name their vehicles, these Italians. This really is a brutal, unforgiving, ultimately rewarding machine



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1090	20.1*	4cyl 1078cc	142	114	NA	NA	NA	8/10

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
RR	24.78*	4cyl 1078cc	156	100	NA	NA	NA	8/10

Seat Height: 825mm, Wheelbase: 1438mm, Ground Clearance: 140-150mm, Weight: 183kg, Fuel Tank: 23ltrs

ROYAL ENFIELD

TopGear on Royal Enfield:
They've kept alive the charisma of big bore singles although emission norms have muted them to a fair extent.



BULLET

The thump is enough to buzz your senses. However, this one is basic, tough and macho. Can ride on almost any surface.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
350	1.36	1cyl 346cc	19.8	28	NA	NA	NA	4/10

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
500	1.95	1cyl 499cc	26	40.9	117	NA	NA	6/10

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Electra	1.55	1cyl 499cc	27.2	41.3	NA	NA	NA	4/10

Seat Height: N/Amm, Wheelbase: 1370mm, Ground Clearance: 135mm, Weight: 163kg, Fuel Tank: 14.5ltrs

TOPGEAR TOP FIVE

SUB-300CC MOTORCYCLES

1



KTM RC 200

Price ₹1.94 lakh, Spec 1cyl, 199.5cc, 6M, 25.5bhp, 19Nm.

Unlike what most people think, this is not a Duke 200 that's put on a fairing. This is a thoroughbred sportsbike with enough performance to satisfy the most demanding of riders. The RC 200 is the perfect tool for the track - especially for those who are new to circuit riding.

2



BENELLI TNT 25

Price ₹2.24 lakh, Spec 1cyl, 249cc, 6M, 28.1bhp, 21.6Nm

Performance bundled with delicious Italian styling: the TNT 25 is Benelli's take on the popular streetfighter theme, and this bike's a complete hooligan at heart. The best part is that you don't have to have deep pockets to buy this little monster, and the riding experience will leave you thirsty for more.

3



TVS APACHE RTR 200 V4

Price ₹1.17 lakh, Spec 1cyl, 197.7cc, 5M 20.7bhp, 18.1Nm

Looking for something a bit more desi? The TVS RTR 200 V4 is just what you need. It looks fast, it goes fast and it corners pretty damn well. It's a big leap from the Apache RTR 180, and doesn't compromise on everyday usability in the name of performance. A real step-up.

4



MAHINDRA MOJO

Price ₹1.95 lakh, Spec 1cyl, 295cc, 6M, 27bhp, 30Nm

If going really fast is not your thing, here's a bike that you can enjoy at an easier pace. The Mojo is a very capable tourer with a sprinkling of performance to keep things interesting. It handles well, the grip from the Pirelli tyres is immense, and it sounds nice, too. A tad expensive, but worth the money.

5



BAJAJ PULSAR RS 200

Price ₹1.59 lakh, Spec 1cyl, 199.5cc, 5M, 24bhp, 18.6Nm

Love a fairing on your motorcycle but don't want to compromise on ergonomics? The Pulsar RS 200 melds commuting convenience and sportsbike styling into one attractive package. Also comes with an attractive price tag, and is equipped with anti-lock brakes.

CLASSIC

A true beast. The 500 features the all-new fuel-injected TwinSpark engine. This is the most refined bike in the Bullet stable.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
350	1.63	1cyl 346cc	19.8	28	120	NA	NA	5/10

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
500	2	1cyl 499cc	27.2	41.3	130	NA	NA	7/10

Seat Height: 800mm, Wheelbase: 1370mm, Ground Clearance: 135mm, Weight: 187kg, Fuel Tank: 13.5ltrs

CONTINENTAL GT

Most powerful RE, best-looking RE, and the 2013 Indian Motorcycle of the Year. Need we say more?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Continental GT	2.46	1cyl 535cc	29.1	44	NA	NA	NA	6/10

Seat Height: 800mm, Wheelbase: 1360mm, Ground Clearance: 140mm, Weight: 184kg, Fuel Tank: 13.5ltrs

HIMALAYAN

The first purebred Indian adventure motorcycle. Can go pretty much anywhere, and looks the part, too.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
	1.94	1cyl 411cc	24.5	32	NA	NA	NA	8/10

Seat Height: 800mm, Wheelbase: 1465mm, Ground Clearance: 220mm, Weight: 182kg, Fuel Tank: 15ltrs

THUNDERBIRD

The cruiser in the crowd. Quite comfortable on the highway and an extremely steady bike.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
350	1.7	1cyl 346cc	20	28	120	NA	45	5/10

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
500	2.22	1cyl 499cc	27.2	41.3	130	NA	NA	6/10

Seat Height: 775mm, Wheelbase: 1240mm, Ground Clearance: 140mm, Weight: 179kg, Fuel Tank: 12ltrs

SUZUKI

TopGear on Suzuki:
Maker of the fastest production motorcycle of the world has found the going tough in India.



ACCESS

125cc power for the price of an Activa. Lighter, trendier, and now also offered with a front disc brake.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Disc	0.66	1cyl 124cc	8.7	10.2	NA	NA	NA	8/10

Seat Height: 780mm, Wheelbase: 1265mm, Ground Clearance: 160mm, Weight: 102kg, Fuel Tank: 5.6ltrs

GIXXER

Suzuki's 155cc naked bike has got the Yamaha FZ square in its sights.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Gixxer	0.80	1cyl 155cc	14.6	14	NA	NA	NA	9/10

Seat Height: 780mm, Wheelbase: 1330mm, Ground Clearance: 160mm, Weight: 135kg, Fuel Tank: 12ltrs

GIXXER SF

Just as good as the naked Gixxer, only with a fairing. Looks cooler in the MotoGP livery.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Gixxer SF	0.89	1cyl 155cc	14.6	14	NA	NA	NA	9/10

Seat Height: 780mm, Wheelbase: 1330mm, Ground Clearance: 160mm, Weight: 139kg, Fuel Tank: 12ltrs

GSX

Suzuki's litre bike completes a Japanese trio. Arguably the most comfortable of the lot.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
R-1000	16*	4cyl 999cc	191	NA	NA	NA	NA	-

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
S1000	12.25*	4cyl 999cc	NA	NA	NA	NA	NA	8/10

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
S1000 F	12.7*	4cyl 999cc	NA	NA	NA	NA	NA	8/10

Seat Height: 810mm, Wheelbase: 1405-1460mm, Ground Clearance: 130mm, Weight: 205kg, Fuel Tank: 17.5ltrs

HAYABUSA

Not the fastest production motorcycle anymore, but the 1300cc motor still packs a punch.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
GSX 1300 R	13.88	4cyl 1340cc	198	154	NA	NA	NA	9/10

Seat Height: 805mm, Wheelbase: 1480mm, Ground Clearance: 120mm, Weight: 266kg, Fuel Tank: 21ltrs

HAYATE

Facing still competition in the segment, the Hayate gets a few cosmetic updates.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
EP	0.56*	1cyl 113cc	13.8	134	NA	NA	NA	6/10

Seat Height: 795mm, Wheelbase: 1305mm, Ground Clearance: 165mm, Weight: 107kg, Fuel Tank: 10ltrs

INTRUDER

This is a mammoth motorcycle with an engine big enough to put most cars to shame.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
M800	10.05*	2cyl 805cc	52	68	NA	NA	22	5/10
M 1800 R	15.95*	2cyl 1780cc	127	160	NA	NA	NA	6/10

Seat Height: 705mm, Wheelbase: 1655-1710mm, Ground Clearance: 140mm, Weight: 269-347kg, Fuel Tank: 19ltrs

LET'S

A decent little scooter that doesn't offer anything path-breaking. Needs to catch up with Honda in terms of refinement.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Let's	0.47	1cyl 113cc	8.7	9	NA	NA	NA	6/10

Seat Height: 765mm, Wheelbase: 1250mm, Ground Clearance: 160mm, Weight: 98kg, Fuel Tank: 5.2ltrs

SWISH

Want a performance scooter with a bit of style? The Swish is what the doctor ordered.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Swish	0.52	1cyl 124cc	8.5	9.8	NA	NA	NA	7/10

Seat Height: 780mm, Wheelbase: 1250mm, Ground Clearance: 160mm, Weight: 110kg, Fuel Tank: 6ltrs

SLING SHOT

Reskinned Zeus. Stylish design, quality of materials not very good, though. Not the first choice in the segment.

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Sling Shot	0.59	1cyl 124cc	8.5	10	NA	60	NA	4/10

Seat Height: N/Amm, Wheelbase: 1250mm, Ground Clearance: 160mm, Weight: 128kg, Fuel Tank: 12ltrs

V-STROM

Suzuki attempts to wander in the Multi-strada territory. Is it a right step?



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
1000 ABS	17.74	2cyl 1037cc	NA	NA	NA	NA	NA	7/10

Seat Height: 850mm, Wheelbase: 1555mm, Ground Clearance: 165mm, Weight: 228kg, Fuel Tank: 20ltrs

TRIUMPH

TopGear on Triumph: British bike maker not to be mistaken with the lingerie company of the same name.



BONNEVILLE

The quintessential Triumph. Also the most inexpensive bike of the range. Couldn't get any better.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Street Twin	6.9*	2cyl 900cc	54	80	NA	5.39	NA	7/10
T120	8.7*	2cyl 1200cc	NA	105	NA	4.7	NA	8/10
Thruxton R	10.9*	2cyl 1200cc	96	112	NA	NA	NA	9/10
T100	7.8*	2cyl 900cc	55	80	NA	NA	NA	8/10

Seat Height: 750mm, Wheelbase: 1415mm, Ground Clearance: NA, Weight: 198kg, Fuel Tank: 12ltrs

TOPGEAR TOP FIVE

SCOOTERS

1



TVS JUPITER

Price ₹62,000.

Specs 109cc, 7.8bhp, 8Nm

Something of a masterstroke from TVS, the Jupiter is one of the best handling scooters on sale today. This is thanks to its large 12-inch wheels. The 110cc motor strikes a good balance between efficiency and performance. Best of all, it is priced reasonably, and it also looks pretty distinctive.

2



HERO MAESTRO EDGE

Price ₹50,000.

Specs 111cc,

8.3bhp, 8.3Nm

This all-new scooter from Hero has impressed us no end with its list of features. It includes a USB 3.0 mobile charging port, an externally mounted fuel filler lid and a boot light. This, along with the telescopic front suspension and Integrated Braking System offers a better ride and improved safety.

3



HONDA ACTIVA 125

Price ₹73,000.

Specs 124cc, 8bhp, 10.1Nm

Honda's Activa is the king of the scooter market in India. So how do you make an already good product better? Well, it's simple - add a bigger engine. The 125 comes with all the goodness of a regular Activa, but with an added dash of performance, which is something we welcome with open arms.

4



VESPA VXL 150

Price ₹88,000.

Specs 150cc, 11.4bhp, 11.5Nm

Performance is not a priority when shopping for a scooter, but we are glad Vespa thinks otherwise. The Vespa 150 looks exactly like the other scooters from the Vespa range, but packs in the kind of performance you don't expect from a scooter. We only wish it didn't cost nearly a lakh.

5



YAMAHA FASCINO

Price ₹64,000.

Specs 113cc, 7bhp, 8.1Nm

Want the retro styling of the Vespa but are not ready to shell out a lakh? This is what you need in your life: the Fascino. It is styled to look like a neo-retro scoot, but underneath, it's an Alpha. The Fascino is quite practical, and at the same time, is pretty peppy, too. Maximum bling for your money.

DAYTONA

675cc three-pot, racing-derived genes and looks to make your heart melt. An expensive, but fine machine.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Daytona 675 R	14.07	3cyl 675cc	126	70.2	NA	NA	NA	9/10

Seat Height: 830mm, Wheelbase: 1375mm, Ground Clearance: NA, Weight: 189kg, Fuel Tank: 17ltrs

ROADSTERS

These are the stripped-down Daytonas, one with a 675cc motor, the other with a 1050. Proper Brit muscle.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Speed Triple	13.26	3cyl 1050cc	133	111	NA	NA	NA	8/10
Street Triple	9.25	3cyl 675cc	104	68	NA	NA	NA	-

Seat Height: 825mm, Wheelbase: 1435mm, Ground Clearance: NA, Weight: 214kg, Fuel Tank: 17ltrs

ROCKET III ROADSTER

With the biggest engine for any production bike, the Rocket III is big enough to dwarf most other cruisers.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Rocket III Roadster	24.48	3cyl 2294cc	146	221	NA	NA	NA	6/10

Seat Height: 750mm, Wheelbase: 1695mm, Ground Clearance: NA, Weight: 367kg, Fuel Tank: 24ltrs

THUNDERBIRD STORM

The poor man's Rocket III. Not inexpensive or inconspicuous in any way.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Thunderbird Storm	16.12	2cyl 1699cc	97	156	NA	NA	NA	6/10

Seat Height: 700mm, Wheelbase: 1615mm, Ground Clearance: N/Amm, Weight: 339kg, Fuel Tank: 22ltrs

THUNDERBIRD LT

A Thunderbird that's built for the long haul. Slightly detuned motor, but still sufficiently powerful.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Thunderbird LT	18.68	2cyl 1699cc	93	151	NA	NA	NA	6/10

Seat Height: 700mm, Wheelbase: 1665mm, Ground Clearance: N/Amm, Weight: 380kg, Fuel Tank: 22ltrs

TIGER

Triumph's go-anywhere soldier, the Tiger is all the touring motorcycle you'd ever want. Also available with a bigger engine.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Tiger 800 XR	13.44	3cyl 799cc	94	78	NA	NA	NA	9/10
Tiger 800 XCA	NA	3cyl 799cc	94	78	NA	NA	NA	9/10

Seat Height: 840-860mm, Wheelbase: 1535mm, Ground Clearance: N/Amm, Weight: 215kg, Fuel Tank: 19-20ltrs

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
Tiger Explorer	21.58	3cyl 1215cc	135	121	NA	NA	NA	8/10

Seat Height: 840-860mm, Wheelbase: 1535mm, Ground Clearance: N/Amm, Weight: 215kg, Fuel Tank: 19-20ltrs

TVS

TopGear on TVS: They've had their ups and downs but seem sorted out now. Strong presence in southern India, rest of India needs some attention.



APACHE

Into its second generation now with a bigger engine and more 'race effects'. Still a great looker.



	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
RTR180 ABS	1.01	1cyl 178cc	17.1	15.5	119	NA	38	7/10
RTR200 V4 ABS	1.17*	1cyl 198cc	20.7	18.1	NA	12	NA	8/10

Seat Height: 790mm, Wheelbase: 1300-1353mm, Ground Clearance: 180mm, Weight: 137-148kg, Fuel Tank: 12ltrs

	PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
JUPITER	0.62	1cyl 109cc	7.8	8	NA	NA	NA	8/10

Seat Height: 765mm, Wheelbase: 1275mm, Ground Clearance: 150mm, Weight: N/Akg, Fuel Tank: 5ltrs



PHOENIX

A straight forward commuter bike. What you see is what you get.



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

0.63 1cyl 124.5cc 0.8 10.8 95 NA NA 4/10

Seat Height: NAmm, Wheelbase: 1265mm, Ground Clearance: 165mm, Weight: 116kg, Fuel Tank: 12ltrs

SCOOTY

It's tiny, petite and peppy. Convenient for city errands. But buy a bike for regular commuting. Perfect as your first two-wheeler.



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

Pep Plus 0.52 1cyl 87cc 5 5.8 NA NA NA 4/10

Zest 110 0.59 1cyl 109.7cc 7.9 8.7 NA NA NA 6/10

Seat Height: 760mm, Wheelbase: 1230-1250mm, Ground Clearance: 135mm, Weight: 95-98kg, Fuel Tank: 5ltrs

STAR CITY+

Efficient, comfortable and refined. Looks nice, too. A good first buy.



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

Electric Start 0.47* 1cyl 110cc 8.4 8.7 NA NA NA 4/10

Seat Height: NAmm, Wheelbase: 1260mm, Ground Clearance: 172mm, Weight: 109kg, Fuel Tank: 12ltrs

VICTOR

An old nameplate returns. Looks good for a commuter, and also packs in some useful equipment



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

Victor 0.54 1cyl 110cc 9.6 9.4 NA NA NA 7/10

Seat Height: NA, Wheelbase: 1260mm, Ground Clearance: 175mm, Weight: 113kg, Fuel Tank: 8ltrs

WEGO

With the Wego, TVS has set its eyes on Honda's share of the gearless two-wheeler market.



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

Wego 0.63 1cyl 110cc 8 8 NA NA NA 7/10

Seat Height: NAmm, Wheelbase: 1275mm, Ground Clearance: 150mm, Weight: NAkg, Fuel Tank: 5ltrs

UM

TopGear on UM: We don't know much about them yet, but UM have brought along some pretty interesting looking options.



RENEGADE

A muscle-y cruiser. We'll wait till we ride it to tell you more about it.



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

Sport S 1.49 1cyl 280cc 25 22 NA NA NA 5/10

Commando 1.59 1cyl 280cc 25 22 NA NA NA 5/10

Classic 1.69 1cyl 280cc 25 22 NA NA NA 5/10

Seat Height: NA, Wheelbase: 1545mm, Ground Clearance: 150mm, Weight: 172kg, Fuel Tank: 18ltrs

VESPA

TopGear on Vespa: If there ever was a company that married history and tradition with a modern outlook, Vespa is it.



VESPA

It looks premium, it feels premium, it is zippy and now, also available in 150 flavour. What's not to like?



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

SXL 125 0.84* 1cyl 125cc 10 10.6 NA NA NA 6/10

SXL 150 1.06 1cyl 150cc 11.4 11.5 NA NA NA 7/10

Seat Height: NA, Wheelbase: NA, Ground Clearance: NA, Weight: NA, Fuel Tank: 5ltrs

946 EMPORIO ARMANI

It is a work of art, suitably modern and practical, and quite distinct in its presence and with the price.



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

-- 12.05* 1cyl 125cc 11.2 9.6 NA NA NA NA

Seat Height: NA, Wheelbase: NA, Ground Clearance: NA, Weight: NA, Fuel Tank: 5ltrs

DATA IN NUMBERS: FASHIONABLY PRICED

→ 946 EMPORIO ARMANI ₹12.05 lakh

YAMAHA

TopGear on Yamaha: Have made a name out of manufacturing fast bikes. Great products, but dealer network not good enough to back them up.



ALPHA

Yamaha's attempt to take on the scooter segment dominated by Honda's Activa



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

Disc 0.68 1cyl 113cc 7.1 NA NA NA NA 7/10

Seat Height: 775mm, Wheelbase: 1270mm, Ground Clearance: 128mm, Weight: 104kg, Fuel Tank: 5.2ltrs

FASCINO

Styled to fight the Vespa, priced to snatch a piece of the Activa's pie. A style-conscious Alpha, in essence.



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

Fascino 0.64 1cyl 113cc 7 8.1 NA NA NA 7/10

Seat Height: 775mm, Wheelbase: 1270mm, Ground Clearance: 128mm, Weight: 103kg, Fuel Tank: 5.2ltrs

FAZER

Purely a commuter. Surprisingly a good handler and has a refined engine. Now with lesser power, and lesser weight.



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

Fazer 0.88* 1cyl 149cc 13 13 NA NA NA 6/10

Seat Height: 790mm, Wheelbase: 1335mm, Ground Clearance: 160mm, Weight: 135kg, Fuel Tank: 13.2ltrs

FZ FI V2.0

Boldest of the 150cc lot with tyres to chew and spit out the competition. Less powerful now, but also lighter.



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

FZ-S 0.96 1cyl 149cc 13 12.8 NA NA NA 7/10

Seat Height: 790mm, Wheelbase: 1330mm, Ground Clearance: 160mm, Weight: 132kg, Fuel Tank: 12ltrs

FZ I

Street fighter looks and performance to go with it. Will give you all the thrills of a litre class bike.



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

FZ 1 13.65 4cyl 998cc 147.9 106 NA NA NA 8/10

Seat Height: 815mm, Wheelbase: 1460mm, Ground Clearance: 160mm, Weight: 132kg, Fuel Tank: 12ltrs

FZ25

Yamaha's first 250cc in India, powering the big brother of the FZ, with muscly styling



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

FZ25 1.19* 1cyl 249cc 20.6 20 NA NA NA NA

Seat Height: 795mm, Wheelbase: 1360mm, Ground Clearance: 160mm, Weight: 148kg, Fuel Tank: 14ltrs

MT-09

Is the FZ1 too old for you, now? Head straight to the MT section for the latest Yamaha super-naked



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

MT-09 10.2 3cyl 847cc 113 87.5 NA NA NA -

Seat Height: 815mm, Wheelbase: 1440mm, Ground Clearance: 135mm, Weight: 191kg, Fuel Tank: 14ltrs

RAY

Aimed at ladies, but not surprisingly, it endears itself to the opposite sex too. Fun to ride, looks good and is a Yamaha



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

Ray 0.56 1cyl 113cc 7 8.1 NA NA NA 7/10

Ray ZR 0.71 1cyl 113cc 7 8.1 NA NA NA 7/10

Seat Height: NA, Wheelbase: 1270mm, Ground Clearance: 128mm, Weight: 103kg, Fuel Tank: 5ltrs

SZ

Cheaper alternative to FZ16, cuts down on essentials like disc brakes and pass beam switch



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

SZ-RR 0.73 1cyl 153cc 12.1 12.8 NA NA NA 4/10

Seat Height: 800mm, Wheelbase: 1320mm, Ground Clearance: 165mm, Weight: 134kg, Fuel Tank: 14ltrs

SALUTO

Yamaha's having another crack at the 125cc commuter bike segment with the oddly-named Saluto



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

Disc 0.68 1cyl 125cc 8 10 NA NA NA -

RX 0.46* 1cyl 110cc 7.5 8.5 NA NA NA -

Seat Height: 785-805mm, Wheelbase: 1265mm, Ground Clearance: 160mm, Weight: 113kg, Fuel Tank: 7.6ltrs

V-MAX

Be ready for some seriously fast acceleration, and hope no one is crossing while you are at it.



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

V-Max 33.09 4cyl 1679cc 197 166.8 NA NA NA 6/10

Seat Height: 775mm, Wheelbase: 1700mm, Ground Clearance: 140mm, Weight: 310kg, Fuel Tank: 15ltrs

YZF-R1

Want to be like Rossi? Well, you can start with at least looking like him on a Yamaha.



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

R1 22.34* 4cyl 998cc 197 112.4 00 00 00 -

R1M 29.43* 4cyl 998cc 197 112.4 NA NA NA -

Seat Height: 855-860mm, Wheelbase: 1405mm, Ground Clearance: 130mm, Weight: 199kg, Fuel Tank: 17ltrs

YZF-R15 2.0

Same old R15 tweaked for better performance. Though no power upgrade will put off a few people



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

R15 1.27 1cyl 150cc 16.8 15 140 NA 40 7/10

Seat Height: 800mm, Wheelbase: 1345mm, Ground Clearance: 160mm, Weight: 136kg, Fuel Tank: 12ltrs

YZF-R3

The latest R-series product is hugely impressive. Nice to fling around corners, even better for long-distance riding.



PRICE	ENGINE	Bhp	Nm	Kph	0-100	Kpl	RATING
-------	--------	-----	----	-----	-------	-----	--------

YZF-R3 3.85 2cyl 320cc 41.5 29.6 NA NA NA 8/10

Seat Height:mm, Wheelbase: 1380mm, Ground Clearance:mm, Weight: 169kg, Fuel Tank: 14ltrs

DATA IN NUMBERS: POWER TO WEIGHT

→ YZF-R3 245bhp per tonne

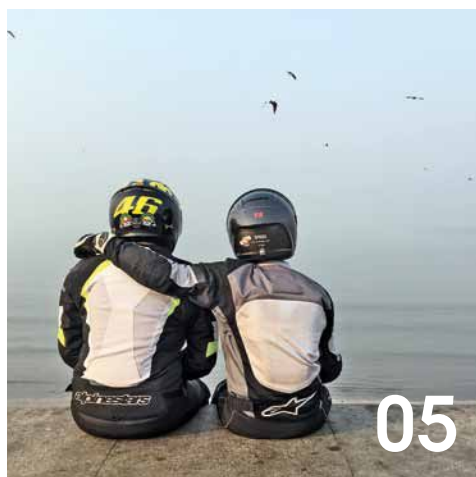
TopGear

THE UNCUT VERSION

THE BITS THAT DON'T MAKE IT TO THE FINAL CUT
(AND THE BITS SOME OF US DON'T WANT TO SEE MAKING IT TO THE FINAL CUT)

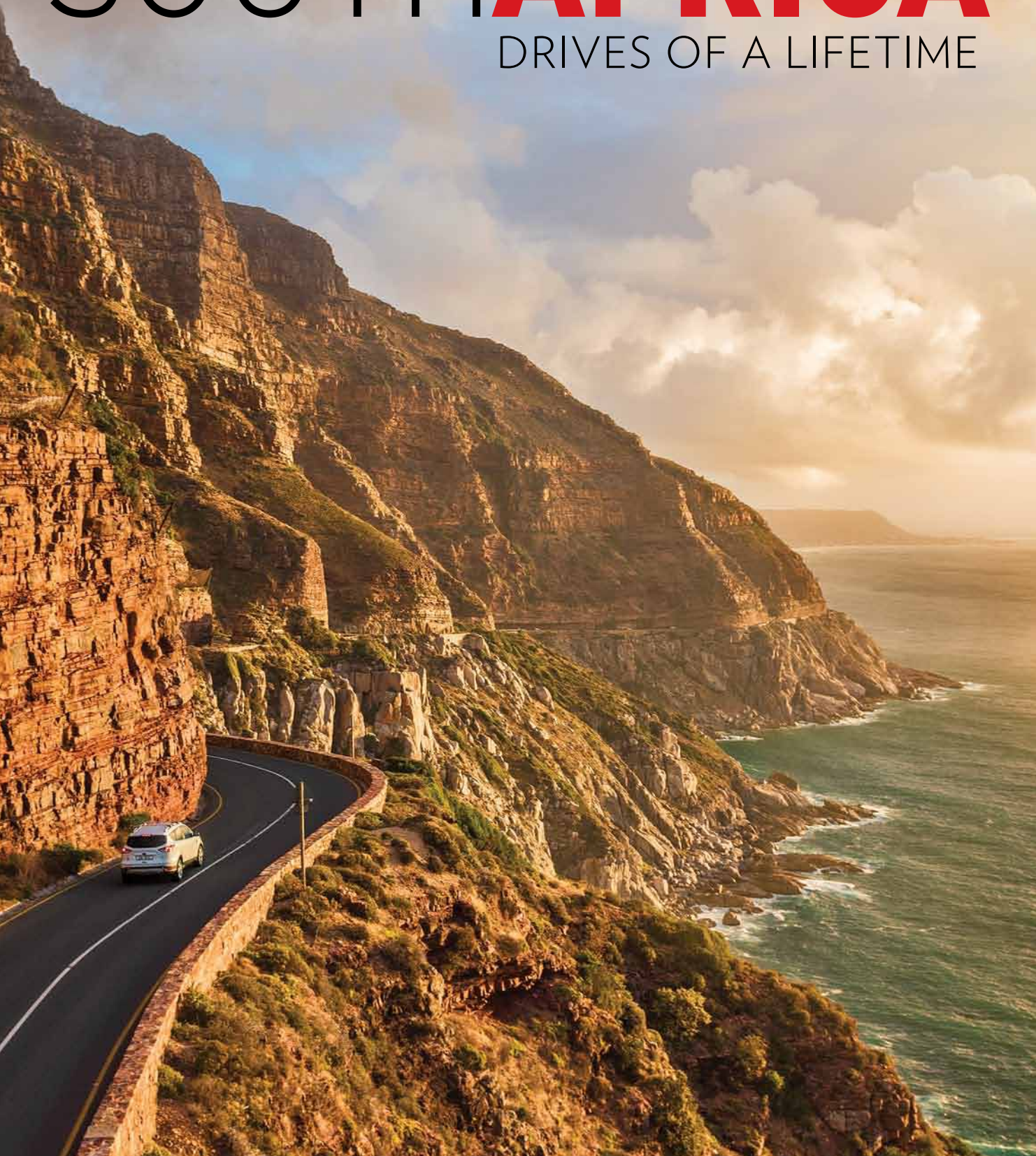


- 01 Where to, sir?:** Agasti and Devesh made sure Chris couldn't escape the preparations for the Awards
- 02 Dry-clean:** Spotting some dirt on the scooter, Agasti took it upon himself to clean it in unconventional fashion
- 03 Means to an end:** Unhappy with our driving skills, Rajeev found himself a new tracking vehicle
- 04 Me too:** Amaan just had to try and upstage the performer at the awards
- 05 Have a break:** Devesh and Ashok enjoy a 'friendly' break, gull watching
- 06 Beauty secrets:** You may have noticed Girish's glowing skin. Now you know the secret to his beauty



SOUTH **AFRICA**

DRIVES OF A LIFETIME



SOUTH AFRICA Drives of a lifetime



CAPITALS: Pretoria (administrative)

Cape Town (legislative)

Bloemfontein (judicial)

HOW FAR AWAY? Johannesburg is about 11 hours in flight time from New Delhi and Mumbai, not counting layovers

LANGUAGES: South Africa has 11 official languages. English is widely spoken, and the other ones you'll encounter most are Afrikaans, IsiZulu and IsiXhosa.

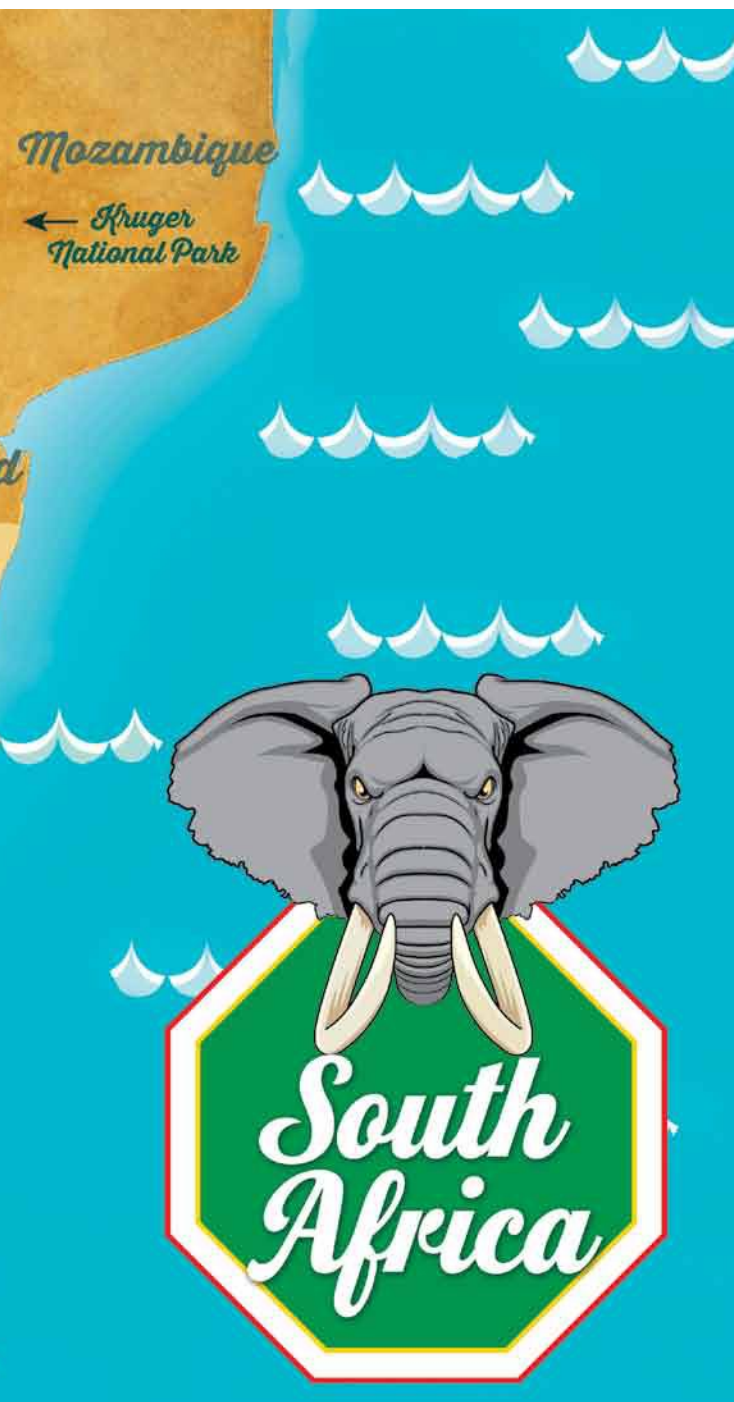
IDEAL NUMBER OF DAYS: 9 – 13 days

COST: Medium to high

WHO IT'S GOOD FOR Motorheads, families, wildlife-lovers, foodies and wine-lovers, couples, culture-vultures, adrenaline junkies

HIGHLIGHTS: Road-tripping along the Garden Route, exploring the Cape Winelands, spotting the Big Five in Kruger, shark-cage diving and whale-watching along the coast, hiking up Table Mountain

BEST TIME TO GO: Summer in South Africa runs from December to March, and this is the best time to visit most of the country, as it's warm and sunny, with the occasional thunderstorm. Skip December to avoid



S

outh Africa, if you've noticed, is a bit more than just nature documentaries and a cricket team. Astonishingly, it's more even than Madiba himself,

or even *vuvuzelas*. And apart from a great holiday destination, it's also a place for motorheads to cut loose.

Given how much wild, beautiful country there is, how much variation between *veldt* and desert and mountains and the coast, it would be bizarre if there weren't great drives to be had, great experiences to be put in the 'Special' folder in your mind. And South Africa doesn't disappoint: whether you want a fast drive in a luxury car or a masterclass off-road, you can find it here.

We've outlined two terrific experiences to give you a taste of what South Africa has to offer. After exploring the vibrant city of Johannesburg, we're heading into the rough, on hugely iconic Toyotas and Land Rovers, to get a feel for what it's like when roads disappear. We start with an off-road course, then take what we've learnt into the real wilds, into a private game reserve, which is like nothing you've done before.

Second, we've taken a journey along the Garden Route from Port Elizabeth to Cape Town, where we take you to meet ostriches, and along eerie roads and into the glorious valleys of the winelands. If you're looking for an epic drive and a shovelful of style, this is a great place to find it.

Lest you think this is only for a bunch of boys, we've stayed at romantic places, eaten terrific meals and floated away on fantastic wine: these are experiences to be shared, savoured, dreamt of for years to come. Because South Africa is just cool that way.

the Christmas and school holiday rush. Winters (June – August) are cold and dry, and ideal for wildlife watching. Springtime, when it's baby season in the wild, is also great.

GETTING THERE: Emirates, Etihad Airways, Qatar Airways, Kenya Airways, Ethiopian Airways and Air Seychelles fly with a stopover to Johannesburg from Mumbai and New Delhi (return fares from ₹ 38,000).

FURTHER READING: South African Tourism's official website, www.southafrica.net, is a wonderful resource.

VISA: The South African High Commission in New Delhi and South African Consulate General in Mumbai issue tourist visas (<http://vfsglobal.com/southafrica/india>; minimum 5 working days to process).

CURRENCY: 1 South African Rand (ZAR) = ₹ 5.05

EMBASSY ALERT: High Commission of India, Pretoria
Consulate General of India, Cape Town
Consulate General of India, Durban
Consulate General of India, Johannesburg
www.indiainsouthafrica.com





WHERE THE (CAPE) BUFFALO ROOM

Going off-road isn't for idiots, but doing off-road courses in iconic vehicles in South Africa makes you just that little bit more of a man

Words: **Vardhan Kondvikar**

Photography: **Himanshu Pandya**



1



2



3



4

Roller-coasters don't exactly agree with me. I don't get why you'd subject yourself to a heaving stomach, screaming, cold sweats and fear. I mean, if I wanted that, I'd get married or something.

So what exactly am I doing here, atop a slope that's steeper than any roller-coaster I've ever been on? Voluntarily. About to pitch forward and ... aaaaaa-oh. This is actually not that bad. The slope, if I look up from the steering wheel, is terrifying, but I'm doing this, Descent Assist Control switched off so I'm controlling the car on my own, and the Toyota Hilux is swanning gently down the 78% slope. Feather the brakes, feather

1 Cross-axle-ing, where you learn why diff lock is so good!

2 Suspension check? Just don't eat a heavy meal before, is all

3 Joe demonstrates recovery techniques, like the inflatable jack

4 Kalahari sand is particularly easy to get stuck in

the brakes, DO NOT PANIC – and trust the car. And holy mackerel, we're through.

Trembling, but also quite impressed with myself, I go up the other way, up the slopes at the Gerotek testing facility near Pretoria. This is a military vehicle-testing facility, and the slopes, like the fearsome 100-percenter next to us, are meant to check the off-road abilities and durability of armoured troop carriers, artillery vehicles and other vaguely sinister contraptions. Toyota rents this for its advanced off-road course; there are other 4x4 courses around, but this one is serious, and measurable. And this is just basic training, on concrete slopes, in specially-made sand-traps. The mud stuff comes later.

‘IT FEELS LIKE THERE’S ONE OF THOSE FAMOUS MAMBAS IN MY GUT, WRITHING AND MAKING HIMSELF AT HOME’



The course is meant for beginners, people who want to refresh and enhance their skills, and for Toyota owners who want to figure out what in the world those buttons in their cars actually do – to that end, Warren and Michelle have brought their Fortuner, which, like many South Africans, they intend to take into the vast wilderness outside the cities. Here, in the Karoo, or on the *veldt*, with plenty of wildlife often trundling along just by the side of the road, and often no other people around for many, many miles, you don't want to do something stupid. Himanshu and I have other plans, to be revealed later, but we're here in a Hilux, which is apt, because it was *Top Gear* TV that showed the world what this

Joe at the Toyota Advanced 4x4 and Recovery course, probably making a joke about Land Rovers

Above: Vast slopes challenge both the driver and the car

not-very-large pickup could endure. Joe, our instructor today, looks aptly like an older Seb Loeb, and did “electronic warfare stuff” for the South African Air Force, which puts him in the Ultra-Cool category at a stroke.

Right. First is the theory session, which is actually really important, because you probably have no real idea what low-range, or a differential lock, or ramp-over angles, actually do. Joe, helpfully, also shows us lots of photos of what happens when people get it wrong, and it feels like there's one of the famous mambas in my gut, writhing around and making himself at home. And then we get to test these things, in a sand-trap, with imported Kalahari sand, rounder-



1



2



3



4

grained and more likely to get you stuck. And get stuck you do, because you're encouraged to try two-wheel-drive, four-wheel-drive high-ratio, low-ratio, and finally the all-important diff-lock. Spin the wheels, bog down, go sideways and feel the steering wheel yawn sluggishly, switch to low-ratio. Get used to things. Simple enough. But then come the slopes, and that's where you do the roller-coaster thing. Descent Assist Control is amazing but unnerving: it'll control the braking entirely, but that means you have to not touch the brakes at all. And that takes some getting used to. The good thing is, it builds your confidence in the car, in the technique you've been taught – assess, plan, hold your nerve, stay calm. Go gently, but don't lose momentum. If you do, stalling is fine, though stalling on that slope in a manual-gearbox car, where you have to let the car slide down in reverse to start it, looks extremely scary.

Then cross-axle through a series of immense potholes that make you spin one wheel uselessly in the air. This looks horrific, but doesn't feel as bad when you actually do it, and that's something you feel a lot while off-roading, except on the ghastly side-slope, which looks easy from outside,

❶ Cape buffalo are magnificent, but are unpredictable and aggressive

❷ Prey animals like eland and zebras often stick together for mutual protection

❸ Rhinos are much more vulnerable than they look

❹ The last and most dramatic resort when a car is really stuck: using a kinetic recovery band

but feels like you're on the cusp of disaster inside, especially when Joe stops the convoy at the steepest bit, and your stomach asks politely if it can jump out of your throat. Sideways.

And finally, the real, real deal. Now you learn that the mud and gravel and stones are different every day, and even Joe can't tell you exactly what's going to happen. Over really difficult 'obstacles', he'll get out and direct you so you don't rip out the underside, but it's nerve-racking even then. There's a slope that looks like Lucifer's sandpit, and even Joe has a horror story about that. Most of the times he leaves you to figure things out, like over rickety little bridges, over loose stones and little gullies and slippery mud patches, where you learn the meaning of deep, calming breaths, where you learn that yahoo-ing off-road is for cretins, and that real off-roading looks unspectacular, where you and the car are partners, protecting each other, not master and slave.

All this is to prepare us for something more... unusual. In Amakhala, a private game reserve near Port Elizabeth, we're about to do an off-road course that goes, um, into the park. Where your humble correspondent can get stuck while lions are looking interestedly at him from a few metres away. The Toyota course, hopefully, has given us enough to not get into really serious trouble, but with my clumsiness, I'm still expecting something like:

"Oh, Vardhan, look, there's the super rare –"
CRUNCH.

Look, Amakhala is lovely, and it's January, so all the animals are accompanied by knock-kneed,

'YOU LEARN THAT YAHOO-ING OFF-ROAD IS FOR CRETINS, THAT YOU AND THE CAR ARE PARTNERS IN THE MUD'



STAY:

PRETORIA

We stayed at the **Holiday Inn Sandton - Rivonia Road** just outside Johannesburg, which is convenient for the highway to Pretoria, and has comfy rooms and a great breakfast spread (www.ihg.com/holidayinn/hotels/us/en/johannesburg/sndrr/hoteldetail; Rivonia Road 123, Sandton, from ₹ 10,200 (for a double room with breakfast)).

AMAKHALA

We stayed at the **Amakhala Bush Lodge**, inside Amakhala Game Reserve, which features luxury cottages, kudu steaks and a great bonfire (www.thebushlodge.co.za; Amakhala Game Reserve; ₹ 60,700 with all meals).

DRIVING COURSES:

The **Toyota Advanced 4x4 & Recovery Course** takes most of the day; coffee, muffins and lunch are included. (www.toyota.co.za/corporate/advanced-driving; at the Gerotek Training Facilities, Pretoria West; ₹ 10,200/ person).

dewy-eyed babies, and please God, don't let me kill any of them. There are baby cheetahs, for heaven's sake, and a newborn giraffe calf stumbling less than 50 metres from my room, and I'm going to be entrusted with a vehicle here. And what a vehicle. A Land Rover, which I've heard countless jokes about from the Toyota fans (the response – from a lady – is, “Hah, real men drive Land Rovers”). It's the opposite of the Toyota: no fancy electronics, no automatic gearbox, a horribly offset driving position, blankets under your bum to let you see over the high dash. The brakes don't work very well, the handbrake doesn't work at all, and this is a safari vehicle, with three rows of seats mounted high up for game-viewing, so the centre of gravity is shot to hell. This is a very different experience,

especially when the owner, who looks like Ian McShane and conducts the off-road courses around here, tells me never to use the clutch.

Say what?

So, off-roading is to driving what quantum mechanics is to regular physics: forget everything you've learned, expect the impossible, and say goodbye to your sanity. All the things that have become instinctive on tarmac can kill you in the rough. You have to think differently, anticipate differently. You get points for stalling, because it's better than going further on and getting yourself further into trouble. Yes, it's fine to rocket backwards down a muddy slope (I used the clutch, of course), but stop screaming, because it annoys the lions. The side-slope feels much more worrisome when there's mud under you and what feels like a skyscraper above, and getting deliberately stuck in a warthog wallow to learn how to recover a stuck vehicle is huge fun until you realise that if you don't succeed, you'll have to have to wade through waist-deep mud and warthog, er, evidence. The wildebeest, a hundred metres away, look politely puzzled but aren't especially helpful, the little sods.

This, by the way, isn't a tenth of what the rangers here have to go through in their training. Our ranger, Vera, a *girl*, does this day in and day out, while identifying blobs on distant slopes as rhinos and hartebeest and buffalo, talking on the radio to get a 'lock' on a sighting, and answering

daft questions from tourists, like, "Why don't these tigers in South Africa have spots?" I couldn't do it. And that's when things are calm. When things go wrong, it can get hairier: apparently, one of the tests rangers have to pass is reversing up a slope, standing up with a weapon to dissuade animals. Despite the mud in your shoes and the fizz of adrenaline in your system, you learn to appreciate this job. I wanted to do it once, as a kid, and I'm glad I didn't, because I would have ended up using the tow rope on some idiot tourist. "No, tigers don't have spots, you muppet. And Africa doesn't even have tigers. Soon, it will no longer have you either, mwahahahaha!"

Er. Anyway. Get going on the sandy grooves that pass for roads here, and you realise that there's no Joe to direct you here. You learn to hold your steering wheel straight while the car bounces and veers off on its own, eventually finding its own way back. You learn that the Landie, for all its idiosyncrasies, works incredibly well in the wild. You learn that, by sheer luck, you'd done at least some things right, and that you need to do an off-road course before you try anything daft, because technique really matters.

You also learn that the smell of burned clutch is not attractive to animals, and that wildlife guides are a special breed, and actually know how and where to find the beasts, which you clearly don't. But you feel just a bit more like a grown-up, and that's worth everything. ■

① Driving off-road in a game park is a lot tougher than it looks

② Learning the ropes, especially how not to use the clutch

③ You learn a lot of respect for game rangers – most of the time, it's best to just sit back and let the ranger do the hard work



3

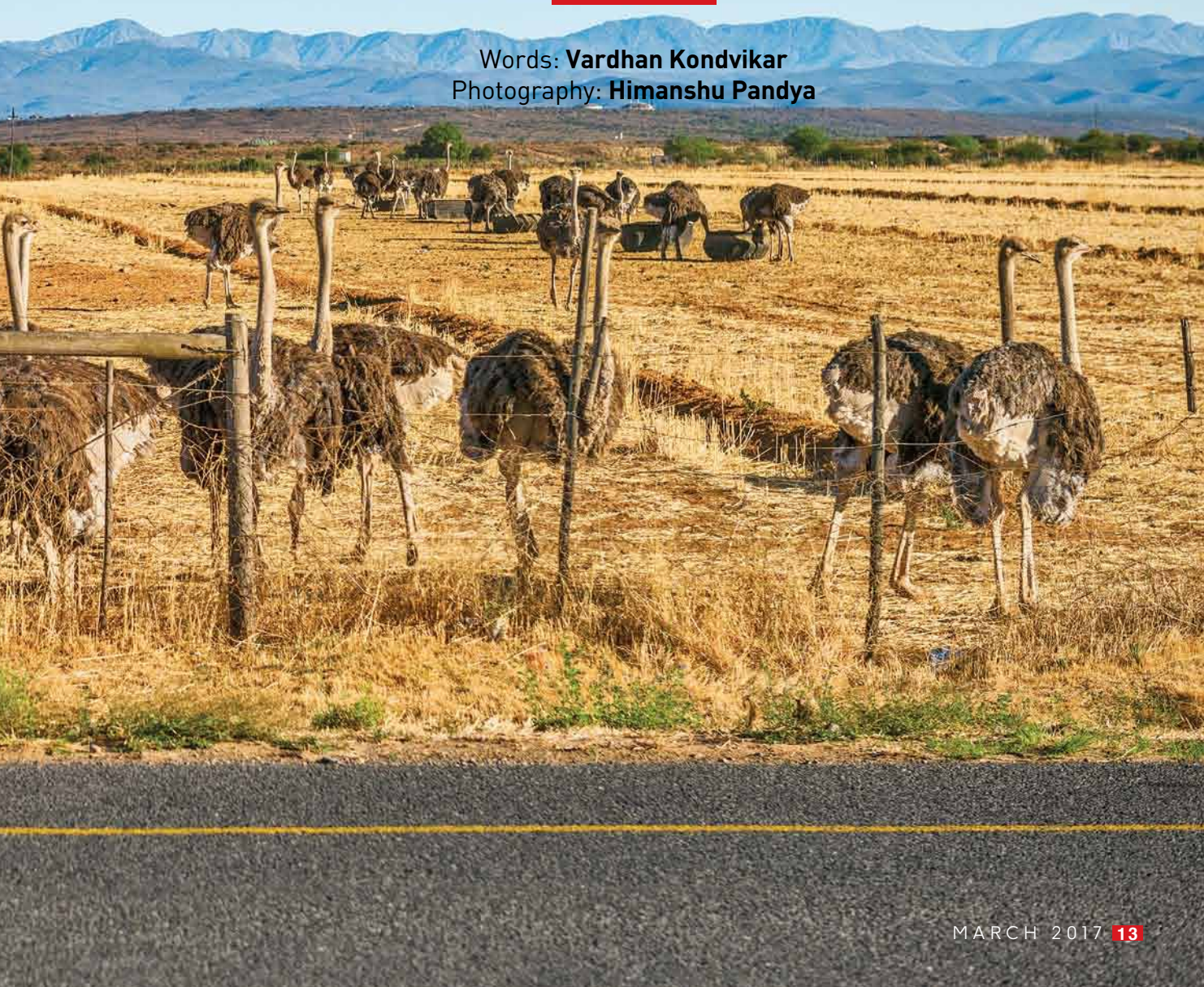
THE OTHER SIDE



OF THE GARDEN

South Africa's Garden Route is a lush, romantic drive. Typically. The other half is the dramatic inland drive through red desert, past big birds and big mountains and big bottles of wine...

Words: **Vardhan Kondvikar**
Photography: **Himanshu Pandya**



'THE BRIDGE AT STORMSRIVIER IS A HIGHLIGHT, A MASSIVE GORGE WITH A RIVER FAR, FAR BELOW'

I have some tangential history with Mercedes-Benz in South Africa. My family, for some reason, decided to make a 1963 fintail part of it – it was second-hand and had been used rather badly, so it kept going wrong, but it was magnificent. Vast, with creaky leather, and to a six-year-old boy, something between the Titanic and a spaceship, designed for epic trips, possibly catching wild animals on the way. God knows why I wasn't allowed to take it on one.

Years later, car gone, I found a South African car magazine that had a fintail, the same kind, being driven through the Karoo, an arid, ochre semi-desert, clouds of red dust enticingly backlit, the whole seeming exactly the kind of once-in-a-lifetime journey I'd dreamt of. The CLA I'm in is rather smaller, but the Karoo – probably from 'garo', a Khoikhoi word meaning 'desert' – is just as epic. This is the flip-side of the Garden Route, that lush, romantic, wine-strewn drive between Cape Town and Port Elizabeth. This is haunting, beautiful, and you only need to go through a small part of it to feel its muscles. And this is only the Klein Karoo, the little one...

Starting off in Port Elizabeth, you wouldn't imagine you're going to find this in your path. PE is often windy, often rainy, a great destination for whale-watching, and the road to Knysna is





- ❶ The bridge over the chasm at Stormsrivier
- ❷ The drought is evident, even outside the Karoo
- ❸ South Africa is full of quirky local colour, especially when seen from road level
- ❹ The mountain pass just before Franschhoek is a driver's delight
- ❺ Ronnie's Sex Shop is brilliantly named, but sadly just a fun bar

a highway with little to do other than get used to South Africa's interesting view of overtaking: if you're being passed, you move all the way to the left, driving on the wide shoulder, so that the guy passing you doesn't have to stress out. He flashes his hazard lights to thank you, you flash your high beams to tell him it wasn't a problem.

There's an abrupt highlight at Stormsrivier, a massive gorge with a trickle of a river far, far below – and mist hovering all round. As I understand it, this part is a garden because the winds coming off the ocean get squeezed dry by the Langeberg-Outeniqua range, and that's why the Klein Karoo, north of the hills, is so dry.

Knysna, our late lunch stop, is fun and very good-looking; we head to the waterfront for 'line fish', catch of the day from small boats, with mussels, prawns, calamari and what-have-you. Then, pointing north, we find ourselves in the hills right away, away from the foaming coast and parasailors, through stony gorges, and into the mouth of the Klein Karoo as dusk falls, an eerie, lonely feeling as we hit Oudtshoorn, the ostrich capital of the world. You can ride them here, or eat them as you prefer – the dry, scrubby, high-ish desert is perfect for them.

I prefer to just watch them, and they're happy to watch me back as we stop beside an ostrich farm. These are curious creatures, and saying "Hello!" gets them all hopping and excited on



'THE KAROO, AN OCHRE
SEMI-DESERT, CLOUDS OF RED
DUST ENTICINGLY BACKLIT, A
ONCE-IN-A-LIFETIME JOURNEY'

❶ The road from Oudtshoorn till Barrydale goes through an arid landscape and stony mountains

❷ Mahatma Gandhi is revered here, as the man who inspired Nelson Mandela

enormous, muscled legs, each tipped with claws that could rip you open like you'd unzip a jacket. There's no sense of menace though, especially when they all take fright at nothing, like pigeons, and flounce about in panic, black and white feathers all over the place, trying to run in eight different directions at once. Panic over, they return to the fence, of course, like nothing has happened.

I can see why this is the perfect place for them: the land around here is wild, rather American, like Las Vegas, with enough space to gallop. Oudtshoorn is a welcome oasis – the Turnberry Boutique Hotel looks innocuous and comforting, with a pretty courtyard and (oh, sweet lord) Barcaloungers in the room, but has a knack for unexpected murals.

Down this road, after Calitzdorp, is where you really see the Karoo, through a stony pass and down into the orange dust, where the road seems to stretch forever. The CLA is a tiny little fortress against this, the cabin cosy and rather small, the low-down seating position feeling like it's ready for serious action. It's a pretty thing from most angles, but you have to watch out for the rental company, which will deny you a spare tyre and instead give you run-flats that will go for a few kilometres. In the heat of the Karoo, a few kilometres doesn't seem like very much...

Our guide, Darroll, has been talking about Ronnie's Sex Shop, which puzzles me – sweet middle-aged man that he is, he doesn't seem the type – but it turns out this is a fun little pub, absolutely in the middle of nowhere. It does have a rather unexpected number of bras hanging above the bar counter, a pink thicket through which the bartender offers to slake our thirst with a beer or two. But no – South Africa has a zero-blood-alcohol policy for drivers, and wine awaits at the end of the day.

The road now starts to roll up and down through golden fields, past a dam so affected by the drought it's sending up clouds of dust over the blasted-looking trees, and straight into one of the sweetest hours in my driving history.

That's because the R45 goes through a beautiful mountain pass before it gets to lovely, lovely Franschhoek. We've been through a couple of passes before, but we've been shooting all the way, at slow speeds, and this is the first place I burn some rubber. This is a front-wheel-drive Mercedes, remember, and not an AMG, but in Sport mode, it's nice enough – rapid and with a good soundtrack (piped in through the speakers, I believe). Not a sports car, and not huge inside, but great for two people and luggage, and when we enter the swish winelands, it feels entirely at home.

I lose my heart to Franschhoek immediately. Wine towns are mostly nice anyway, and the green, sparkly sweetness of the main street is a delight. Our hotel/winery is a bit down the road, but I would (if I could bloody find parking here), stop, and refuse to leave unless forced to do so by a tank regiment. The sidewalk cafés are all sun-dappled and bursting with wine, there are pretty little hotels and B&Bs everywhere, and the general air is that of wine-soaked happiness. This is where French Huguenots settled, back when South Africa was a bunch of separate republics, and this is where they brought in their wine. Pinotage was developed and adopted as the South African wine, and wine tourism, eventually, made its mark.

Why the Mercedes feels at home here is because it has good company. Franschhoek is home to the Motor Museum, one man's fantastic, 360-strong collection of vintage and new cars and bikes. These aren't available for you to drive yourself, sadly (though other places do offer it, and imagine driving an old convertible under the glorious trees!), because these are absolutely museum quality. The four buildings that house the museum show only a third of the cars at any one time, so I have no idea which treasures I've missed, but on view, just as a taster, are a Mercedes



'THE SIDEWALK CAFES ARE SUN-DAPPLED, AND THE GENERAL AIR IS THAT OF WINE-SOAKED HAPPINESS'



1

STAY:

OUTSHOORN:

The **Turnberry Boutique Hotel** is a sweet place, with cosy, very comfortable rooms, a lovely courtyard and a pool and bar. They're also known for doing a *braai*, a South African barbecue (<http://www.turnberryhotel.co.za>; 130 St. John Street, Oudtshoorn; from ₹ 8,625).

STELLENBOSCH:

The **Spier Wine Farm** is outside pretty Franschhoek, but is a good place to taste the wines, do a vineyard tour and get some great food (<http://www.spier.co.za/hotel>; R310 Stellenbosch; from ₹ 16,900 [All prices for a double room, including breakfast]).

CAR RENTAL: We rented our Mercedes-Benz CLA200 from **Europcar** in Port Elizabeth.

given by Hitler as a wedding gift to the King of Egypt, a vast G63 6x6 that looks like it could eat the Great Karoo as a mid-morning snack, a gorgeous BMW 328, a brace of F1 cars, and an actual pair of vintage Bugattis, which must have cost a small country's GDP. You can arrange to be driven around the vineyard in a vintage car too; we get a Chevy Bel-Air, sweet but not a knockout, but our driver, Lorenzo, is a stunt driver who's spent most of his life being blown up, shot at, and more, and now considers a sedate pace through beautiful countryside a good way to retire while he's still intact.

And in the evening, driving done, we pull up at the Spier vineyard hotel outside Stellenbosch, sigh dramatically, and head for the wine. Stay here a day or two, and wine-tastings, Segway tours and more are available, though you're also likely to do this in prettier Franschhoek. With the sun streaming through the vines, though, it's a pretty good place to tamp down the road dust.





❶ The winelands around Franschhoek are extremely pretty

❷ The views from Chapman's Peak are a great end to a driving holiday

❸ and ❹ The vintage car museum offers great sights and a lovely drive through the vineyard

❺ The best thing to do here is park, and dive headlong into the wine



Pair a pinotage with an excellent ribeye, and you really, *really* will not want to go anywhere.

Franschhoek is just an hour away from Cape Town, and you don't feel like leaving, but the Mother City definitely has its charms, with the coast and the looming mountains, a buzzing waterfront, great seafood and a relaxed vibe.

Where you might want to end your driving, though, is on Chapman's Peak. Sadly it isn't named after the great Colin of Lotus fame, but it might as well have been, because this twisting toll road along the cliffs is fantastic if you have a good car under you. The cliffs glow orange at sunset here, and the view down Hout Bay, to The Sentinel, a huge, jutting prow of rock, is magnificent. Cuddle up against the stuff breeze, plan dinner at Hout Bay, try to figure out if you can see the different waters of the Atlantic and Indian Ocean – and idly wonder whether you could just do the drive in reverse now. ■



DISCOVER THE DESERT THAT BLOOMS



Between yoga retreats on golden carpets in Namaqualand and exploring human evolution at the Cradle of Humankind; discovering the meeting of two mighty oceans at the Cape Point or admiring striking sunset views from Table Mountain top, South Africa boasts a host of natural wonders.

Explore more at
24hoursofwow.southafrica.net

#wowSouthAfrica



Inspiring new ways