

EXPO ROUNDUP

f t YouTube Instagram AEMotorShow

CARS

PG 04



TWO-WHEELERS

PG 23



CVs

PG 44



AUTO EXPO 2018

A GRAND SUCCESS





Editorial

Email evo.editorial@gtopublishing.com

Website www.evoindia.com

Project GTO Publishing

No 5, Siddharth Terrace, Nagar Road, Pune - 411006, India

Phone: +91-20-26684343

Editor

Sirish Chandran

Managing editor

Selina Chandran

Assistant editor

Aninda Sardar

Senior web correspondent

Chinmay Chaudhary

Correspondents

Jehan Adil Darukhanawala

Abhishek Wairagade

Gaurav S Thombre

Photo & video editor

Rohit G Mane

Senior photographer

Film maker

Alameen Merchant

Editor-at-large

Adil Jal Darukhanawala

Contributing editors

Byram Godrej

Aniruddha A Rangnekar

Art director

Aslam Kabeer

Image editor

Jitendra Chillal

Business office

Email: autoexpo@gtopublishing.com

General Manager - North

Vipul Jain

General Manager - West

Sujata Dedhia

Dy General Manager - South

K Srikanth

Subscriptions & distribution

Email: evo.subscriptions@gtopublishing.com

General Manager

Sreekumar R Nair

Senior managers

C N Venkatanarasimman

Devaraju Gowda

Manager - North

Ranvir Bisht





SIRISH CHANDRAN

Curtain drops on the Auto Expo '18

WITH A FINAL VISITOR TALLY OF 6.05 lakh, THE 2018 Auto Expo, by all accounts, has been an absolute success. The biggest impact was felt at Tata Motors' sprawling stall where their Impact 2.0 design language has resulted in the show-stopping H5X SUV and the 45X hatchback. It marks a coming of age at Tata Motors after the bridge products that have been drawing critical acclaim, with the Nexon even winning the Car of the Year at the Times Auto Awards in partnership with **evo India** and **Fast Bikes India**.

The other show stopper was at Maruti Suzuki, the Concept Future S hinting at the design language of Maruti's next small cars that is heavily inspired by SUVs. Kia's sprawling stand also made a big play of their premium and cutting-edge styling with the India-specific Concept SP giving a very clear idea of what their first Indian vehicle, a compact SUV, will look like. Mahindra too had a plethora of concepts though what I'm most excited by is the Ssangyong Rexton G4 that now sports a Mahindra badge and will come to India this year.

On the two-wheeler side the show stopper has to be the Yamaha R15 that looks utterly phenomenal and is also priced brilliantly. Hero MotoCorp have finally taken the wraps off their XPulse while the scores of new scooters were headlined by the Aprilia SR 125 and Suzuki's Burgman Street. And finally credit to the organisers for listening to our feedback on the past Expos and making a massive improvement in 2018. I have to say the organisation has been on par with the best shows in the world. ✕

 @SirishChandran
 sirish@gtopublishing.com

AUTO EXPO 2018 WAS officially inaugurated today at the India Expo Mart Limited in Greater Noida by Anant G Geete, Hon'ble Minister, Ministry of Heavy Industries and Public Enterprises, Government of India. "Ministry of Heavy Industries & Public Enterprises will continue to play the role of a guardian to the industry. To support the industry, the ministry is envisaging a new Auto Policy which will be formulated in support of the Industry keeping in mind requisite changes in the taxation norms. This auto industry is the torchbearer for the Make in India program and also one of the largest contributors to the economy of the country," Geete said post the ceremonial lighting of the lamp.

With the lighting of the lamp the greatest motor show in Asia opened its doors to the general public for the next six days from 10am to 6pm everyday. This year's event has the participation of 22 exhibitors who have already showcased over 65 products with 14 launches over the course of the two media preview days.

Apart from the four and two-wheeled extravaganza, organisers have gone to great lengths to keep visitors engaged. Special zones have been created to provide visitors a holistic experience of the industry. There are Motorsport and Auto Gaming arenas, #futuredecoded (VR Zone), 70 years of Indian Automobility and Exotica – a zone dedicated to vintage cars, among



The Greatest Show in Asia

It's official! Auto Expo 2018 opens its gates to the common man

other things. A mobile phone application is also available for Android and Apple users providing details about ticketing, hall layout, exhibitors, location etc.

"This edition of the Auto Expo 2018 is a representation of the changing dynamics that have been envisaged by the government and which the



manufacturers have embraced, showcasing alternative mobility options," said Dr Abhay Firodia, president of SIAM and chairman of Force Motors Limited.

Also present at the official inauguration were Shobana Kamineni, president CII & executive vice chairperson, Apollo Hospitals Enterprise Ltd; N K Minda, chairman & MD, Minda Industries Ltd and president, ACMA; Arun Malhotra, chairman, SIAM, Trade Fairs; Vishnu Mathur, director general, SIAM; Vinnie Mehta, director general, ACMA; and Virendra Gupta, deputy director general, CII. ✕



B **MW HAS LAUNCHED ITS** 6 Series Gran Turismo priced very aggressively at ₹58.9 lakh (ex-showroom, Delhi) for the 630i petrol version while announcing that a diesel version will make its way to us in the second half of 2018. Both the petrol and diesel engine GTs will be assembled at BMWs Chennai facility.

Unlike the old 5 GT that this car replaces, the 6 Series GT looks very elegant with the notchback rear offering both acres of room and increased practicality. And talking about space, the 6 Series GT runs on the long wheelbase version of the 5 Series platform and will target the current E-Class's big plus point – acres of rear seat space. The 6 Series GT also has air suspension for added comfort over all kinds of roads.

BMW India also launched the 2018 M3 sedan, M4 Coupé and the X6 at the Auto Expo. While the M3 and M4 command a price of ₹1.3 crore and ₹1.33 crore, the X6 35i M Sport carries a sticker of ₹94.15 lakh, ex-showroom. These new, and mightier than before performance vehicles will be brought to India via the CBU route. BMW also unveiled the new X3, which will be commercially launched in May 2018.

At the business end of things, both the M3 sedan and M4 Coupé are powered by the same 2979cc in-line 6-cylinder twin-turbo petrol engine that churns out 444bhp and 550Nm of peak torque. The engine is mated to a seven-speed dual clutch transmission. In both cases, this results in a 0-100kmph time of just 4 seconds. Top speed is electronically limited to 250kmph, but if you choose the optional M Driver's package then BMW will derestrict the limiter, letting the beast unleash all the way to a top speed of 280kmph. The Competition Package is being offered as standard in India, which includes minor cosmetic bits including a carbon roof. The MY18 updates consist of new dampers, new anti-roll bars, new springs and reconfigured driving modes. The rear differential and the DSC has been updated as well.

The 2018 X6 35i M Sport comes with subtle cosmetic changes and is powered by the same 2979cc in-line 6-cylinder twin turbo petrol engine that puts out 301bhp and 400Nm of torque. Transmission is via an 8-speed auto with power going to all four wheels via an intelligent AWD system that chooses which wheel to power depending on driving condition. The X6



BMW unleashes excitement

The German automaker launches a slew of new cars headlined by the 6 GT

does the 0-100kmph dash in a claimed 6.4 seconds.

The Expo also saw the Indian debut of the third generation of the X3, deliveries of which will start in May 2018. The new X3 is stiffer and lighter – by 55kg – than the previous model and also gets tonnes of new technology, mostly seen on the 5-Series before this, like the touch-and-gesture-controlled iDrive infotainment system, adaptive dampers, a heads up display and 360-degree cameras. The car remains largely the same size but

the wheelbase has grown, increasing the space on the inside.

And finally BMW also launched the latest-generation M5 (F90) performance sedan in India at a price of ₹1.43 crore (ex-showroom, India). The M5 has always been a car that has sought to marry sportscar rivalling performance with the comfort and luxury of a full-size sedan. This latest F90 model uses a revised version of the last-gen F10 M5's 4.4-litre, twin-turbo V8 engine to dish up 592hp and 750Nm of torque. **x**

CR-V is coming back!

The first premium-SUV in India is relaunching with seven seats

THE FIVE-SEATER PETROL powered Honda CR-V was the de facto king of the premium SUV space in India several years ago. But then, the rise of the diesel-powered seven-seater cut the CR-V's life in half with Honda losing its favoured status with the burgeoning lot of SUV buyers in India. The fact that Honda also wanted a premium for its CR-V didn't help the SUV's case either.

Honda is now ready to get back into



the game with the new CR-V that will not only offer the option of diesel power for the first time but also a third row of seats to entice more people with its offer of extra seating.

The new Honda CR-V for India will come with two engine options. The first is the tried and tested 2.4-litre four-cylinder petrol engine which cranks out 181bhp at 6400rpm and 240Nm of torque at 3900rpm and is paired with an automatic gearbox. However, it is the second one that has everyone interested. The diesel option for the CR-V is a new 1.6-litre twin-turbocharged diesel engine that will be produced at Honda's Tapukara plant. The motor produces 158bhp at 4000rpm

and 350Nm of torque at 2000rpm and is mated to a brand new nine-speed automatic gearbox sourced from ZF.

Although similar in styling to the CR-V currently on sale in India, the new CR-V is noticeably wider and longer to accommodate the third row of seats and now boasts of LED head and tail lights. The soft-roader also gets a more butch appearance with plastic cladding and bigger wheel arches.

Honda has also improved the interiors and the cabin gets wood in-lays all around with black upholstery. Customers opting for the automatic will be greeted by a row of buttons below the centre console that will control the transmission. ✕

HONDA UNVEILED THE tenth generation of the Civic and marked its return to the segment it once dominated years ago. Not only has Honda announced that the Civic will be back for Indians to buy, it has also announced that Civic customers will now have the option of a diesel engine, something the Civic lacked in its previous avatar.

The spanking new Civic features sharp creases and cuts that chisel the body and give the Honda a unique look. The Civic, once a popular model in India not

Honda's Civic **sense**

As before, the new-generation Civic will take on the likes of the Corolla

just for its futuristic styling but also for its performance, has not been available since 2012.

The petrol variant will of course be a 1.8-litre, naturally aspirated unit with 139bhp of peak power and 174Nm of

peak torque, while the more important diesel will be a 1.6-litre, turbocharged unit with 119bhp and 300Nm. The petrol engine will be mated to a 6-speed manual and CVT automatic gearboxes while the diesel will make do with a 6-speed manual gearbox.

The new Civic is eons ahead of the model that was sold previously in India and apart from the radical new exterior design, it also gets several new features and a next-gen interior to compete with the likes of the Toyota Corolla Altis and the Skoda Octavia.

The new Civic, like its predecessor will be placed above the City and will be available in FY 2018-19. ✕



ALL NEW AMAZE



HONDA UNVEILED THE new-generation of the Amaze which will go on sale very soon. The unveiling was also the global debut of the new Amaze. The second generation Amaze, which will replace the current sedan, is now far more muscular in appearance and lets go of the roundness of its predecessor. Honda has also ditched the old Brio platform on which the Amaze was built in favour of a completely new one but the company has chosen to remain tight lipped about details of the new platform. Honda is also keeping details of the powertrain under wraps but it would be fair to expect the existing tried, tested and fairly successful engine options to continue. On the design front, the Amaze sports much improved styling with Honda's design team having made excellent use of the just-under-four-metres available to them.

Most of the conversation about the Amaze post the unveiling, has revolved around its styling and rightly so. Honda has polarised opinions of the Amaze's new design by going for a look that has no resemblance whatsoever to the outgoing model. The Amaze seems to

Amaze, again!

Honda's answer to the Maruti Suzuki Dzire is here in all-new clothing

have taken certain design cues from its stable mates like the Accord and has a squared-off front end with a protruding lip. However, one look at the side profile of the car eliminates those concerns with the car now having great proportions. The Amaze doesn't look like a hatchback with a boot stuck to it. The character



lines and the new 15-inch alloys help underline that point. The Amaze gets a fat chrome grille, flanked by a pair of new wraparound headlamps with integrated LED daytime running lights. The cabin looks fairly similar to the outgoing model but Honda has added a 7-inch touchscreen infotainment system.

Developed at Honda's research and development facility in Bangkok, Thailand, the Amaze will be launched later this year. Honda's Tapukara plant in Rajasthan will be the global supply base for engines, for the new Honda Amaze as well. ❌

DC **exotica**

*A 3.8-litre V6,
315bhp Indian
sportscar!*

SWANKY IS DC DESIGN'S middle name. Remember the Avanti? Well, this year it was the turn of the TCA to stun people at the Expo. Based on a heavily modified Avanti as the base platform, the TCA is actually an abbreviation for Titanium, Carbon and Aluminium. So no prizes for guessing what sort of exotic materials may have been used in this homegrown sportscar from Dilip Chhabria.

The TCA draws inspiration from the LaFerrari and the Pagani Zonda for its distinctive profile that sets it apart from the Avanti. It is also longer, wider and



lower than DC's last sportscar.

Powered by a Euro VI compliant 3.8-litre V6 petrol motor, it churns out 315bhp. The mid-engined TCA also gets some carbonfibre bits. The motor has been mated to a 6-speed automatic gearbox.

Inside this bespoke sportscar, there's a new-age infotainment system and instrument console meant to offer the Indian sportscar buyer cutting-edge technology and all the gadgetry that he/

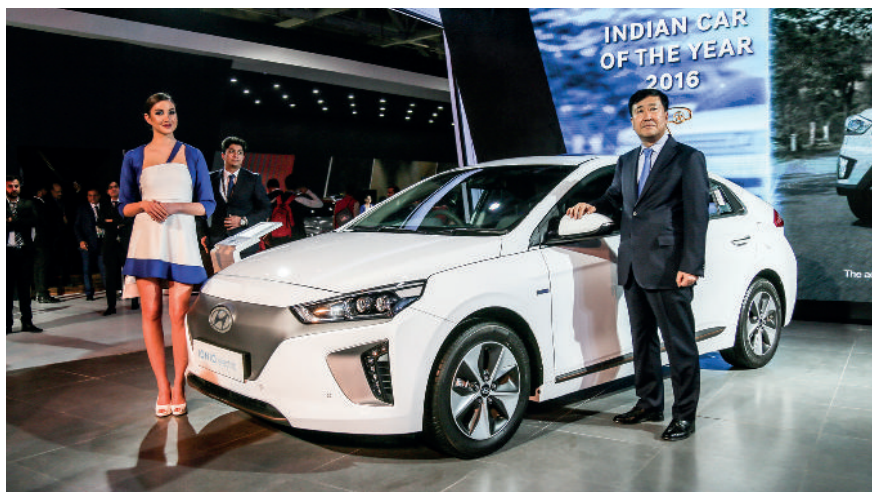
she could fancy.

Only 299 examples of this sportscar will be sold and will be priced at ₹39 lakh, ex-showroom, apiece.

Early indicators show that it is likely that DC Designs will have better success with the TCA than it did with the Avanti. The firm has already received 60 bookings for the TCA with a commercial launch slated to follow sometime in mid-2018 and deliveries scheduled to start in October. ☒

Best of **three**

*The Ioniq is
Hyundai's first
electric car, and is
under evaluation for
India launch*



HYUNDAI **SHOWCASED** not only the electric but also hybrid version of the Ioniq at the Auto Expo. The Ioniq is powered by an electric motor that produces 88kW (118bhp) and 295Nm of max torque, which helps it sprint from 0-100kmph in 10.2 seconds (9.9 in Sport mode) with a top speed of 165kmph and a claimed range of 280km on a full charge. The Hybrid version gets an electric motor that produces 32kW (43bhp) and 170Nm of torque and draws power from a 1.56kWh lithium-

ion-polymer battery. Combined power output along with a 1.6-litre petrol motor stands at 139bhp and the top speed is a claimed 185kmph. The plug-in hybrid gets a larger 45kW (60bhp) electric motor that produces 170Nm of torque with the combined hybrid system output being 139bhp. The Ioniq has already received a five-star Euro NCAP safety rating, securing all stars in four major categories. Hyundai is evaluating all the three variants for India but the current high tax rates on hybrids continue to be a major challenge to their introduction. ☒





A more Elite i20

Hyundai has dialled things up with the launch of its updated Elite i20 premium hatchback

A **STRIKING DESIGN AND** extensive equipment list. These formed the cornerstones of Hyundai's success in the premium hatchback segment with the Elite i20. But with the competition catching up, Hyundai has now upped the ante and launched an updated version of its popular hatchback starting at ₹5.34 lakh for the petrol variant and ₹6.73 lakh for the diesel, both prices being ex-showroom Delhi.

The 2018 model looks very similar to the car it succeeds, courtesy the minor design updates it gets. These include a new front grille, fog lamp housing, 16-inch diamond cut alloy wheels, dual tone paint job, front air curtains, projector headlamps and new tail lamp graphics. The car features a capacitive touchscreen infotainment system and six air bags on the top-spec variant. The Elite i20 continues to be powered by the same 1.4-litre U2 CRDi diesel engine that



makes 88bhp at 4000rpm and 220Nm at 1500-2750rpm and a 1.2-litre Kappa Dual VTVT petrol that develops 81bhp at 6000rpm and 115Nm at 4000rpm.

On the inside, you now get coloured AC vent panels, 7-inch capacitive touch screen infotainment system with IPS display, cooled glovebox, redesigned climate control panel and adjustable head restraints at the rear, along with an arm rest.

While the vehicles that were launched at the Expo were with manual transmission only, Hyundai has announced that the Elite i20, which has been a global success with over 4 lakh owners worldwide, will also get a CVT equipped variant in May with the petrol. This will replace the old 1.4 petrol-auto combo. ❏



Kia is here!

Showcases India-specific SP Concept

The global debut of the SP Concept marks the entry of the brand on Indian soil

SIXTEEN PRODUCTS from its global portfolio and an Indian heritage inspired SUV concept. No, no one who saw the Kia Motors pavilion at the Auto Expo could accuse this Korean car maker of a quiet entry into India. But the biggest star at the pavilion was the Kia SP Concept, which is expected to go on sale in 2019.

The SP Concept follows a very distinctive Kia design language, starting with the 'Tiger Nose' grille at the front. The combination of the wide stance, sporty and long hood profile and futuristic details should work well in the popular compact SUV segment in India.

The front fascia features sleek LED headlamps and daytime running lights on the bumper and lamps. The side profile of the SP Concept has blacked-out pillars, plastic cladding running across the body and a white window line. The tail lamps looked similar to those on the Hyundai Creta.

Considering Kia is Hyundai's sister company, platform sharing is likely and under the distinctive clothes are the underpinnings of the Creta. However, the SP concept brings about a new direction in design. The concept also features a very distinct set of large wheels, which might not make it to production, along with a slightly raked roofline and a glasshouse that tapers around the C-Pillar. All this results in a stunning vehicle which could very well be placed between the Creta and Tucson.

Details about the SP or its production version are of course not being shared by Kia right now. However, we expect it to get the same 1.6-litre diesel and petrol units on the Creta and Verna with the option of automatic gearboxes. It is unlikely that Kia will bring the 1-litre direct injection turbo-petrol that it has overseas.

At the Expo, Kookhyun Shim, managing director and CEO, Kia Motors India (KMI), said, "Kia Motors is delighted to enter India, which is

all set to catapult into the world's fifth largest economy. We at KMI are thrilled to start operations at such a favourable time, and additional forecasts predict that India will be amongst the world's largest car markets in a few years. We are here in India to be part of that success story, which has been put into motion by progressive government policies and decision making. And we are here to win the trust and hearts of the people, while providing the country with stylish and differentiated motoring options.

Kia's long term objective being to replicate the success we have come to be associated with the world over."

To ensure that its effort in India is as big as its entrance at the Expo, Kia has already committed a staggering US\$ 1.1 billion (₹7,082 crore) towards the setting up of its manufacturing facility in Andhra Pradesh. The factory, once complete, will have a production capacity of 3 lakh units per annum and is set to become operational in early 2019.✕



Tasty M&Ms

Mahindra & Mahindra's sprawling Expo stand had everything from electrics to CVs to the Mahindra-badged SsangYong

A VETERAN OF MANY Expos, Mahindra and Mahindra sure know how to stand out in a crowd. And this year they did it with the UDO, a stylish two-seater electric pod concept. But the pod was only one of many exhibits. Alongside the UDO, there was also the three-wheeled ATOM, Treo, e2o NXT and more.

Staying true to its 'Future of Mobility' theme, India's largest SUV maker showcased a whole range of electric transport solutions. First among equals was of course the three-wheeled UDO, which does not require one to balance it like a conventional motorcycle. It is Mahindra's attempt at solving the problem of urban mobility. According to the company, this tandem 2-seater

“Staying true to its ‘Future of Mobility’ theme, India’s largest SUV maker showcased a whole range of electric transport solutions”

concept will help in decreasing traffic as well as pollution levels in the cities.

To ensure that it lives up to the lifestyle requirements of its urban consumers, the UDO gets an extensive creature comfort list including a climate control system, touchscreen infotainment and Bluetooth connectivity. There is also a pedal on the inside which can be used to recharge the on-board batteries.

The ATOM on the other hand is a last-mile connectivity solution. It is powered by Mahindra's new electric powertrain which features batteries that can be swapped to extend the vehicle's range, allowing it to operate uninterrupted for long hours.

Also on display was the three-wheeled Treo, the e2o NXT, which is a refreshed version of the e2oPlus electric hatchback;

the eKUV100, India's first electric mini SUV; and the e-Cosmo, the company's new electric bus.

Mahindra also displayed the SsangYong G4 Rexton with Mahindra badging which will be launched with an all-new name in India. The G4 is SsangYong's flagship SUV and has been doing well for the brand in international markets. It is powered by a 2.2-litre engine which pumps out 178bhp and 420Nm of maximum torque, which is paired with a seven-speed Mercedes-Benz automatic transmission. The flagship SUV is likely to be offered with both two-wheel and four-wheel drive options. On the features front the G4 Rexton gets HID lamps, climate control, ventilated seats, eight-inch touchscreen infotainment system with satellite navigation and leather seats. For safety,

Right: India bound G4 Rexton rebadged with the Mahindra logo. **Below:** KUV100 Adventure Edition **Bottom:** UDO and ATOM concepts





it will have up to 9 air bags and of course ABS. Once launched, the G4 Rexton would rival the Toyota Fortuner, Ford Endeavour and Isuzu MU-X.

Unveiled alongside the G4 was the TUV Stinger, a convertible SUV concept. In a hot, dusty, convertible-unfriendly market like ours, this quirky design garnered a lot of attention. The concept tries to blend the practicality of an SUV with the styling of a convertible. The Stinger is a heavily stylised version of the TUV300 using its ladder frame chassis and chopped body shell. Mahindra, however, has given it a lot more oomph. It's powered by a 2.2-litre mHawk turbo diesel engine that makes 140bhp and 320Nm of torque.

The company's customisation wing displayed their in-house modified cars, a Thar and a KUV100. Called the Thar Wanderlust, it sports 35-inch tyres, a



wider bonnet and an expansive stance. There is no B-pillar but instead a space-frame structure with gullwing doors to improve ingress to the rear seats. The spare wheel is back-mounted and comes with a pair of jerry cans for extra fuel. Meanwhile, the KUV100 Adventure edition stands out with its wide body kit and Maxxis Victra MA-Z1 drift tyres. ❌



Above: The quirky but cool TUV Stinger concept.
Far left: Thar Wanderlust
Left: e20 NXT



“The customer is changing and looking for something very different”



Top left: Kenichi Ayukawa, MD and CEO; C V Raman, senior executive director (Engg) and RS Kalsi, senior executive director (Marketing and Sales), Maruti Suzuki, proudly posing next to the Concept Future S

unconventional and would set the future trends,” he told us at the Expo.

While this is only a design study at the moment, Kalsi made it clear that a production car can't be ruled out even though it will take time. “We will do a lot of market research and after that we will start with the refinement on this and then start working on the actual model. It will take some time,” he said. As far as powertrain options go, that would depend on government policies in the coming years..✕

Future YES!!

Maruti Suzuki unveil their designed-in-India Concept Future S study at the Auto Expo

INDIA'S LARGEST CAR manufacturer took the wraps off their all-new compact car design language in the form of the Concept Future S at the Auto Expo. The concept has been completely designed in-house by Maruti Suzuki and shows the SUV-inspired design direction the company plans to take in the future. The idea is to create a market positioning that is beyond mere conventional proportions.

The Concept Future S is uniquely styled and fuses the size of a compact car with the butch looks of an SUV. The company says managing SUV-like design cues in compact proportions was a major task for the designers. But they have successfully achieved it. The sleek lamps enclosed in the hood give the vehicle an imposing character. On the inside, ivory white has been used extensively along with orange with the main focus being on the central infotainment cluster.

R S Kalsi, senior executive director of

marketing and sales at Maruti Suzuki India Limited gave us further insight into the thought and the process behind creating the Concept Future S.

“We get inspired by changing tastes of the youth, if the trends are to be believed, they want more SUVish vehicles and considering the success of the Vitara Brezza, moving forward we thought that in a sub-compact format, less than four metres, we would like to pack as much as possible in terms of futuristic styling, in terms of futuristic body design and interiors. Based on that direction, we have worked on this model. It is for the first time that anybody has attempted this type of path breaking, unconventional concept vehicle. It has a good ground clearance like an SUV, elevated seat height and also the instrument panel, the instrumental cluster, they are totally different from the conventional cars. The colour scheme, design of headlamps, the flow lines of the A-pillar, everything is



Electric, off-road

Is the e-Survivor the Gypsy of the future?



ANOTHER INTERESTING car showcased at the Auto Expo is the fully electric concept e-Survivor that made its global debut at the Tokyo Motor Show last year. The e-Survivor concept is a uniquely styled, small electric off-roader which pays tribute to Suzuki's 4WD heritage. The concept is based on a ladder-frame chassis with huge wheel arches and large knobby tyres that add to the model's off-road credentials. The concept is powered by four electric motors, one in each wheel, and comes with all-wheel drive. The motors allow for complete wheel control, which permits for on-the-spot turning.

The cabin sports a spherical display that shows the car and its immediate environs. Sensors mounted around the SUV are meant to relay this information to the screen. This concept brings together many new technologies that depict the new F.A.C.E of Suzuki's intent for Future Mobility. (Four-Wheel Drive, Autonomous, Connected and Electric). However, it is rather pertinent to state that the e-Survivor doesn't in any way preview the new Gypsy and is merely an attempt to showcase the design direction that Maruti Suzuki is likely to adopt with its SUVs in the years to come..x



QUICK 5 WITH...

CV RAMAN

**SR EXECUTIVE
DIRECTOR- ENGINEERING,
MARUTI SUZUKI**

“The Future S can be adapted to the A-platform (Ignis). Regarding the powertrain, we haven't yet thought so far into the future till now. Everything you see on the vehicle, for example wheel size, are all concept proportions. The final product won't see all that.

“There are a lot of companies which believe in 'family design' and you can easily make that out by looking at their product. We, however, don't have a 'family design' because we build a vehicle for the requirements of a customer of a particular segment based on their needs, design, and user perspective. But there are some elements which have a very prominent 'S' mark. Other than that, everything is very different. We believe each customer of a segment is different.

“Electrification of the fleet will happen gradually over a period of time. We also need to look at our supplier ecosystem because the powertrain parts need to be changed along with the battery, motor and power electronics. This will lead into creation of an ecosystem for hybrid as well as electric because they are interlinked in some way. The requirements are different but the technology is similar.

“We have to improve the petrol engines and improve efficiencies of that and then also look at other electrification technologies like mild hybrid and strong hybrid and so on and so forth.

“I look at mobility as convenience. I have no preference for petrol or diesel. If I want to have a zippy drive and I want to really push to the limits, and I have an SUV, I would prefer a diesel engine because I would want to have an exhilarating feel. Similarly, for a small car, I may be okay with a petrol engine. So, if it's a diesel or a petrol or an electric does not matter. What matters is what is it doing to the environment and what is it doing to my own pocket.

Star show

When launched, the E-Class All-Terrain, will rival the Volvo V90; the only other station wagon available in the country



ONE OF THE INTERESTING cars showcased by Mercedes-Benz at the Expo was the E-Class All-Terrain, basically an estate version of the E-Class with off-road styling cues and all-wheel drive. With estates not having done well in India, all eyes will be on this Merc to see if it can turn things around

and open the flood gates for this practical and sensible body style. Of course, this isn't a 'pure' estate, rolling on 19-inch alloy wheels and also getting All-Terrain mode as a standard feature – think of it as a cross between an SUV and an estate, what with the butch and muscular side cladding and beefy-looking bash plates. The other thing

that could go against this car could be its pricing. Being a CBU, it will be more expensive than the current E-Class and will come sans the legroom, because it is not based on the long wheelbase version of the sedan. The only car that can rival the E-Class All-Terrain in the country is Volvo's recently launched V90 Cross Country..✕

THE GERMAN CARMAKER launched two limousines, the S650 and S560, at the Auto Expo, priced at ₹2.73 crore and ₹1.94 crore respectively (ex-showroom, pan India). Both the cars come with a plethora of safety and other features that are expected with the premium pricing of these cars. The S650 is powered by a V12 motor that makes 620bhp and a monstrous 1000Nm of peak torque. Features include a radar-based drive assistance programme, multi-beam LED head lamps, panoramic sunroof, optional folding tables and

Luxuries of life

Mercedes-Benz launch Maybach S650 & S560, epitome of luxury on wheels

magic body control that detects road unevenness in advance and adjusts the damping characteristics. Mercedes-Benz also put on display its V6 diesel engine and drivetrain at the Expo, which is the carmaker's first BS VI compliant diesel

motor in the country. The engine belts out 286bhp and 600Nm of torque and comes mated to a 9-speed automatic transmission, which can propel the S 350 d from 0-100kmph in 6 seconds, with a top whack of 250kmph. .✕





Making An Impact

Tata Motors' H5X concept stole the show at the 2018 Auto Expo – and will hit the roads within a year

IMPACT DESIGN 2.0 IS TATA Motors' new design language and it stole the show at this year's Auto Expo. The H5X concept by Tata Motors has been created on a brand new platform co-developed with Jaguar Land Rover. The concept previews an all-new production SUV, which will be launched in the early part of 2019. In production guise, the SUV will be available in both five and seven-seater versions, catering to the Indian affinity for the third row of seats.

The H5X is based on Tata Motors' new OMEGA architecture, where OMEGA stands for 'Optimal Modular Efficient Global Advanced', which is based on

a heavily localised version of the Land Rover Discovery Sport's L550 platform. The platform sharing experiment should have started a decade ago when Tata Motors acquired JLR but, as they say, better late than never and after the so-called bridge products (Nexon, Tiago and Tigor), the H5X will be the Tata vehicle on a brand-new platform. The underpinnings should endow the SUV with the sophisticated dynamics that we have come to expect thanks to SUVs like the Jeep Compass that it will directly be positioned against, not to mention giving it the off-road ability to take on the Jeep's acclaimed 4x4 prowess.

Talking about the Compass, the production variant of the H5X is expected to be powered the same 2.0-litre Multijet turbo-diesel in the Jeep, which actually reveals the business case behind FCA localising this engine in India. JLR's all-aluminium Ingenium 2-litre diesel was considered too but turned out to be very expensive. A petrol variant is being planned, in all likelihood the Compass' 1.4-litre MultiAir turbo-petrol but the considerable thirst of the power plant has put the brakes on a final decision (explaining why local assembly of this engine hasn't kicked off at FCA India's Ranjangaon plant).



“This is a contemporary design worthy of being showcased in a global arena”

Platform sharing aside, the design of the H5X concept has been executed entirely by the Tata Motors design team, led by Pratap Bose. In pictures, and even more so in the flesh, it is quite evident that this is a contemporary design, worthy of being showcased in a global arena. Unlike any SUV ever to have come from the Tata stables, the H5X underscores just how good Indian automotive design has become.

The concept's bold face is characterised by slim and stylish LED headlights. There's also a fresh, more clear-cut interpretation of Tata's trademark 'humanity line' that links the headlights and grille. The flanks of the H5X are elevated quite high above the ground with the arches playing host to rather huge wheels, which we obviously won't see in the road-going version. The roofline slopes sharply towards the rear and the blacked-out C-pillar gives it a lovely floating illusion. What's more, with Bose confirming that the production version will be at least 80 per cent faithful to the concept, people looking to spend around twenty lakh rupees on an SUV in the near future could pop over to a Tata Motors dealership. Who wouldn't want a sensible Tata with a JLR soul? ☒

INTERIORS

Inside, the SUV looks palatial with large seats and premium quality materials used all around. The gear selector is a rotary knob, much like the ones found in Jaguar Land Rover vehicles. Other features include dual floating displays up front (like the Velar!) that replace the instrument binnacle and the infotainment display. Instrumentation lacks physical dials, similar to, well, Land Rovers' acclaimed SUVs.



QUICK 5 WITH...

PRATAP BOSE

HEAD OF DESIGN,
TATA MOTORS

“Design is a philosophy, it is a language. The language can change a little, but the philosophy does not change. The philosophy is still to make striking, sexy, phenomenal and attractive cars and with this we have just reinforced that. The difference is of course that with the two new global architectures, we got a chance to redefine where everything goes.

“All the elements of Impact 2.0 are on this car (the 45X compact car). There are some things that we pushed a little further. For concept cars we make it little lower, little wider but every design element you see here will make it to the production car. There is almost nothing in this car that you won't be able to put into production. We are not too far from bringing this into reality and putting into production. The H5X SUV will arrive first though.

“We have a lot of freedom when it comes to styling. The design is recognised as a very important function in the company today and the design team has a significant say in what goes in and what comes out of the car. No company in the world can afford to ignore everything else, we have market realities, we have a price position and everything else which we work with and that's what makes the project interesting.

“In terms of design language everything is little sharper. Both the cars are sharper, stronger but not aggressive. It's very easy to get into an area where you start going into aggression and I think that place is taken by others in India and rest of the world. I don't want to do that ever. Strength is what we focus on, this architecture has given us that and it's just a great place to be as a designer.

“The architecture is four-wheel drive ready. It has got a transverse engine placement.

TATA MOTORS' NEW 45X Concept is a nod at a future i20- and Baleno-rivalling hatchback from Tata Motors that is expected to be launched late next year. Like the H5X, the 45X too is based on Impact 2.0 and uses the Agile Light Flexible Advanced Architecture, which Pratap Bose, Tata's design chief, says can vary from 3.8m to 4.3m in length and pull off quite a few silhouettes. The concept showcased at the Expo was 4.25m in length but Bose said the production car obviously won't be that long.

Sleek headlamps, a futuristic bumper and a conspicuous 'humanity' line which links the lights and the grille create its distinctive look while a prominent shoulder line lends it character. The roof and the A-pillars are blacked out for a sporty look and the B-pillar is concealed within glass, giving it a uniquely flush profile. The rear features a blacked-out roof spoiler, raked windshield and a neat character line that leads into the high-set tail lamps. Once put into production, it



45x Awesome

Beware premium hatchbacks, Tata's 45X is on its way

will be the first car to use Tata Motors' Advanced Modular Platform (AMP), which will underpin a range of other cars including a sedan, MPV and even a

crossover. Engine options are likely to be taken from Tata Motors' existing range of powertrains, most likely the ones that power the Nexon. ✕

AFTER THE FULL COURSE meal Tata Motors got us this Expo, this was the dessert. It's called the JTP, and it's Tata's all-new performance division. JTP stands for Jayem Tata Performance, which is a joint venture between Coimbatore-based Jayem Automotives for the development of performance vehicles based on Tata's series products. After the announcement of this JV last year this was the first time

Performance Tatas!

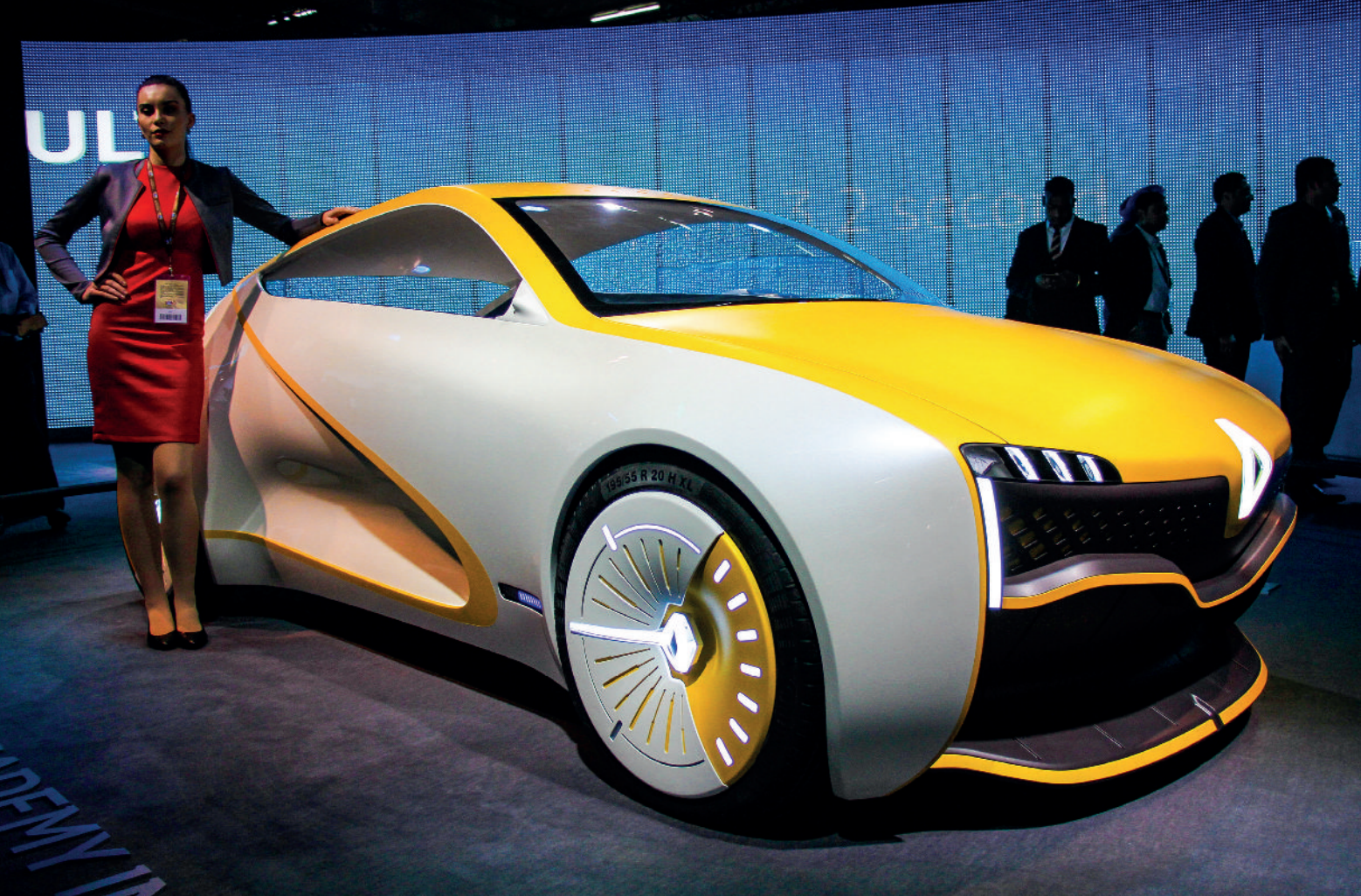
108bhp performance-spec JTP cars aren't far off

the production-spec cars were being shown. And we are excited!

The Tata Tiago JTP and Tigor JTP get new bumpers with aggressive air

dams, side skirts, new rear bumpers, twin exhaust pipes and the 1.2-litre 'Revotron' turbo-petrol so all the show matches the go. It puts out 108bhp and 150Nm of torque which is significantly more than the standard versions of the cars while tweaks to the exhaust will deliver a sporty sound. Tata claims that it has also optimised the ratios of its five-speed gearbox, the suspension has been lowered and stiffened while tyres are grippy MRF ZLO's which should result in sprightly performance and quick lap times – especially around the Kari Motor Speedway in Coimbatore where most of the development has been undertaken. Expect to see the JTP cars hit the road by mid-2018, priced very attractively, and if customer reaction is positive, the JTP treatment will then be applied to the rest of the Tata Motors' product line up. Nexon JTP? Coming soon! ✕





The job is yours!

Known the world over for its design, the star at Renault India's pavilion was actually a concept designed by a rank outsider, courtesy a unique recruitment drive

THERE WERE A NUMBER of concepts on display at the Renault pavilion this Expo but the star attraction had to be this full size mock up of a concept created by Gautam Muthuswamy, the winner of a design challenge conducted by Renault's Design Academy India. The contest was an initiative by the French car manufacturer to unearth fresh design talent. The concepts of the four runners-up in the competition were displayed as 1:5 scale models alongside the winning entry.

"India is one of our biggest international markets. Since Renault is synonymous with design, we have opened two design centres in India. Early last year, we launched an exciting initiative – Design Academy India, basis which we selected four talented candidates. We are very proud to be presenting their projects here today on our stand," said Laurens van den Acker, senior vice president, Corporate Design, Groupe Renault.

On display at the stand was also the Trezor concept (pictured left) that was earlier showcased at the 2016 Paris Auto Show. The stunning futurist car grabbed lots of eyeballs and was a crowd puller. ✕





QUICK 5 WITH...

N RAJA

DEPUTY MD,
TOYOTA KIRLOSKAR MOTOR

“Platforms are going to be global for all countries. If I look at India today, the challenge for us is that the government is moving towards the European standards, the customer expectation for the product pricing is still Asian. So, we are caught up in this dichotomy for probably another three-four years, but this will change and people will be ready to move towards the products which meet those norms.

“EVs are taxed 12 per cent and hybrids are taxed 43 per cent which is not a viable equation for a customer to buy it. Today, the Camry Hybrid addresses a group of customers who don't look at ₹4-5 lakh as a big variation, they want to show the world that they are environmentally friendly, they are implementing new technology. But, the same feeling on the economically-priced models is still to come in, it's like giving a product at double the price and then there are no buyers for it. We are looking at some type of stabilisation.

“We are starting off with the petrol on the Yaris, rightfully so, because we have seen the competition and we clearly see that petrol is a larger segment here. A diesel powertrain is not sufficient; it has to be with an automatic or a CVT. This is the mismatch on which work is happening. Till now, it's not clear as to what will be the future.

“The big change was our (new) Corolla Altis. We have lot of positive feedback that has inspired our design team to work in that direction. We always had good vehicles with good work process, only the style used to be boring, we realised that, and hence a lot of changes happened.

“Our research team really understands what the customers want. Apart from the work culture, the customer also wants an attractive looking car. They are ready to compromise a little bit on performance, as long as the car is looking attractive. That is coming into the DNA slowly.

Yaris it is!

Toyota is all set to bring the Yaris to our shores; will go up against the Maruti Suzuki Ciaz, Honda City and Hyundai Verna

AFTER YEARS OF speculation, Toyota finally unveiled their Honda City-rival, the Yaris sedan a day prior to the Auto Expo. The Yaris, once commercially launched in April (when price will be revealed), will mark Toyota's entry into the lucrative C-segment space that is populated with strong contenders such as Honda City, Maruti Suzuki Ciaz and Hyundai Verna.

The Yaris comes loaded to the gills, boasting of 12 first-in-segment features. As for the name, Toyota has said that the Yaris' popularity in Europe contributed to them deciding to call it the same in India as well (and not the Vios, the name plate it carries in South East Asia). In India, the sedan will be powered by a 1.5-litre petrol engine with VVT mated to a CVT or a 6-speed manual. There are no plans for a diesel as of now since the Yaris doesn't have a suitable powerplant that is also BS VI compliant, while the 1.4-litre diesel in the Etios will be too underpowered.

On the styling front, it features a distinct front end, with the side-swept headlights and the positioning of the LED DRLs below the projector headlamps and



LED taillights. The Yaris rides on 15-inch wheels, with the focus clearly on ride quality.

On the inside, the cabin is airy and the car gets roof mounted AC vents for the rear seat passengers, a segment first that works really well. It also gets adjustable illumination. The absence of a transmission tunnel means a flat floorboard thereby making seating for three-abreast quite easy. Toyota has done a lot of work to make the cabin more comfortable and quiet, like providing acoustic and vibration control glass for the windshield and doors to eliminate noise from outside, leather upholstery with perforations, centre armrest with cup holders, rear sunshade, power outlets at the rear for charging devices, adjustable headrests at the front and back, power seat for the driver and a push-button start. The car also gets a 4.2-inch TFT screen in the instrument binnacle while a touchscreen infotainment system is placed in the centre console.

In terms of safety and features, the Yaris is equipped with 7 air bags, ABS with EBD, tyre pressure monitoring system, vehicle stability assist, hill start assist, front and rear parking sensors, rear camera, ISOFIX child restraint system and an impact sensing door unlock. While the Yaris is already on sale internationally, Toyota had to put in work on a number of fronts to bring the car to India, including matching the competition, feature for feature and adhering to new safety and emission norms that will kick-in in 2020..✕



LUCAT ME NOW

If you've never seen or heard of the Menza Lucat before, now is a good time to check out what might be the most expensive electric bike at the Auto Expo



UNVEILED AT THE AUTO EXPO, the Menza Lucat is priced at Rs. 2,79,999 (ex-showroom), but what exactly is it? The Menza Lucat is a factory-customised motorcycle which is built as per the rider's requirement and his riding style. This includes body-type, suspension, seat, height and footrest. The motorcycle generates 18kW of peak power and 60Nm of peak torque and promises a city range of 100 Km

and highway range of 150km. With a brushless DC motor and an air cooling system, the motorcycle is equipped with 72V Li-ion battery pack with smart BMS System that has a charge time of only 4 hours with fast-charging in 90 minutes.

In addition to all of the above, the motorcycle is incorporated with a track package, a dynamic safety system which gives notifications on speed limiting and battery

drainage, along with an automatic motor off and a button for launch control.

The company claims it is the first EV which can be charged on any wall socket and onboard charging. Menza has conducted 10,000km of road testing for the motorcycle. Supporting the Make in India initiative, 84 per cent of the motorcycle parts are have been designed or manufactured locally..

AFTERTEK MOTORS PRESENTED their entire line-up of motorcycles at the Auto Expo 2018. The start-up had their range including the Knight Rider (170cc), Scorpion (200cc), Skipper (125cc), Royal+ (110cc), the Turbo(170cc) and the Zontes R-250.

The company will launch all of them in March, with prices ranging from ₹44,000 to ₹1.75 lakh (all prices ex-showroom).

The Zontes R250 gets a 249cc single-cylinder DOHC engine with Delphi fuel injection, and makes 24bhp and 23Nm of torque, which is mated to a 6-speed gearbox. The bike gets disc brakes at both the front and rear, while dual channel Bosch ABS is offered as standard fitment. The Zontes also gets a single piece aluminium swingarm.

The Royal+ is the company's entry-level motorcycle and is propelled by a 110cc single-cylinder, air-cooled engine which makes 11bhp and 9Nm of torque. The Royal+ tips the scales at just 100kgs.

The pick of the entire range has to be the Scorpion Z-200. The Z-200 is powered by a 200cc, single-cylinder, fuel-injected engine that produces 19bhp and 18Nm of torque. The 200 is fitted with disc brakes on both wheel. ✕

AFTERTEK CHALLENGE

The start-up brings its entire range to the expo, focuses on commuters





Aprilia's RS heritage filters down to the RS 150

ITALIAN BAB(I)ES

Aprilia's star attractions weren't big bikes. They were scooters and 150cc motorcycles

WORDS: GANESH MURTHY

THE ITALIANS ARE AN unpredictable lot. You can never really say for sure what they're up to. Don't know what we're on about? Just look at the showstoppers Aprilia had at the Expo – scooters and two 150cc bikes! While we had an inkling about the launch of the SR 125 for the Indian market following the success of the SR 150, Aprilia surprised us with the RS 150 and Tuono 150.

APRILIA RS 150 & TUONO 150

Aprilia is famous for making desirable, fast and sexy motorcycles like the RSV4 RF and Tuono V4 1100 Factory, and they haven't disappointed with their small bikes. The RS

150 and the Tuono 150 look like scaled-down versions of the bigger bikes, sporting similar designs and paint jobs. The fully-faired RS 150 comes with silver and red accents along with some black elements and it looks gorgeous. The pillion seat of the RS 150 can be removed to make way for a single seater shell that adds a dash of sportiness, like the race bikes. It also gets tasty LED taillights. The Tuono 150 on the other hand is a naked motorcycle, unlike its fully faired big brother. It gets a dual colour scheme of red and black while the mirrors are mounted on the handlebar. Both bikes get underbelly exhausts, rather than side mounted ones making the bikes look compact.

Powering the motorcycles is a 150cc

single-cylinder liquid cooled engine that belts out 18bhp and 14Nm of torque. Both the motorcycles share the same underpinnings and mechanicals. Up front is a 40mm diameter USD fork with 110mm travel while the rear monoshock has 130mm travel. The Y-shaped alloy wheels go well with the overall styling of the bike. A 300 mm disc brake operated by 4-piston calipers up front and a 218mm disc with single piston caliper are employed for braking. The bikes come equipped with dual-channel Bosch ABS with the option of a quickshifter.

Aprilia has not revealed launch details for India, but expect them to be a premium offering from the brand. Once launched, the

closest rival to the RS 150 will be the Yamaha R15 v3.0 while the Tuono 150 currently does not have any worthy competitor.

APRILIA SR 125

The Aprilia SR 150 made its debut in the country two years ago and it was a surprise product coming from a brand that has carved a name for itself in MotoGP while also producing drool-worthy, sexy and fast motorcycles. The quirky and sporty scooter soon set the cash registers ringing for Aprilia in India and soon cemented the SR 150 as a fun scooter that attracted young riders.

Fast-forward to the Auto Expo and Aprilia India again surprised everyone with its line-up. The launch of SR 125 at ₹65,310 (ex-showroom, Pune) and unveiling of Storm shows the company's confidence in the Indian market and Aprilia's intent to bring more of its bikes to our shores.

The SR 125 carries forward the same styling of its bigger sibling, the SR 150. The scooter looks striking in blue with red accents. The SR 125 is powered by a 124.49cc motor that puts out 9.5bhp and 9.9Nm of torque. It gets 30mm diameter telescopic forks and hydraulic shock absorber for suspension duties. The SR 125 gets 14-inch alloy wheels that are shod with 120-section tyres. Braking is taken care of by a 220mm disc operated by twin piston calipers at the front and a drum brake setup at the rear. The SR 125 will compete with Suzuki Access 125, Honda Grazia and the recently launched TVS NTorq 125.

APRILIA STORM

What sets the Storm apart from the SR 125 is the styling with the red and black combo or yellow and black paint job with cool graphics.



12 inch rims distinguish SR 125 from 150

The grab handles are absent in the Storm and it comes with many optional accessories including a big tourer-style fly-screen. The Storm and SR 125 get a longer and wider seat, as compared to the SR 150. Mechanically, there are no changes to the Storm as compared to the SR 125. The Storm gets 12-inch alloys and along with fat tubeless 120- and 130-section front and rear tyres, making the scooter appear butch and muscular. There is no official word regarding the launch date of the Storm in India.

Piaggio also introduced a mobile connectivity app for its Vespa and Aprilia scooters that is available from the Play Store or App Store for Android or iPhone users. The app comes with features like panic alert, which allows riders to call for help in case of an emergency using the registered number and location. The app stores all the information about the bike and can also locate nearby fuel stations and service centres. ❌



Here's the kitted out Storm with accessories like the windshield



Storm gets the widest rubber on any scooter in the country



Hey look, the Tuono that you can realistically afford!



Longer and wider seat a result of market feedback

WORDS: AFZAL RAWUTHER

THE TIGER HUNTERS ARE HERE!

BMW Motorrad is gunning for the best-selling Triumphs with its smaller GS adventure bikes

ADV LOVERS REJOICE! INDIAN motorcyclists now don't have to rob a bank to get themselves BMW Motorrad's legendary GS bikes. The F 750 GS and F 850 GS have finally been launched at an aggressive pricing of ₹12.2 lakh and ₹13.7 lakh.

Regardless of the tags they carry, the F 750 GS and the F 850 GS are powered by the same 853cc, inline 2-cylinder engine but in different states of tune. The F 750 GS produces 77bhp at 7,500rpm and a peak torque of 83Nm at 6,000rpm while the F 850 GS develops 94bhp at 8,250rpm and

a peak torque of 92Nm at 6,250rpm, both mated to a 6-speed gearbox.

The motorcycles are based on the same platform and share much of the mechanicals, despite being meant for entirely different use – the 750 is road friendly, while the 850 caters to hardcore off-road enthusiasts. The F 750 GS gets alloy wheels with road tyres and has the Triumph Tiger XRt squarely in its crosshairs. The F 850 GS on the other hand gets spoke wheels and off-road focused tyres as it aims to go up against the Triumph Tiger XCa. The F 750 GS is equipped with a

110/80 R19 wheel at the front and 150/70 R17 tyre at the rear while the F 850 GS is shod with a 90/90 R21 tyre at the front and 150/70 R17 tyre at the rear. Staying true to their nature, the F 850 GS has a seat height of 860mm while the F 750 GS has a seat height of 815mm.

The F 750 GS makes do with 177mm travel at the front and 157mm travel at the rear while the F850 GS understandably gets longer travel suspension – 219mm at the front and 199mm at the rear. Braking is taken care of by a 305mm dual disc with double-piston floating calipers at the

The F 850 GS is for those who like to get their wheels dirty





The F 750 GS is for the biker who prefers black top even though he's wearing his hiking boots

front and a 265mm disc with single-piston floating caliper at the rear for both the bikes. You also get a 6.5-inch, colour, TFT display which provides all the necessary information.

BMW Motorrad also sells the Rallye variants of the F series internationally and, if the F siblings make a dent in overall ADV sales numbers, they would surely make their way to the country as well.

As for the G 310 GS, well, the wait continues. It was expected to be launched at the Auto Expo and has been in the pipeline for a considerable amount of time, but BMW merely showcased it along with its naked sibling, the G 310 R. BMW Motorrad officials have however assured us that its entry-level motorcycles will be launched towards the middle of this year. And so the wait continues..✕



Enough of display bikes, BMW, we need this one on our roads now

EMFLUX ONE TAKES OFF

Bengaluru based start-up unveils India's first electric sportsbike. Price you ask? ₹11 lakh!

WORDS: AFZAL RAWUTHER

ELECTRIC IS ALL THE RAGE these days and it wasn't a surprise that most manufacturers at the Auto Expo 2018 chose to show off their latest electric offerings. Big-name manufacturers sure grabbed eyeballs with their glitzy stalls and exciting products but some start-ups too made the most of all the attention at the Auto Expo 2018. Bengaluru based Emflux Motors was probably the one that stole the limelight with its first product, the Emflux One. Aiming to be India's first electric sportsbike, the Emflux One boasts of performance figures that are on par with sportsbikes propelled by internal combustion engines. The Emflux One has a claimed top speed of 200kmph and a 0-100kmph time of just 3 seconds. The motor is rated at 60kW (80bhp) with 84Nm of torque, although max output

has been electronically limited to 71bhp and 75Nm. Rather surprisingly for a young start-up, the design and circuits of the Emflux One have been developed completely in-house.

The founders state that the smart instrument console features artificial intelligence, something not previously seen on a performance bike. The user will receive real time vehicle diagnostics and auto updates via a mobile app.

Equipment wise, the Emflux One rides on Pirelli Diablo Rosso II tyres and uses Brembo monobloc calipers for retardation. The motorcycle has 43mm USD forks up front and a 46mm rear monoshock on the single-sided swingarm. It is powered by Samsung Li-ion 9.7kWh high power cells with a 60kW AC induction motor. According to Emflux, the One will have a city range of around 200km and a highway

range of 150km while cruising at 80kmph. The battery will have a fast charge function that will charge to 80 per cent in roughly 36 minutes by making use of their Warp fast charger. It takes 3 hours for a full charge, using a conventional 15A socket.

The standard version of the Emflux One is priced at ₹6 lakh while the top-end variant which gets Ohlins suspension, forged alloy wheels and carbonfibre panels will cost ₹11 lakh. Pre-orders for the Emflux One will start in July 2018, with deliveries set to begin in April 2019. They plan to produce just 199 bikes for the Indian market and 300 for export..✕





WORDS by JEHAN ADIL DARUKHANAWALA

FMSCI at the 2018 Expo

On display were multiple national racing vehicles while also celebrating Indian racers

AT THE LARGEST AUTOMOTIVE expo in Asia, the FMSCI made their presence felt as they had a number of racing vehicles on display at their pavilion. National championship winning karts, formula racers, race-prepped-sportsbikes and even a drift car were amongst the few that were showcased at the 2018 Auto Expo. They also had several daily events which took place at their stall. The most important one of them was the announcement to encourage and facilitate the participation of the fairer sex in the sport. The FMSCI and Women in Motorsport (WIM) celebrated and felicitated its leading ladies

at the Auto Expo and announced that they have begun the hunt for upcoming female motorsports athletes from all over the country. As a first step towards this goal, the FMSCI honoured the country's top women in motorsports, including national motorcycle champion Aishwarya Pissay, LGB Formula 4 racer Sneha Sharma and ace rallyist Bani Yadav. "I would like to really appreciate the federation for this wonderful step. They have been a huge pillar of support for me and now with this novel initiative, I am sure many more women will come up in the sport, making the whole racing scene in the country much more exciting," said Aishwarya. ✕



EIGHT NEW ELECTRIC HEROES

Hero Electric's line-up comprises of high speed e-scooters and e-bicycles

WORDS: AFZAL RAWUTHER

JUST WHEN EVERYONE THOUGHT that the electric mobility game was one only start-ups could play, Hero Electric reminded everyone why they are still the market leaders in India. At the Auto Expo, Hero Electric unveiled a headline-grabbing eight new electric two-wheelers. Hero Electric has launched a grand total of 15 electric two wheelers in the country in the past decade and currently owns 65 per cent share of the total electric two wheeler market in the country.

Hero Electric showcased its flagship AXLHE-20 scooter which is powered by a 4kW motor, more powerful than any of its competitors. It can reach a segment-leading top speed of 85kmph, provides 110km range on a full charge and features regenerative

braking. Right alongside it, they displayed the HE-19. It gets a 2.5kW motor and although much lower on power, it can reach speeds of up to 75kmph while offering a range of 60km on a full charge. It gets disc brakes both front and rear to help it come to a speedy stop.

The HE-18 e-scooter that's tuned for efficiency more than outright power comes with a 1.5kW motor fed by a 60 volt lithium ion battery. The e-bike can clock a top speed of 55kmph and gets a range of 70km on a full charge. The scooter gets LED headlights and a USB port with power indicator. It also gets smart connectivity and front and rear disc brakes. The HE-17 was also displayed and it gets a 2kW motor that is fed by a 60 volt lithium ion battery. It also offers 70km of range on a full charge and gets cruise control, three



The futuristically-styled HE-18

speed selection modes and a USB port on its handlebar.

Four e-cycles of A2B, the UK-based electric bicycle-making subsidiary company of Hero Electric, were also showcased. It includes the Blake, Kroemer MTB, Speed e-bicycle and the Kuo Boost. The Kuo Boost deserves a special mention as it can also be folded and carried along. All the A2B bicycles displayed at the Hero pavilion get a battery operated motor to power the wheels along with manual pedals while also getting a gearbox..x



The range of e-scooters from India's largest e-scooter manufacturer



NO IMPULSIVE MOVE THIS

After debuting at EICMA in concept form, the XPulse is one step closer to rolling off the assembly line

WORDS: GANESH MURTHY

WHEN YOU LOOK AT THE XPulse, it's hard not to talk about the Impulse, the motorcycle which kick-started Hero's foray into the adventure motorcycle segment. The Impulse was launched in 2011 soon after the partnership between Hero and Honda ended in 2010; it took the nation by surprise, as it was the first adventure tourer by a bike maker whose forte till then was mostly in the commuter segment. The Impulse was ahead of its time and garnered a huge fan following even if it didn't set the cash registers ringing for Hero. Customers considered the 150cc motor to be underpowered while adventure/off-road riding was still a very nascent segment.

However, the market has moved on and now there is a huge demand for entry-level dual sport bikes. And bang comes the XPulse! In terms of visual appeal, the XPulse looks rather grown up with its styling as compared to the purpose-built off-road feel that the Impulse had. The tank is more rounded unlike the Impulse, which had sharp, angular styling.

The XPulse is modern and gets features like full LED headlights and tail lights, LCD dash with turn-by-turn navigation, fly-screen, knuckle guards, luggage mounts, removable rear fender and an aluminium bash plate for underbody protection.

Propelling the XPulse is a 199.6cc single-cylinder air-cooled engine, shared with the recently showcased Xtreme 200 R naked motorcycle. The motor puts out 18.15bhp and 17.1Nm of torque; however, expect the motor to be tuned differently to cater to the requirements of off-road riding. The XPulse will also come with fuel injection instead of a carburettor.

Staying true to its adventure tag, the bike gets long travel suspension with the 10-way adjustable, gas-charged, rear mono shock delivering 190mm of travel. The XPulse boasts of 220mm ground clearance, while the saddle height is higher than the Royal Enfield Himalayan at 825mm. The front gets a 21-inch wheel that should result in better off-road handling, while the rear gets an 18-inch wheel. It gets a dual disc setup with single channel



Digital dash with a trip computer



200cc motor from upcoming Xtreme gets fuel injection here

ABS. Adventure motorcycles are a rage in the country with a lot of buyers opting for used Impulses. And coming on the back of the Dakar success Hero MotoCorp now have the timing spot on...

HIPSTER UNICORN

WORDS: AJINKYA A NAIR

Honda brings a stylish commuter for the youth

AIMED AT YOUNGSTERS, THE X-Blade promises to combine style and utility with its first-in-class LED headlights (transformer-inspired say Honda), dual outlet port exhaust, and other tid-bits like stylish alloy wheels and rear tyre hugger. It is powered by the trusty 162cc HET engine which puts out 13.93bhp and 13.9Nm of torque, mated to a five-speed gearbox, same as on the CB Unicorn 160. Braking is handled by a 276mm disc upfront and drum at the rear. Suspension duties are carried out by telescopic forks in the front and a monoshock



in the rear. The all-new digital instrumentation comes with a service-due indicator and even a gear position indicator. Its 1347mm long wheelbase coupled with a wide 130-section

rear tyre should aid straight line stability, just like on the Unicorn. Unveiled at the expo, Honda's X-Blade is going to be priced below ₹79,000 when it is launched later this year. ✕

WORDS: AJINKYA A NAIR

RESURRECTION CBR 250

Too bad. Honda won't be bringing the CBR300R to India then...

THE 2018 HONDA CBR250R WAS officially introduced in India at the Auto Expo 2018, shattering the hopes of fans who were eagerly hoping for the CBR300R to replace the outgoing model. The MY2018 CBR250R comes with dual channel ABS as standard while conventional headlamps have been replaced by an LED unit that also enhances the styling of the front end.

Mechanically, apart from being BS IV compliant, the CBR250R in its resurrected avatar remains unchanged. The old 249cc, liquid-cooled single with fuel-injection continues to make 25.8bhp at 8,500rpm and 22.9Nm of torque at 7,000rpm. The touring-friendly Honda also gets a 6-speed transmission.

While the CBR250R has been able to

gather a fairly strong fan following over the years the action in this segment is now moving to 300cc with the Apache RR 310 garnering rave reviews. Whether Honda's decision to re-launch this quarter-litre sport tourer at a time when the RR 310's deliveries are scheduled to start is a good one, remains to be seen. After all the CBR300R is a single, not an expensive parallel-twin like the Ninja 300 and Yamaha R3 and pricing is the main reason why sales of the excellent R3 haven't gone through the roof. On its own, there is no doubt that the CBR250R will continue to be a good motorcycle with stable handling,



a fair bit of power and great comfort, especially over long distances. Eventually though it will boil down to a game of pricing strategies, one that Honda will need to play carefully to be able to meet expectations of consumers.

Expect the MY2018 CBR250R to come with all-new mars orange and striking green colour schemes. Launch date? Sometime later, this year. ✕

SUPERCHARGED TOURING

Kawasaki price the Ninja H2 SX at ₹21.80 lakh and the Ninja H2 SX SE at ₹26.80 lakh (ex-showroom)

RETAINING THE INITIATIVE of the supercharged revolution, Kawasaki has introduced the Ninja H2 SX, a sports tourer based on the company's supercharged Ninja H2 superbike. The Ninja H2 name receives a crucial 'SX' moniker to its credentials as Kawasaki aims to deliver a more all-rounded performance from the supercharged sensation. Those crazy Japs could have just bolted on a new rear sub-frame on the Ninja H2 but that is not the case here. The chassis is new with key changes being the extended rear end. The 998cc in-line four motor with forced

induction gets new parts to smoothen out the delivery of 207bhp and not deliver it in the manic way the Ninja H2 does. It makes 137.3Nm of torque, a couple more than the H2, with fewer emissions. Kawasaki claims that the Ninja H2 SX has a similar fuel efficiency figure to the adventure tourer Versys 1000, thus making it a frugal machine for its size. Add to that a 19-litre fuel tank and you're looking at a decent touring range too. And that's not it as the Japs have decided to spec the bike with semi-electronic suspension for the SE variant. The list does not end there as you also get a bi-directional quickshifter



and launch control, on a sports tourer! And hence you end up shelling five lakh rupees more for the aforementioned added gimmicks. ✕





OKI 100 WOWS

The Indian EV manufacturer showcases the OKI 100 prototype along with new version of the Ridge



OKINAWA AUTOTECH HAS showcased its prototype OKI 100 motorcycle and the latest version of the Ridge scooter at the Auto Expo 2018. The OKI 100 features a lithium-ion – as does the Ridge – 72V 63Ah battery and Okinawa claims that it can hit a top speed of... wait for it... 100kmph.

One can find resemblances of the old Ducati Monster in the headlight, tank and seat of the Okinawa OKI 100. As a result, it looks rather striking.

The bike has a 2.5kW motor and has a claimed range of 150km on a single charge. The belt-driven OKI 100 has a battery that takes two hours to reach a full charge. Beyond the technical specifications, Okinawa says that it expects to launch the bike commercially by the end of this year.

The company has also on display the latest version of the Ridge e-scooter which features a detachable lithium-ion battery which the company claims will deliver an improved range and performance. It can achieve a claimed top speed of 55kmph and has a power output of 800W.

The latest version of the Ridge now features

a detachable lithium-ion battery and is an improvement over the earlier one. Okinawa claims that advances in battery technology have allowed it to make the Ridge even better.

Okinawa's vehicles are International Center for Automotive Technology (ICAT) approved e-bikes for Indian roads and Okinawa claims that this is testament to the high safety standards that the company works with. With the Praise, Ridge and the OKI 100, Okinawa is working towards having a strong model line-up soon and might just become a viable alternative to conventional scooters. ✕



TVS' FUTURE

WORDS: CHINMAY CHAUDHARY

Want a fast electric scooter? TVS might have something for you in the near future

CREON IS TVS' CONCEPT electric scooter that is skewed towards performance rather than pure mobility. TVS claims that the scooter can sprint from 0-60kmph in just 5.1 seconds, which is in line with most premium 150cc motorcycles available in the market today and offers a range of 80 kilometres on one full charge. It is powered by three Lithium-Ion batteries that produce

12kW (16bhp) of max power.

The technological connectivity on the scooter has been developed in collaboration with Intel and they hope to create unique electric scooters in the future. The Creon was displayed with an all-digital TFT instrument cluster which boasts of cloud connectivity, three custom riding modes, regenerative braking, park assist, anti-theft safety system, GPS navigation and geo-fencing. The manufacturer also claims that the scooter is based on a lightweight platform and optimised centre of gravity (CG) distribution, targeted for better handling. Geo-fencing is a feature

in the software program that makes use of GPS or RFID to define geographical boundaries. The engine is nestled in a lightweight aluminium perimeter frame, shod with TVS Remora tyres. You also get disc brakes on both the wheels and single channel ABS.

The recently launched NTorq 125 has been inspired by the Graphite concept displayed at the 2016 Auto Expo and shows that concepts do turn into reality (well, sort of anyway). It makes us quite optimistic that TVS will have a road-going Creon very soon, especially with electric mobility being all the rage these days. ✕



With 0-60kmph coming up in 5.1 seconds, it's electric!



It is an ode to the classic rock band, though we leave you to make the connection

WORDS: CHINMAY CHAUDHARY

TVS' IMMIGRANT SONG

It's called Zeppelin. No prizes for guessing, why

THE ZEPPELIN IS TVS' TAKE on the power cruiser segment with neo- retro design and carrying the legendary rock group's name. Powered by a 220cc engine mated to TVS' patented Integrated Starter Generator (ISG) this is one of the rare small capacity engines to get a belt drive system. If you are wondering how the ISG works, fret not. The system claims to provide the motorcycle with an initial boost for faster acceleration, just like in a hybrid vehicle. It is all taken care of by a 1.2kW regenerative-assist motor which derives power from a 48V Li-Ion battery.

The Zeppelin gets a kicked-out front that includes a high-def action camera, 41mm USD forks, 17-inch spoked wheels with Pirelli Sport Demon tyres and dual-channel

ABS. It is also equipped with an all-LED lighting system, first-in-class bio-key, speedometer with online connectivity, but no speakers to blare out Led Zep's

Immigrant Song. It will be interesting to see if TVS Motors ever puts this motorcycle into production with the Dominar being the natural rival. ❌



Ever seen a belt driven 220cc motorcycle?

GET IT FLOWING

Twenty Two Motors has loaded its first e-scooter to the gills with features and tech

WORDS: AFZAL RAWUTHER

TWENTY TWO MOTORS launched its first electric scooter, the Flow, at a price of ₹74,740. The Flow is a rather stylish offering from the two-year-old Gurgaon-based start-up and is a modern-retro take on scooter design. The smooth flowing lines coupled with elements like the round LED headlamps make the scooter look rather attractive.

Powered by a 2.1kW battery, it develops a peak torque of 90Nm. The Flow gets a lithium-ion battery pack which is completely replaceable and takes five hours for one full charge. As claimed by Twenty Two Motors the Flow will have a range of 80km on a full charge and with the aid of a fast charger the Flow can be charged to 70 percent within an hour. The modular architecture of the scooter also ensures that it can carry two battery packs

at once for a total range of 160km and can hit a top speed of 60kmph. The scooter only weighs 85kg, much lighter than its petrol counterparts and should therefore be nimble to ride.

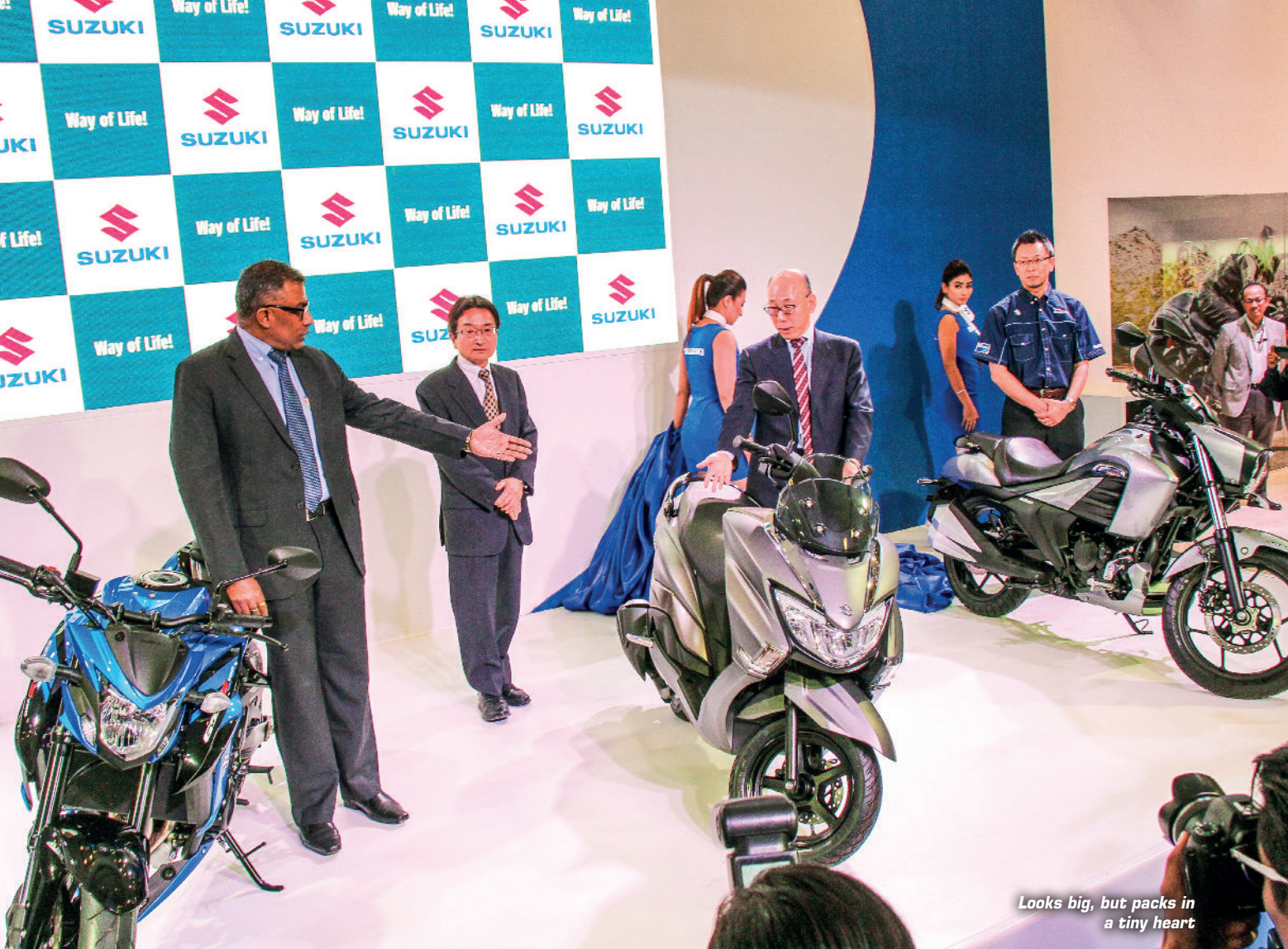
The Flow has a slew of features, some of them unheard of in a scooter. It has a reverse gear, cruise control, hill assist and a drag function – where the scooter moves at 3 to 5kmph so that you can drag it in case of a puncture. It also has an SOS safety function. A dedicated mobile app communicates with the user and gives information about charge status, tracks GPS location of the bike and reminds the user about any repairs/servicing required. The user can also set the top speed and max torque that he or she wants to have on the scooter. The scooter also has a geo fencing option wherein the user can

ensure that the scooter doesn't leave a pre-defined area. The Flow also has a mobile charging socket and underseat storage space that can fit two half face helmets.

The Flow features disc brakes both front and rear along with regenerative braking. The digital instrument console is a real novelty as far as scooters in India are concerned and displays loads of information. The Flow also gets LED lights all around. The scooter, Twenty Two Motors claims, is production ready and the manufacturing facility in Rajasthan has a production capacity of 2 lakh units per year.

The scooter will be displayed at select experience centres, starting with Gurgaon, where one can book the scooter which will then be home delivered. Watch this space for more. ✕





Looks big, but packs in a tiny heart

ACCESSING THE BURGMAN

Suzuki turns the book upside down and gives the fab Burgman a down-to-earth Access treatment

WORDS: AJINKYA A NAIR

REMEMBER THE KINETIC Blaze? Probably not, considering how poor the response was. It was India's first and only maxi-scooter, a class of one, until now. Suzuki's big launch at the Auto Expo was the Burgman Street, and is a big (at least in terms of styling) scooter to appeal to a primarily male audience.

It isn't technically a 'maxi-scooter'. Maxi-scooters have engines ranging in size from 250 to 850cc. They also use larger frames when compared to normal scooters. And

globally, the Suzuki Burgman is available in a wide range of engine sizes from 125cc to 638cc. But for India the company is following the same strategy as seen with the Intruder – use a big-bike name, stick to tried, tested and economical Indian mechanicals. So the Burgman Street is an India-only (for now) scooter with the guts of the 125cc Access.

The Burgman range globally focuses on comfort, rather than sporty intent. And it looks like that is the plan for the Indian Burgman Street too. It gets telescopic

front suspension with a front disc brake, rear hydraulic damper, wide seats, front windshield, large underseat storage and nimble chassis that has been praised so much in the Access.

The Burgman Street has a fuel tank capacity of 5.6 litres, and a kerb weight of 110kg. And the single-cylinder, air-cooled 124cc engine is carried over unchanged from the Access. The maxi scooter is expected to be launched towards the end of 2018, or even early 2019. ✕

JAPANESE STREETFIGHTER

Suzuki widens its big-bike portfolio with the GSX-S750 that should deliver great value for performance

WORDS: AJINKYA A NAIR

THE MIDDLE-WEIGHT NAKED segment in our country just got more interesting with Suzuki getting set to bring the GSX-S750 to India. The GSX-S750 is powered by a 749cc liquid-cooled DOHC, in-line four-cylinder motor, equipped with Suzuki's Dual Throttle Valve (SDTV) bodies. The engine is tuned for more mid-range torque, with 81Nm at 9,000rpm and 110bhp of power at 10,500rpm.

In terms of features, the GSX-S750 gets Suzuki's in-house traction control system which varies the power delivery

as per the selected mode of which there are four to choose from. Mode 1 is the lowest sensitivity which is suitable for skilled riders, while Mode 3 caters to slippery roads. For those who hate electronic nannies, the TC can also be shut completely. Suzuki has gone ahead and slapped on top-shelf Nissin monobloc brake calipers up front with twin wave-style brake rotors, while the rear gets a single-pot caliper. Suspension duties are carried out by Kayaba USD forks and a link-type rear suspension. The twin-spar

frame coupled with superb suspension set up should result in excellent handling capabilities and we cannot wait to get our hands on it.

Unlike its Italian rivals, the GSX-S750 will come to India as CKD, which means it would be priced aggressively. It will be the second big bike to be assembled in India, after the legendary Hayabusa. When launched in India, the Suzuki GSX-S750 will lock horns with the likes of Kawasaki Z900 and Triumph Street Triple S. ❌





The electric Renegade Thor will only be available in 2020

GEAR UP FOR A SHOCKING NEW UM

...that debuted alongside the affordable S and Ace variants of the Renegade

WORDS: AFZAL RAWUTHER



The Renegade Duty S



The Renegade Duty Ace

U M MOTORCYCLES UNVEILED three new bikes at the 2018 Auto Expo – Renegade Thor, Renegade Duty S and Renegade Duty Ace. Headlining the pavilion was the Renegade Thor – India's first electric cruiser, with prices starting at ₹4.9 lakh (ex-showroom). Don't get excited though, despite the price being revealed the bike will only be available in India in 2020. The Renegade Thor is powered by a liquid-cooled electric motor that makes 30kW (40.2bhp) of peak power along with 70Nm of torque. And weirdly for an e-bike you get a 5-speed manual transmission. It also gets a reverse gear as well as LED lights. Maximum quoted range on a full charge is 270km. UM will supply the Renegade Thor with a fast charger that will charge the battery to 80 per cent capacity in 40 minutes. Three types of chargers will be sold with the Renegade Thor. Meanwhile, Renegade Duty S and Ace are

both powered by a 223cc motor that develops 16.7bhp at 8,000rpm and a peak torque of 17Nm at 5,000rpm mated to a 5-speed gearbox. Both the motorcycles have the same mechanicals. The wheels are shod with a 120/80-17 tyre at the front and 130/90-15 at the rear. Braking duties are taken care of by a 280mm disc and 130mm drum brake front and rear. The differentiating elements are their paint jobs, headlamp console, mirror designs and positioning, and rubber gaiters on the Ace. The Ace gets a single seat with a cowl over the pillion seat while the S sticks with regular dual seats. Both, the Renegade Duty S and Ace retail at ₹1.10 lakh (ex-showroom). ❌



Typical UM instrument cluster

FROM THE HEART OF CLEVELAND

A new American motorcycle brand enters India with two new bikes

CLEVELAND CYCLEWERKS OF USA unveiled two of their bikes at the Auto Expo 2018, slated to be launched in India later this year. The Ace and the Misfit are the two retro-inspired motorcycles that are making their way to India. The brand has a reputation of making retro-themed bikes with modern technology and workmanship. Buyers have the option of three different styles for the Ace. The 'Ace' model would have three sub-models, the Ace Deluxe, the Ace Scrambler and the Ace Café, available in India. The Gen 2 Misfit was unveiled at the Auto Expo.

The Cleveland Ace range of motorcycles are powered by a single-cylinder, air-cooled, 229cc engine that produces 15.2bhp and 16Nm of torque. The Ace is positioned as a bike for young riders looking for a retro-style riding experience and is a commuter that you can take out for a slightly longer ride on weekends. The Ace Deluxe and the Ace Café variants get aluminium wheels, inverted front forks and twin hydraulic shock absorbers at the rear.

The Gen 2 Misfit would be powered by the same engine as the Ace range of motorcycles and will be the flagship of the current range. It

will have styling cues similar to a Café Racer. It will sport a 320mm disc upfront and 220mm disc at the rear that will be handling braking duties. It also gets gold-finish inverted forks, adjustable for rebound and compression at the front.

With distribution spread across 23 countries, Cleveland CycleWerks has established itself internationally over a short period of time. The brand is collaborating with Laish Madison Motor Werks Private Limited to bring its American motorcycles to India. LMMW is headquartered in Mumbai and has a fully-integrated assembly facility in Pune to fulfill Indian demand for Cleveland CycleWerks motorcycles. ✕



'Eco Life' bus series launched by JBM Solaris

He Eco Life is A 100 per cent electric bus that aims to save around 959 equivalent tonnes of carbon dioxide and 3,50,000 litres of diesel over 10 years of operation. The bus has a centrally mounted live camera, GPS tracked passenger information system, fire detection and suppression system along with emergency safe stop buttons. Passengers also get mobile charging socket for every seat, stop request button, public announcement system and two foldable seats in the wheel chair area.

At the launch, Nishant Arya, executive director, JBM group, said, "India is promisingly advancing towards graduating to a non-fossil fuel-based public transportation ecosystem. Our government is aggressively looking at incorporating 100 per cent eco-friendly and self-sustainable mass transport solutions by 2030." ✕





THE YZF-R15 V3.0 IS HERE

19bhp from a 155cc motor and looks fantastic

YAMAHA HAS LAUNCHED the hotly anticipated YZF-R15 v3.0 at the Expo. The bike will retail for ₹1.25 lakh (ex-showroom, Delhi). It looks sharper than before and the twin headlamps upfront along with the redone front fairing carry forward the R-lineage of Yamaha motorcycles. The R15 v3.0 has twin-LED headlamps with an air vent between them; the mirrors too have been slightly redesigned. The LED tail lamp gets a new layout and now looks better integrated, making the rear look narrower. The 155cc liquid-cooled single cylinder SOHC four-valve fuel-injected engine produces 19bhp at 10,000rpm and 15Nm of torque at 8,500rpm. An addition of Variable Valve Actuation (VVA) ensures that the bike has top-end power without losing out on everyday usability in the low and mid rev range. The bike also

features a slipper clutch that should make gear shifts easier for the rider while Yamaha claim sharper throttle response as well. The revised Deltabox frame is claimed to be tauter as well.

Despite the wet weight going up to 139kg, the R15 promises to be even more agile. Braking duties at the front are handled by a 282mm disc with 2-pot caliper. A ground clearance of 170mm will make it more practical over our pothole-ridden roads. The rear gets chunky 140-section rubber while the front makes do with 100-section 17-inch wheels. The new R15 now features an LCD console. There are two colour options as well – racing blue and thunder grey.

The YZF-R15 has been the go-to motorcycle for enthusiasts looking to enter the world of sports biking. The committed riding posture along with the

bike's unrelenting focus on handling had bike purists calling it a scalpel, referring to the way it made its way through corners with precision. The R15 has now spawned three generations and currently it has no direct rival – the closest being the (more expensive and powerful) KTM RC 200. With V3.0 Yamaha now looks to cement its position as the undisputed leader of the entry-level supersport category. ✕



THE 12TH SIAM STYLING & Design Conclave 2018, a day-long session was held at the 14th Auto EXPO where experts spoke on the emerging facets of styling and design of automobiles to enhance design for sustainability.

Welcoming the delegates at the Conclave titled 'Designing for a sustainable tomorrow', Mr Anil Saini, Chairman, SIAM's Styling & Design Group stated that the automobile industry is changing rapidly than ever before.

SIAM's Styling & Design Group, has been promoting capacity building in

STYLING & DESIGN CONCLAVE

the area of styling & design of vehicles and has been striving to develop capabilities in India. Indian market is also maturing at this point in time and customers are increasingly looking at style – shape, color, feel, etc. for their preferred automobiles and therefore the industry is also

gearing up to give its best.

This Group, amongst other objectives, seeks to build bridges between Design and Styling people in India and their global counterparts to share information of common interest and enhance mutual skills and capabilities through interactions.✕



AUTO TRADE DIALOGUE

THE SOCIETY OF INDIAN Mobile Manufacturers (SIAM), organized the 8th "Auto Trade Dialogue" at the 14th Auto EXPO where global industry experts dwelled upon the need for collaboration, development and adaption as automakers race for driverless, connected and autonomous zero emission vehicles for future mobility.

Delegates from Germany, Britain,

Italy, China, Japan, Singapore and India stressed on the need to develop an ambience for smoother transition to future mobility especially in cities to beat congestion, pollution and at the same time withstand the sustainability of the growing urbanised mobility. The discussions were also on shaping the future of the automotive space, from vehicle electrification and infrastructure to the evolution of Advanced Driver

Assistance Systems (ADAS) and vehicle automation to enhanced connectivity and new mobility models.

Welcoming the delegates at the session, Mr Rajan Wadhwa, Vice President, SIAM spoke on India's burgeoning automotive sector and its contribution in shaping economic growth.

"India will soon move from Euro IV to Euro VI emission. There is a tremendous pressure from the government. The entire ecosystem will have to rise to deliver on Euro VI," said Mr Wadhwa. He said India's automotive sector will generate 65 million jobs by 2026 from the current 32 million jobs.

He shared the statistics forecast for India's automotive sector for the calendar year 2018, where passenger vehicle segment is expected to grow at 9 per cent, commercial vehicles at 13 per cent, three wheelers at 7 per cent and two wheelers at 12 per cent.✕



Desmoto says Oye!

Not just another e-rick, this will disrupt the rickshaw business they say

ELECTRIC VEHICLES HAVE been the norm at the Auto Expo 2018. Among the 12 start-ups at this year's Auto Expo, 9 are electric vehicle start-ups. One of the recent entrants into the space is Desmoto Electric. The start-up has unveiled its electric rickshaw christened 'Oye'.

The e-rickshaw will be available in two configurations – cargo and passenger. Desmoto claims that the e-rickshaw will offer a range of 100km on a full charge. The battery pack of the 'Oye' will take eight hours to charge. Desmoto Electric is confident that they will be able to price it competitively and that the e-rickshaw can be a viable option for last-mile transportation in urban India. ❌



Vehicle lottery

The Expo hosted a big lottery with winners taking home cars and bikes every day. The lottery is conducted on all the days of the Expo. Hero MotoCorp announced a give-away of Glamour and Maestro Edge on all six days, TVS shelling out the Victor, Jupiter classic, RTR 200 and Scooty Pep+, Suzuki giving away the Gixxer SF Fi and Intruder 150 while in cars, Maruti Suzuki offered the S-Cross and Hyundai ready to shell out the Grand i10. ❌



Pinnacle of opulence

The Finetza is a palace, on wheels

PINNACLE SPECIALITY Vehicles (PSV), a division of Pinnacle Industries Limited has showcased the 'Finetza', a customised expandable motorhome, at the 2018 Auto Expo. PSV says that the Finetza is the first of its kind in India. It features elegant and luxurious interiors including a lavish lounge area equipped with recliners and

loungers. It has a seating capacity for up to six passengers. The rear of the vehicle has a private cabin with a sofa, which when expanded, converts into a full-size bedroom. The lounge area also has a motorised convertible bed. The vehicle comfortably sleeps four.

Expansion of the motorhome, lighting, and seats can be controlled by a tablet or mobile devices. For the convenience of

short or long-distance trips, it also has a full pantry with refrigerator, hot plate and gourmet coffee machine.

The Finetza also has an on-board washroom with a sink, and an electromagnetic pump operated WC.

Along with the Finetza, the brand also introduced the 'Opisia' series, the 'Magnifica' series and the 'Exhibica' series of customised vans. ❌





Rise of the e-rick

The future of last mile connectivity, the rickshaw, is truly electric

GURGAON-BASED ELECTRIC vehicle manufacturer has joined scores of other vehicle makers in putting its line-up of e-vehicles on display at the Auto Expo this year.

With a slogan of 'Greener tomorrow through innovation' the manufacturer currently has four products in its portfolio, comprising of small capacity people movers and loading vehicles.

The Greenrick Shigan is an e-rickshaw with a seating capacity of four, with a soft top. With integrated chassis and boxes, the e-rickshaw is made using robotic welding process.

It comes with a double DC to DC converter. For suspension duties, the e-rickshaw comes with telescopic shock absorbers at the front and leaf springs at the rear. The seat boxes are made with reinforced metallic frame for strength, comfort and also have space for storing baggage.

The Greenrick Super gets a windscreen for the driver and looks not dissimilar to

a conventional rickshaw.

The Greenrick Shigan Cart and Super Cart are loader vehicles with a payload capacity of 310kg. With a lead acid battery, 48V/12A charger and a microprocessor based controller, the e-loader vehicle boasts of 85km range on a single charge, and comes with drum brake set up for front and rear.

The e-loader vehicle also comes with an optional torque multiplier tool. The company's clientele includes Tata Motors, Ashok Leyland, Eicher and Indian Railways. ✕



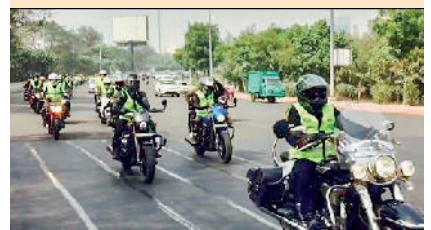
SML Isuzu's 'Global Design'

SML Isuzu has introduced a new range of trucks based on the 'Global Design' design philosophy. The new trucks look rather modern and SML Isuzu claims that the trucks offer best-in-class fuel efficiency, increased driver comfort and drivability, increased up-time and reliability. The new range of trucks will also have low maintenance costs and optimum loading capacity. At the Expo, SML Isuzu showcased three models in the cargo segment, the Samrat GS HD19, Samrat GS CNG with Turbo and Samrat GS Tipper Chassis with a new higher powered engine and transmission. ✕



Riderz Planet

A regular participant at the Auto Expo, this year Riderz Planet created an even bigger bang than normal by organising a big bike rally that rode to the Expo. ✕



BS VI and the future

Cummins India showcases its solutions for EVs and alternate fuels

CUMMINS INDIA HAS showcased its range of complete drive-train solutions for the Indian automotive industry at the Auto Expo 2018. It is seeking to highlight the company's transition from an engine manufacturer to an end-to-end drivetrain supplier.

Besides offering complete powertrain solutions, the company also showcased its electric vehicle powertrain solutions, components and their solutions for adapting different fuels for existing drive

trains in vehicles.

Cummins is thus displaying its commitment to alternate-fuel solutions for the Indian and international market.

Cummins' range of all-new BSVI compliant engines are also being displayed at the Cummins booth.

The company is also displaying turbocharger technologies, exhaust after-treatment technologies and solutions for BS VI compliant engines.

Cummins' BS VI engine architecture is a non-EGR architecture to reduce the system complexities and improve

overall efficiency.

Commenting on the company's participation at the 14th Auto Expo, 2018, Cummins India, said through a press release that the company has been one of the most involved players in the commercial vehicle engine space.

With their display, they now hope to leverage the scale of the Auto Expo 2018 to position Cummins in India as a credible leader in bringing the right technology solutions at the right time to the Indian market and customers. ✕

Etron lights the way

The start-up displayed their EV solutions

AS THE AUTO EXPO DRAWS to a close today, it is evident that the focus this year was on electric vehicles more than anything else. Manufacturers filled their stalls with as many electric vehicles as they could bring, and visitors absolutely loved them.

Away from the glitz and glamour of the big name international brands, some start-ups too, were looking to solve problems in mobility with their take on electric vehicles. One such start-up that caught the eye is Etron. The company presented electric 3-wheelers made for a multitude of use

cases. They displayed their 3-wheeler mobility solutions for last-mile urban connectivity. Also on display was an innovative garbage collection vehicle – completely electric. Etron presented electric two-wheelers meant to be used as urban last mile connectivity solutions at the Expo. ✕



Uniti in electricity

The dream of bringing a low cost EV to India brings together Uniti of Sweden and Bird Group of India

MANY MANUFACTURERS have showcased or launched their electric vehicles at the Auto Expo 2018. Joining the bandwagon is a unique partnership between Uniti, a Swedish electric car manufacturer and Bird Group, an Indian company. Their aim is to bring in the Uniti One, a five-seater electric car, priced at ₹7.14 lakh (ex-showroom) to India by 2020. One can book the Uniti One by paying a refundable deposit of ₹1,000, online on the company's website. Early registrations will give users a chance to customise their vehicles and even get early deliveries, according to the company. The Uniti One EV will have a range of approximately 200km. The Auto Expo visitors at Uniti's pavilion can get a glimpse of the 5-seater car through VR tech.

At the Expo however they showcased a three-seater concept that was first shown at an event in Sweden last year. The

concept looks striking with its bright blue headlamps and the LED DRLs. The two-door concept car has a centrally placed driver's seat and an outlandish joystick steering control housing a big screen that displays vehicle related information.

Ankur Bhatia, executive director of Bird Group said, "We hope that our initiative will bring the best of affordable, yet very high-tech electric cars into every household and change the way people

travel. We are also glad that this will contribute to the drive against pollution, which is now affecting almost every major metro in our country. This initiative will not only create huge opportunities and numerous jobs, but will also enable entrepreneurs to set dealership networks in their prevalent geographies. It also follows the vision of the Prime Minister, Mr. Modi to Make in India and ensure vehicles are electric by the year 2030."✕



Alternate Future!

Greaves Cotton Limited announces its offerings for electric and alternate fuel-powered vehicles

GREAVES COTTON LTD announced the launch of two new powertrain solutions at Auto Expo 2018. These solutions address the alternate fuel and electric vehicle segments. Greaves Cotton Limited claims that they offer class leading fuel efficiency and lower emissions. In partnership with Pinnacle engines, USA, Greaves Cotton Limited is offering linear twin-piston technology equipped engines for CNG/Petrol 3-wheelers. These engines, Greaves Cotton Limited claims, have 30 per cent higher fuel-efficiency coupled

with low tail-pipe emissions, thereby meeting BS VI norms and reducing the carbon footprint of the engines over the course of their life-cycle. These engines are part of Greaves Cotton Limited's attempt to enter the 3-wheeler Petrol/CNG engine market by claiming to offer a low total cost of ownership and creating a high value proposition for the end user.

They also showcased high performance electric powertrains that are completely made in India. At the heart of these powertrains is an ultra-light compact high output induction motor, developed by Altigreen Propulsion Labs. This

motor is controlled by a compact custom-designed controller and it works with lithium ion batteries. They displayed a three-wheeled concept that features the Greaves Altigreen drive train. The concept named E3, has its body made entirely of advanced composite, made in collaboration with MG Group. The vehicle is designed with less moving parts and Greaves Cotton claims that the E3 will deliver high performance with low total cost of ownership by offering better range and higher reliability, thereby ensuring that the vehicles have a very low down-time.✕





Firefox adventures

In a sea of cars and bikes, Firefox had two incredible bicycles to wow crowds with

AUTO EXPO 2018 IS A perfect example of manufacturers showcasing their go-green prowess by displaying electric, hybrid, hydrogen-powered and alternative fuelled vehicles. The entire expo is leaning towards cleaner, environment friendly mobility in near future. Naturally following the same lines of the green and clean mobility theme, Firefox have showcased a couple of its bicycles with two new models, the Stravaro and Volante targeted for adventure getaways and for city commutes. With more and more eco-friendly vehicles making their way into the country, bicycle riding is an age old commuting method which is still an evergreen way to stay fit while also contributing towards maintaining natural harmony with the environment.

The Stravaro is for the adventure junkies and a bicycle that is apt for the weekend off-road trip to the hills. The Volante on the other hand blends comfort and practicality that makes for a great daily rider. The bicycle maker has also partnered with Adventure Beyond Barriers Foundation to support adventure cycling for the specially abled. Firefox offers bicycles for children as young as three years to adults in different categories like Trek, Full suspension,

Hardtail, Tern, Road, Hybrid, Women specific, BMX and so on. Firefox also offers bicycle registration and insurance facility which works in a similar fashion like our two-wheelers and four-wheelers. Firefox is also working on promoting bicycling culture in India and supports bicycle events like the Road and Track nationals, MTB events, BMX competitions along with cross country rides. ❌



Giant showcases bicycle line-up

The pavilion also displays a host of bicycle riding gear from Starkenn, Jagwire, Var and Giant as well



CYCLE MANUFACTURER GIANT cycles have made its presence at the Auto Expo 2018 by displaying bicycles and accessories. Giant offers a wide range of bicycles in four different categories namely - On-road, X-road, Off-road and Youth to suit different terrains and people as per their usage. Along with the bicycles, Giant also has a display of riding gear and accessories from Starkenn, Jagwire, Var and Giant itself. Giant is a Taiwanese bicycle manufacturer which is recognised as one of the biggest cycle manufacturers in the world and has manufacturing facilities in Taiwan, the Netherlands and China. ❌

Just Buy-Cycles!

Kross Bikes, a part of Hero Ecotech, is known for its diverse range of cycles

CYCLES ARE AN INTEGRAL part of our lives and the Auto Expo provided a great platform to have a peek into the range of cycles that are available in the country for various terrains put on show by various cycle makers. And all the fuss about clean and green mobility has made bicycles suddenly very attractive as they also contribute to man's fitness apart from a clean commute. Many cycle manufacturers showcased their range of bicycles and Kross Bikes, a part of Hero Ecotech, too put on display its range of bikes at the event.

Kross Bikes have a variety of bicycles in each of its segments like MTB, kids, ladies, high-end and roadster bikes. While high end bikes are built for professional cyclists, roadster bikes are more oriented towards intra city cycling.



Atlas shrugged

Nine new bicycles starred at the Auto Expo

THE BICYCLE manufacturing company offers a wide range of bicycles from kids to adults in nine different product categories depending on the person and type of use. The Roar, Junior and Kids categories cater to the needs of the kids and offer a vivid range of funky bicycles. MTB and Aquafire series are meant to serve dual purpose and could be used both on and off-road, while the Ultimate range is purely developed for off-road riding pleasure. Roadster series, which can also be referred to as the backbone of bicycling mobility in the '90s, is intended towards mobility of the rural crowd.

Atlas is an Indian bicycle manufacturing company that started its operations in 1951 now produces 4 million bicycles per year. With a lot of car and bike manufacturers showcasing their electric and alternate green power sourced vehicles, bicycles is the best way to hop and ride to your workplace and stay fit as well. ✕

A range of TVS Tyres

The highlight was however on its Protorq tyre

TYRE MANUFACTURER TVS Tyres has showcased a select range of tyres at the Auto Expo 2018.

The spotlight was however on its latest set of high performance radial tyres 'Protorq' that caters to the premium segment motorcycles. The tyres promise better contact area, more traction, better high speed stability and ride comfort.

At the Auto Expo, the director of TVS Srichakra Ltd P Vijayaraghavan said, "We feel extremely happy to associate with the 2018 Auto Expo and showcase our product range in the two-wheeler segment. This prestigious show serves as a great platform for our brand to effectively maximise our visibility and further strengthen our presence in the domestic market."

TVS Tyres is part of the TVS Group, India's largest auto ancillary group, and is one of India's largest manufacturers and exporters of two and three-wheeler tyres including off-road Tyres. ✕



JK Tyre's big show

On display is India's largest off-road tyre line-up for motorcycles & its racing vehicles

JK TYRES SHOWCASED THE country's largest off-road tyres at the Auto Expo, among its other product line-ups. Not only that, they also engaged visitors at the event with activities that included a chance to ride with National Champion Hari Singh in a series of off-road activities. These activities included taking down a 20-foot metallic hill construction, a 12-foot uneven surface made of boulders and logs and a 30° slanted turn in their off road vehicles.

The tyre maker also displayed its Blaze tyres which are built using hybrid technology to cater to premium two wheelers. At the Federation of Motor Sports Clubs of India (FMSCI) exhibit, they also showcased their racing vehicles that have taken part in various sporting events including the JK Racing India Series, ASEAN Rally and SAARC Rally to name a few. Visitors also got an opportunity to win prizes by clicking selfies and posting on social media using #JKTyreAutomania. ✕



MRF to the fore

It showcased the Formula 1600 race car along with its product line-up



One Experience from Land to Sky was the theme that MRF entered with into the Auto Expo. The tyre maker's product range extends all the way from two-wheeler tyres to off-road tyres. It also manufactures pre-treads, sports goods, paints and coats apart from tyres. At the event, MRF showcased its tyres for cars that included high performance, off road and all terrain tyres in its 'Wanderer' range. Also on display was the off-road tyre range for motorcycles christened 'Mogrip'. Giving auto enthusiasts another reason to cheer, MRF put on display its Formula 1600 race car that is powered by a 1.6-litre Ford Duratec engine that makes 140bhp and comes mated to a 5-speed sequential shift gearbox.

Spherical tyres?

The Auto Expo was a special occasion for Goodyear as it marks 120 years of making tyres



IN THIS AGE OF SMART PHONES, even as AI is incorporated in bikes and cars, a spherical tyre that comes loaded with tech to communicate with the vehicle and other vehicles around sounds other worldly right? Say hello to Goodyear Eagle 360, a concept spherical-shaped tyre that was unveiled at the Auto Expo. The tyre is specially developed for autonomous vehicles. It was a special occasion indeed as the tyre manufacturer also celebrates 120 years.

The tyre comes loaded with features like magnetic levitation, biomimicry and connectivity. Spherical tyres have the ability to move in all directions, which will come in handy for manoeuvrability. The tyres come with embedded sensors that communicate the weather conditions with the vehicle sensors and to nearby vehicles too. The tyres can regulate tyre and tread pressure for even wear to improve fuel economy.

Another interesting feature is the biomimicry, where the tread is designed such that it stiffens in dry conditions and turns sticky in wet conditions, to deliver optimum performance and good resistance to aqua-planing. ✕

Red, Hot Wheels!

For most of us, this was our first car. Now this icon turns 50 in style

HOT WHEELS WILL BE celebrating its 50th anniversary at the Auto Expo 2018. The hugely loved brand that makes toy cars is showcasing two life-sized versions of its popular cars – a classic car and a contemporary one. The Hot Wheels insignia is painted across the cars. Formed in 1968, the company has made a name for itself as the brand to turn to when one is looking at toy cars. Their spunky collection which often includes muscle cars and hot rods is generally a kid's first point of contact with the automotive world. Fascinated with the miniature versions of these cars, we often endear ourselves to cars when we grow older.

Mattel co-founder, Elliott Handler collaborated with a car designer and rocket scientist to create a toy car that looked cooler and performed better than other toy cars of the era – much like how we want our cars to be. Hot

Wheels, today, is the largest selling toy in the world, having manufactured over 6 billion cars since 1968, which is roughly 16.5 cars per second!

The design of the classic car stays loyal to the brand's signature style. The classic muscle has a grunge look with its all black body and chrome highlights. The car features a lip spoiler on the rear tail and an air dam in the front. The interiors too keep up with the theme with a unique chain design steering wheel and a skull head gear knob. The upholstery is draped in red leather to complement the rest of the interior.

The contemporary car features sporty bits like the bumper designed with a bold horizontal line and broad air inlets that add to the car's wide and sculpted look. A swanky black roof, and a rear tail gate spoiler also add to the visual appeal. The headlight cluster, the fog lights and the tail lights feature LEDs. ✕



For special apps

If you thought the Auto Expo is only about passenger cars, think again. Like other years, this year also saw some cutting edge special application vehicles being showcased. ✕



Ashok Leyland unveils Circuit S electric bus concept

He partnership between Ashok Leyland and Sun Mobility has been announced at Auto Expo 2018. The partnership aims to create smart mobility solutions for cities. And with that they have unveiled their first product together, the Circuit S, an electric bus powered by Sun Mobility's swappable battery.

The Circuit S is India's first swappable battery type bus. This can solve quick recharging issues which pose a problem for all the current generation EVs. The Sun Mobility Interchange Station comprises of a robotised mechanism and, as demonstrated in the expo, takes only less than four minutes for swapping a battery. The platform works with 9-metre, 10-metre, and 12-metre buses. And seating capacity can vary from 25-35 passengers based on the size of the electric bus. Sun Mobility plans to build a network of these 'quick interchange stations'. The bus has been designed and made in India, marking a big step for commercial EVs in India. ✕



Zero emission plan

Six electric vehicles including the OMA Star Li and OMA Star SPL e-scooters outline Lohia Auto's green strategy

LOHIA AUTO HAS LAUNCHED its e-rickshaw named Comfort E-Auto HS along with a number of other EV launches at the Auto Expo to showcase its green credentials. Other launches included the solar and battery operated e-rickshaw Hamrahi Plus, OMA Star LI, a Lion battery operated scooter, and the OMA Star SPL, an e-scooter for differently abled individuals.

The Comfort E-Auto HS comes with a seating capacity of four people excluding the driver. Maximum speed of the e-auto is 30kmph and has acclaimed range of 80km.

The e-rickshaw comes with a 78Ah battery. It comes with 48V-40A multi stage SMPS charger and a 2.2kW motor. The battery takes two and half hours to charge. The e-rickshaw comes with telescopic forks and leaf springs to take care of suspension duties.

The manufacturer also launched its three wheelers, the Humsafar DLX which is a 5-seater rickshaw and Humsafar 2000 Loader at ₹1.90 lakh and ₹1.95 lakh (ex-showroom, Uttar Pradesh) respectively. Both the vehicles get the same 435.6cc single-cylinder diesel engine that makes 8bhp and 21Nm of torque and mated to a 4-speed gearbox.

The company also showcased its OMA Star Li e-scooter that is powered by a 250W, Brushless DC motor and gets a 48V, 6AMP charger. Maximum speed of the e-scooter is 25kmph with a claimed range of 60km.

At the Auto Expo, the CEO of Lohia Auto, Ayush Lohia said, "Innovation and affordability, these two thoughts are always on the forefront while we design any new product. After having significant success in keeping the electric vehicle moment alive, we are now geared up to take the brand to the next pedestal by adding more value to the products in terms of speed, power, technology and reach." ❌



Cummins at the Expo



Cummins India, a leader in power and technology, showcased its power technology solutions at this year's Expo. On display were all-new BS-VI compliant engines, turbo technologies, and more. ❌

Scooters India



Incorporated in 1972, Scooters India Pvt Ltd has been manufacturing and retailing three-wheelers under the brand name Vikram. At the Auto Expo, the company showcased its range of new three-wheelers. ❌



Celebrities at the Auto Expo

The Auto Expo did not lack for big names!



C-Artist

It's a unique platform for creating automotive art and promoting creativity

A PART FROM THE innumerable car and bike displays at the Auto Expo this year, there is something different that is catching the attention of the visitors. Jaipur based Himanshu Jangid has



been restoring cars for over a decade and two years ago, he started 'Cartist' with the motive of spreading awareness about automotive art and creativity and has been giving artists an opportunity to showcase their work. Cartist is now exhibiting art-installations created by various local and international artists at the Auto Expo 2018. Just before the Expo, Cartist had undertaken a pan-India 'yatra' to connect various artists from across the country. ☒

You game?

There's gaming action at the Expo

SO YOU LOVE GAMING and have no interest in cars or bikes. Unless of course you can race them in the virtual world. Well, guess what? You won't feel deprived if you head to the Auto Expo 2018. For, apart from all the automobilia on exhibition for the discerning public, there's also a fabulous gaming arena.

Organised for the first time ever at this biennial, specifically with the gamer in mind, the auto gaming arena was one of the highlights of this year's



motor show. It is also a clear indication that in a welcome move the Auto Expo organisers, SIAM, has decided to move beyond the traditional car and bike enthusiast target audience to a wider audience. With digital engagement being the next big thing, gaming will hugely widen the scope of the Auto Expo.

“SIAM has decided to move beyond the traditional car and bike audience”

Nostalgicars

Iconic cars and two-wheelers ranging from a 1918 Buick to a 2013 Ferrari 488 were present at the event

EVERY CAR SHOW HAS something unique in store for the visitors, waiting to surprise enthusiasts of all age groups. The antique and supercar show is one such example at the

Auto Expo. A total of 28 vehicles that encompassed vintage, classic and super cars along with bikes and scooters of yore were there to greet the visitors at the event, courtesy the Heritage Motoring Club of India (HMCI).

The HMCI was formed 17 years ago and has 256 members across the nation, with an objective to preserve, protect and develop the rich heritage of vintage and classic automobiles. They have organised over 75 events comprising long distance drives, local drives and shows, technical sessions and social events.

At the event, a 1934 Cadillac Model 355-D 7-seater car, a 1935 Auburn Boattail Speedster 851 produced between 1935 and 1936 were showcased. Only 147 Speedster 851

were made. Also on display was the 1939 Dodge 7-seater convertible was previously owned by the Maharaja of Palitana, Gujarat and was exhibited at the Cartier Concours d'Elegance, Delhi 2015.

Other noteworthy cars to feature in the event were 1931 Ford A, 1942 Ford Jeep, 1948 Bentley Mulliner, and a 2011 Lamborghini Huracan to name a few. A 1967 AC Shelby Cobra roadster which in an Anglo-American car with a Ford V8 engine was also put on display among others. Speaking of roadsters, the iconic Ford Mustang, a 1970 model was also in attendance. Even the Vantage and Volante cars from Aston Martin were put on display.

In the bikes section, a 1922 Royal Enfield 250cc motorcycle, a 1947 Harley-Davidson 750cc bike, a 1969 Lambretta Li-150 scooter which was the last version of the scooters produced, a 1947 Matchless 350cc motorcycle and a 1948 Corgi 98cc scooter were showcased at the event. ✕

“The HMCI was formed 17 years ago and has 256 members across the nation”



Time travel

Crystal ball gazing, virtually



THE FUTURE ISN'T REAL until you're there but there's nothing stopping you from getting a glimpse of what it might look like. Provided of course you have the right tools for such time travel. The Society of Indian Automobile Manufacturers (SIAM) who organise the Auto Expo every alternate year, chose virtual reality (VR) technology as their primary tool for letting visitors peek into the future of the Indian automotive scenario.

The dedicated #FutureDecoded pavilion at the event was part of the society's efforts to showcase a holistic view of the Indian automotive industry and served as a bridge that finishes the story that started with the infant years of the automobile in India. Indeed, a fitting culmination to a showcase that started with the 70 years of Indian automobiles.

For those with a more functional bent of mind, application vehicles like tippers, earth movers and so on were also on display. After all, such application vehicles form the backbone of the construction of the roads on which the Indian automobile industry moves. ✕

DID YOU KNOW?

EIGHTEEN

New concepts showcased to the Indian automotive enthusiast this year

22

New products were commercially launched at this year's event

4.5

Billion impressions generated on Twitter for the Expo

53

Original vehicle manufacturers showcased their products and services at the Auto Expo this year

119

Total number of exhibitors at this year's Auto Expo

6.05

Lakh people visited the Expo

25

Electric vehicles were launched, showcasing an electrifying future

81

Unveils and reveals were done by participating manufacturers

500

Number of products put on display by participants

14

New brands launched

11

Start-ups participated

750

Government school children visited the Expo

SEE YOU AGAIN IN 2020

Published by GTO Publishing

GTO
PUBLISHING