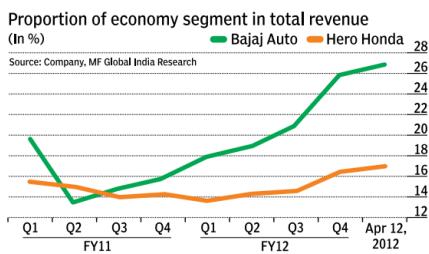


**India may take S&T Motors mktg crown**  
S&T Motors, the South Korean automobile manufacturer which recently partnered with DSK Motowheels for assembling and selling Hyosung brand of sports bikes in India, is getting ready for a longer drive for the country. The company sees India as the biggest market in the next 5 years. As of now, Brazil provides the company the largest marketing opportunity where it currently sells some 10,000 units. The automaker sold 45,000-50,000 units of Hyosung bikes globally in the last calendar year. The move to shift some part of its production operations to India is primarily designed to get cost benefits and export vehicles to other markets. DSK Motowheels, on its part, is slated to launch GV250 and GV 650 this year. It's also looking at 90% localisation, which will further bring down the prices of the bikes.



**Hyundai Elantra comes reloaded**  
Hyundai's new Elantra is set to hit the market by September, according to a report on Autocar India website. The Elantra competes directly with Toyota's Corolla. The report further states that the new variant will come equipped with a 147bhp, 1.8-litre petrol and a new 1.8-litre diesel engine. Other competitors in the segment are Skoda Laura, Volkswagen Jetta, Renault Fluence and Chevrolet Cruze.

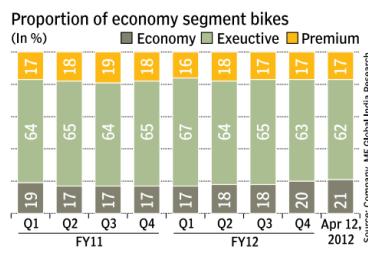
**JLR wins key EU ruling on dealer choice**  
Tata Motors' Jaguar Land Rover unit won a European Union court challenge over limiting its sales network for luxury cars. The European Court of Justice ruled Jaguar Land Rover, the maker of the XK sports car and Discovery SUV, doesn't have to follow specific rules or disclose its reasons for choosing car dealers in a dispute with Auto 24 SARL.



## Economy bikes turn recession on the head, scorch ahead at 26%

The economy segment within the motorcycle space is running away as a clear winner as it has registered an annual growth rate of 26% in the fourth quarter of financial year 2012. It now forms 21% of domestic motorcycle sales – up by nearly 3.5% from a year earlier. In fact, the proportion of

the economy category in the total motorcycle pie is the highest since the recession began in 2008-09, stated an MF Global report dated June 8. On the other hand, sales of bikes in the executive class rose a paltry 3% and the premium bracket just went flat.



# CNG or LPG

We are asked this question a million times by our readers. So, we thought it's time to explain...

### Team DNA Drive

With petrol prices at their highest ever, and chances of a diesel price hike lurking, should one convert to CNG or LPG fuel kits? If so, what are the pros and cons? Here's what you always wanted to know.

### THE CNG ADVANTAGE

One can recover his expenses in about two years with a mere daily commute of 15 km a day. If your travel is more, the recovery is faster. The other advantage of CNG is that your cost per km reduces to ₹2.65 per km from about ₹7.65 per km for petrol. The flip side is the performance of the engine may be compromised somewhat.

### THE LPG ADVANTAGE

The LPG advantage is that, despite being cheaper, the performance of your engine isn't as much affected as in a CNG.

### DIFFERENT MANUFACTURERS OF THESE KITS

Kits from various manufacturers are available. Some are Indian, some Italian while we also few from Argentina. The Italians ones are our pick. These are the kits manufacturers we prefer.

Manufacturer	Country of origin
Lovato	Italy
BRC	Italy
Lomani	Italy

Approximate cost of CNG and LPG kits		
Type of kit	CNG	LPG
Open Loop	32,000	22,000
Closed Loop	39,000	29,000
Sequential Injection	48,000	36,000

Cost in ₹



### Compressed natural gas (CNG)

Compressed natural gas (CNG) is a cleaner burning gas – though it does release some Greenhouse gases – when compared with the mainline fuels such as diesel and petrol.

Natural gas is primarily methane, which comprises carbon and hydrogen. This fuel is safe and generally used at home for heating, lighting and cooking. On the performance front, the CNG is highly compressed, due to which its pressure is around 3600psi. For safety purposes, it is stored in highly pressurised, heavy tanks. That is the reason why an empty CNG tank itself weighs about 68-70 kg. A CNG tank usually has a storage capacity of 8-10 kg.

### The present and the future

The government has been encouraging the use of CNG for vehicle transport and it is already available in most of the major cities across India. According to a Centre for Science and Environment India study in 2010, 150-200 Indian cities will have CNG filling stations by 2014 and about 58 lakh vehicles in India will be running on CNG by the end of 2020. Today, CNG is already the mandated fuel for public transport buses in New Delhi and Mumbai. All commercial vehicles that are older than eight years have to be converted to CNG, to get an entry ticket into the Bharat Stage IV (BS-IV) cities. These conversions have had a maximum impact on reducing pollution in these cities.

### Liquefied petroleum gas (LPG)

Liquefied petroleum gas (LPG) or 'Auto Gas' is one of the most widely used alternative fuels. It is also a green gas, and is the third-most widely used fuel across the globe, after diesel and petrol. LPG is also used for cooking purposes at home.

The biggest advantage of LPG is there isn't much of a difference in the performance characteristics of the engine when compared with petrol. The other is that its empty tank weighs just about 20 kg, or a third of a CNG tank. The LPG tank is also more compact, leaving room for some luggage space in the boot. In a hatchback, this is a crucial difference.

### CNG and LPG kits come in three different packages

**1) OPEN LOOP:** These are cheapest kits on CNG and LPG both. These are simple and mechanical, without any electronics. As the name suggests, it is an open loop. As CNG and LPG are clean gases, it really doesn't affect pollution in the case of an open loop.

**2) CLOSED LOOP:** In a closed loop, the exhaust gases are inspected by the sensors and the volume of intake gas is tweaked accordingly to minimise pollution.

**3) SEQUENTIAL INJECTION:** Sequential injection is the advanced version kit. The mechanism is exactly similar to the manner in which a normal fuel injection system works and the intakes are controlled by an engine control module or ECM. An ECM is a generic term for any embedded system that controls one or more of the electrical systems or subsystems in a motor vehicle. In short, the difference between a sequential kit and conventional one is same as that of multi-point fuel injection (MPFI) and carburettor, respectively.

### Different types of kits



### Verdict

LPG and CNG both help reduce your travel expenses by a great margin, but as you are investing and installing one of these kits, please ensure you get it done from an authorised dealer (for safety purposes). Remember you also have to keep the car for 2-3 years at least to recover the cost. Finally, prefer CNG over LPG as it will be cheaper of the two to run and there are more CNG pumps than LPG ones. Sure, you may compromise zippy performance, but that's fine if your idea is cost-saving. But for those who still want performance like that of a petrol car, then the LPG kit is what we'd recommend. And those planning to buy a new car, go for a factory-fitted LPG/CNG to avoid warranty issues.

We always recommend sequential injection if you can afford it.

### COST ADVANTAGE

Today, in a city like Mumbai petrol costs about ₹76.5 a litre while CNG costs ₹33.1 per kg. CNG isn't just cheaper to run, but its fuel economy is slightly better. One kg of CNG is equal to 1.5 litres of petrol. About 15 litres of CNG can be filled in an 80-litre CNG tank.

FUEL	PETROL	LPG	CNG
Cost	₹76.5/litre	₹45.6/litre	₹33.2/kg
Cost of kit	Not required	₹36,000 approx	₹48,000 approx
Fuel Economy	10	9	12.5
Monthly Savings (15km per day)		₹1107	₹2247
Recovery of the kit cost		Three years	Two years

# Aprilia superbike outguns Bugatti THE BEST IN CLASS ROCKET

### Matthew Oakley

It's a boiling hot day, I've been shrink-wrapped by a leather suit and feel like I'm breathing through a wet sponge. Now, I'm supposed to guide a little machine with a power-to-weight ratio greater than a Bugatti Veyron around a racetrack. Suddenly, motorcycling doesn't seem like much fun.

The angry-looking black wasp I'm perched on, feeling horribly vulnerable, is the Aprilia Tuono V4R APRC. It's a lot of letters. It's also a lot of bike, pitched by the Noale, Italy-based manufacturer as the most powerful "super-naked" model on the market. It's just been released in the US.

I'm intimidated. On previous, twin-cylinder, incarnations of this V4 rocket, Aprilia SPA had taken its RSV superbike of the moment, stripped off the bodywork, stuck high handlebars on and that was about it.

The Tuono was infamously rowdy. With two extra cylinders and 37 more horsepower, this model sounded downright disorderly.

Five decreasingly cautious laps later, the nerves nipping at my stomach have gone and I realise this gem of a bike isn't intent

on embedding me into a wall after all.

In fact, it's superb in almost every respect, starting with the magnificent sound. From a deep, bubbling growl at low revs, the Tuono builds through the mid-range with an addictive snarl and peaks at a blistering scream.

This is an engine that begs you to keep twisting the throttle, and it's almost impossible to refuse.

### Effortless power

Power, apart from a flat spot at around 2,500 revs that ruins standing starts a little, builds effortlessly and rapidly.

It goes from 0 to 100 km in 2.9 seconds. Wisely for a bike with this kind of stupendous power, Aprilia has given the Tuono three different engine modes – Road, Sport and Track – that can be switched on the fly. Road mode cuts power 25% across the range, ostensibly to make the bike safer and more manageable for city use.

If 125 horsepower sounds a bit like an Italian's idea of restraint, setting the eight-stage traction control system to the highest level adds a reassuring se-

curity buffer.

I experienced its effectiveness first-hand. Cornering out of a tunnel onto a soaking wet road, the back end slid away and the system kicked in immediately, bringing the bike back into line so smoothly that my guts hardly had time to lurch.

Handling, thanks to those higher bars, is very sharp and so quick that for the first five minutes on the racetrack, I kept overcooking it, being accustomed to a heavier sports-tourer.

### Traction control

The Tuono doesn't need much persuasion to tip into and hold a line, and once there, the traction control enables you to drive the bike out of corners early, flicking through the gears with the quickshifter and munching through the next straight, before slamming on some powerful Brembo brakes and doing it again.

A combination of electronic brilliance and basic engineering common sense has turned the World Superbike Championship-winning RSV4 sportsbike into a useable roadster that's hardly tame, yet less maniacal than its predecessor.

The destabilising effect of a higher, more comfortable riding position has been tempered by reducing the centre of gravity, fitting a steering damper and pushing the steering head forward to put more weight over the front wheel.

As a result, the Tuono is supremely stable, even in fast, bumpy corners – far from being the handlebar-wobbling runaway lunatic you might expect.

### Retuned engine

The engine has been retuned, with the bottom three of the six gears made taller for more practical real-world use. It's not creamy smooth like a Triumph triple or an inline four.

Neither would anyone call it refined, unless their idea of refinement is Vinnie Jones



### Car queries

Thanks for your forthright opinions. For the past five decades, I have used a 1947 Oldsmobile and a 1948 Citroen Traction – both six-cylinder giants which rendered unfailing service, solid security and luxurious comfort and I

am biased in their favour. I want to buy a new vehicle in their place. Can you recommend any car in today's market which will be as good and as reliable? – Dr S D Jig

Wow, that's quite a collection there. Sir! We are jealous! Jokes apart, you'll find plenty of reliable cars now, but none to match the CHARACTER of those two. We'd recommend the Toyota Corolla since it's totally reliable, but the driving experience won't be the same as with your old beauties. As long as you still keep those around for your fun, we think the Corolla should acquit itself well. Happy driving!

I want to buy a Toyota Innova or a Scorpio. Could you please tell me which one is the best, in terms of low maintenance and good mileage? Is it also most-suited for a family of seven? – Kailash Patil

The Innova is the benchmark here for a good reason – it is reliable and easily carts families around. The Scorpio is due for a major upgrade, so it may make sense to hold off or you'll be left with an old model when the new one comes out.

I am looking for a bike that suits my personality and budget. Is the Hero Passion/Splendor a better option versus the Bajaj Discover/Platina or the Honda Twister and the TVS Starcity/Sport? I just need a good and reliable decision. – Praveen Patange

All the bikes you listed will serve you well, so if you're leaning towards a particular brand, go for it as it will be reliable and give good mileage. The Passion and Splendor are good bikes, but are a little lacking in performance. But if you are looking for reliability and mileage, then they will be your best bets.

Can you please give me a choice among the Stunner, the Shine and the Yamaha SS? I'm looking for good mileage, low maintenance and, yes, looks. Also, what's the best choice for mileage and maintenance in a 150 cc variant? – M Husaini

The Shine and Stunner are our picks. Since you're looking for a little more style, take the Stunner. In the 150cc segment, the SZ-R from Yamaha gets our nod for being easy to buy and fuel-efficient.

I am a regular reader of your column and I like the way you are guiding people. I travel 50 km every day on highways. I want to buy a bike that is very comfortable on highways, reliable, has high mileage and is low on maintenance. I was surfing the Internet and shortlisted the Suzuki Slingshot, Honda Shine, Yamaha SZR and the Bajaj Discover. Please help me decide. My budget is around ₹50,000. – Satish D Kulkarni

More queries on Page 13

We'd suggest you go in for the Yamaha SZ-R because of your long highway jaunts. It has a higher capacity engine, so will feel less stressed at higher speeds, and, therefore, will give you a relatively relaxed commute. The other bikes worth looking into in this segment are the Discover 150, or the new Discover 125 ST.

I want to buy my first car in a budget of ₹4.5 lakh. I have short-listed the WagonR, Hyundai i10 and the Honda Brio. I am not a regular user. Can you advise me a better one? – Omkar Vedak

The Honda Brio and Hyundai i10 fit the bill very well. We love the way the Brio drives, but for someone who doesn't use the car as often and as a first car, the i10 makes a little more sense as it's much easier to drive in the city and the light controls and good visibility will help you as well.

I want to buy a new scooter. I'm confused between the Activa and Swish. I want good mileage. Please advise. – Sameer Sahu

For a good mileage, the Activa is still on top due to its 110 cc engine, but there's a waiting list. The Swish, with its 125cc engine, is not as efficient. It still manages good mileage though, but not as much as the Activa.

I am looking to buy a bike. My daily running is almost 60 km. I have short-listed the TVS Star City and Suzuki Hayate. Which one is more fuel-efficient? – Shubham

The Star City is more fuel-efficient, but with that long a ride, we recommend the Hayate as it's a little more comfortable and will be more suited for your kind of usage.

I own a Hyundai Santro and am looking to change. My daily drive is around 15 km and I have short-listed the i10 and the new Swift. My preference will be on good mileage on Mumbai city drives. Also, is it advisable to go in for a diesel or CNG? Or is it better to stick to the petrol version? Please advise. – Siddhesh

For just a 15-km drive, petrol is still the way to go for you. If the driving is going to be mostly city-based, then the i10 will be better suited, especially because of its light controls and easy steering.

Questions? Send them to [dnadrive@dnaindia.net](mailto:dnadrive@dnaindia.net)



### SPEC SHEET

### The 2012 Aprilia Tuono V4R APRC at a glance

Price: ₹8.36 lakh or \$15,000 in Singapore. Add around 110% import duty if you want it

Kitna deti hai? 12 km per litre

Engine: 999cc V4, liquid-cooled

Power: 167 horses

Torque: 82 pound-feet

Transmission: Six-speed, wet multiplate slipper clutch

Top speed: 266 kmph

Best handling: Addictive engine, sharp handling, sound

Worst feature: Low mileage

Target buyer: Track and daily use riders who want to arrive at work grinning. Definitely not a novice bike.

in a tuxedo. Still, it doesn't make you work as hard as a Ducati twin at low urban speeds.

If aesthetics is as important as performance, then the Tuono might be a non-starter, even though it's not as categorically unsightly as previous models.

Compared with competitors like the Triumph Street Triple, Ducati Streetfighter or MV Agusta Brutale, this won't open the drool tap. Build quality seems good, if a little plasticky in places, with fully adjustable top-notch Sachs suspension.

The seat is sculpted to let the rider climb quickly around the bike on the racetrack. It's also rock hard, not that you'll be spending long hours in the saddle, because the mileage is almost laughable at around 200km per 17-litre tank with moderately hard use.

With that phenomenal V4 motor under the seat, any niggles quickly disappear in a blur of addictive velocity and it's easy to see how this bike has knocked the Speed Triple off its best-in-class perch for the first time in years.

In fact, it's so good, I went back to the dealer and bought it.